

Appendix B

NOP Comments

Inglewood Basketball and Entertainment Center

NOP Comment Letters

Agency/Person	Date
1. Native American Heritage Commission	February 23, 2018
2. Gabrieleno Band of Mission Indians – Kizh Nation	March 2, 2018
3. Dennis Bordenave	March 13, 2018
4. Rosa Bordenave	March 13, 2018
5. John DeVincent	March 13, 2018
6. County of Los Angeles Fire Department	March 20, 2018
7. Monic DeAvila	March 15, 2018
8. Los Angeles County Metropolitan Transportation Authority (Metro)	March 20, 2018
9. Chatten-Brown & Carstens, LLP on behalf of Inglewood Residents Against Takings and Evictions (IRATE)	March 21, 2018
10. Latham & Watkins, LLP on behalf of MSG Forum, LLC	March 21, 2018
11. California Department of Transportation (Caltrans)	March 22, 2018
12. Gibson Dunn on behalf of Hollywood Park Land Company	March 22, 2018
13. Diane Sambrano	March 22, 2018
14. Uplift Inglewood	March 22, 2018
15. County Sanitation Districts of Los Angeles County	March 27, 2018
16. Catherine Polk	March 27, 2018
17. South Coast Air Quality Management District (SCAQMD)	April 12, 2018
18. Southern California Association of Governments (SCAG)	April 23, 2018
19. Comment Cards Received at NOP Scoping Meeting	March 12, 2018
<div> <ul style="list-style-type: none"> • Nina Harawa • Public Counsel • Erin Meadows • Helen Stabler • Christopher Sutton (1) • Jamsky • Brett Roberts • Cassandra Gaston • Adrienne Gaston • Norma Iris Orellana • Virginia Lawrence • Alexandra Halichi • Christopher Sutton (2) • Deborah Banks • Raena Granberry • Jose Almeida • Ralph Davis • Shirley L. Smith • Felipe Trujillo </div> <div> <ul style="list-style-type: none"> • Khalil Edwards (1) • Christopher Sutton (3) • Christopher Sutton (4) • Kimberly Delgado • Oscar Delgado • Hector Alvarez • Leopoldo Mendoza • Jennifer Delgado • Don Owens • Khalil Edwards (2) • Miguel Vela • Michael Wilson • Anonymous • David Escobar • Cathleen Deppe • Opetoritse Adefolalu • Joe Teixeira • Sharawat Ullah • Debashi Das </div> <div> <ul style="list-style-type: none"> • Cindy Vallejo • Flavia Felipe Trujillo • Dylan Chavles • Jan Williamson (1) • Derek Steele (1) • Jan Williamson (2) • Jan Williamson (3) • Hermendesildo Victovio • Kriss'shon Day • Derek Steele (2) • Robert H. • Alicia Arango • Janis E. Sheppard • Adilene Gloria • Jan Williamson (4) • Derek Steele (3) • Derek Steele (4) • Derek Steele (5) • Crystal Greer </div>	

**Summary Table of Comments Received During Inglewood Basketball and Entertainment Center Scoping Period
(February 20 – March 22, 2018)**

Date Received	Name	Group/Association/Agency	Comment Format	Environmental Category/Summary
State Agency				
February 23, 2018	Gayle Totton	Native American Heritage Commission	Letter	<ul style="list-style-type: none"> • Assembly Bill (AB) 52 and Senate Bill (SB) 18 Tribal consultation requirements outlined • Recommends early consultation with all California Native American tribes traditionally and culturally affiliated with the geographic area of the Project
March 22, 2018	Frances Lee	California Department of Transportation (Caltrans), District 7	Letter	<ul style="list-style-type: none"> • Requests coordination meeting • Project should include multi-modal transportation elements and incorporate complete streets and pedestrian safety measures • Disclose, evaluate, and mitigate transportation impacts including trip generation, trip distribution, trip assignment estimates, Vehicle Miles Traveled (VMT), transportation demand management, site access, and Intelligent Transportation System (ITS) • Encourage land use and transportation patterns that reduce VMT and Greenhouse Gas (GHG) emissions
Regional Agency				
March 20, 2018	Michael Y. Takeshita	County of Los Angeles Fire Department	Letter	<ul style="list-style-type: none"> • Development must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants • Outlines project design characteristics to which Project must adhere per Fire Code, including access, fire flow requirements, fire hydrant spacing, etc.

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March 20, 2018	Derek Hull	Los Angeles County Metropolitan Transportation Authority	Letter	<ul style="list-style-type: none"> • Metro has prepared a focused analysis of transit connection to Inglewood's future entertainment/stadium district • Metro encourages potential impacts to existing bus facilities and services to be considered in the analysis • Existing Metro bus stops should be maintained during construction and as part of the final Project • New bus lines should be installed along West Century Boulevard and South Prairie Avenue • Provides suggestions for design for Americans with Disabilities Act (ADA) compliance, signage, and access • Requests consideration of Project proximity to Metro bus and nearby rail lines and potential synergies associated with transit-oriented development • Encourages orienting a building entrance towards West Century Boulevard and South Prairie Avenue • Encourages Project sponsor to incorporate Metro's employer transit pass programs • Encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies • Requests that the Project take into consideration Metro's Inglewood First/Last Mile Planning Project • Requests bicycle parking and amenities for guests and employees • Requests Congestion Management Program
March 27, 2018	Adriana Raza	County Sanitation Districts of Los Angeles County	Letter	<ul style="list-style-type: none"> • Requests copy of Project's build-out schedule • Provides list of District's trunk sewers that serve the Project area • Wastewater generated by Project will be treated at the Joint Water Pollution Control Plant • Requests estimate of the Project's wastewater flow • Reports that District service capacity is determined by Southern California Association of Governments (SCAG) approved growth projections and that payment of a connection fee is required

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April 12, 2018	Lijin Sun, J.D.	South Coast Air Quality Management District (SCAQMD)	Letter	<ul style="list-style-type: none"> • Requests copy of Project's air quality analysis and/or documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of modeling and health risk assessment files • Recommends the use of the California Environmental Quality Act (CEQA) Air Quality Handbook and use of the CalEEMod land use emissions software • Requests that criteria pollutant emissions are quantified and compared to the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts • Recommends calculating localized air quality impacts and comparing to localized significance thresholds • Requests calculating air quality impacts from both construction, operations, and indirect sources • Recommends a mobile source health risk assessment, if Project generates or attracts vehicular trips and an analysis of all toxic air contaminant impacts due to the use of equipment • Recommends the use of SCAQMD resources when identifying potential mitigation measures • Requests that SCAQMD be identified in the event that the Project requires a permit from SCAQMD
April 23, 2018	Ping Chang	Southern California Association of Governments (SCAG)	Letter	<ul style="list-style-type: none"> • Requests consistency with the adopted 2016 RTP/SCS goals and policies relevant to the Project • Recommends the use of a side-by-side comparison of SCAG goals and policies in analyzing consistency • Recommends review of the 2016 RTP/SCS Transit Appendix and the 2016 RTP/SCS Appendix #2 • Requests the use of the most recently adopted SCAG jurisdictional-level growth forecasts for the City of Inglewood • Recommends review of the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for project-level performance standards-based mitigation measures

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Interested Parties				
March 2, 2018	Andrew Salas	Chairman, Gabrieleno Band of Mission Indians – Kizhnation	Letter	<ul style="list-style-type: none"> States that Project lies within ancestral Tribal territory, in a sensitive area, and that the letter serves as a written request for consultation Native American Heritage Commission (NAHC) search results may result in no records found, but Tribal consultation may provide more information Encloses a video by California Environmental Protection Agency (CalEPA) and the NAHC about AB52
March 21, 2018	Benjamin J. Hanelin	Latham & Watkins, LLP, on behalf of MSG Forum, LLC	Letter	<ul style="list-style-type: none"> Requests that the Environmental Impact Report (EIR) thoroughly evaluate all study areas States that the Notice of Preparation (NOP) is premature given pending litigation and that the City has failed to provide promised information
March 22, 2018	Amy R. Forbes	Gibson Dunn, on behalf of Holly Park Land Company (owners and developers of adjacent National Football League (NFL) stadium project)	Letter	<ul style="list-style-type: none"> EIR should analyze concurrent events among all local venues, and shared parking opportunities Traffic study should incorporate many scenarios, including one where the Forum, the football stadium, and the Proposed Project all have events on the same day States that, within the Hollywood Park Specific Plan (HPSP), commercial development is permitted, but specific uses are not specified, and would require a specific plan (SP) amendment to set the precise uses. SP amendment would be subject to the California Environmental Quality Act (CEQA). Reference to Section 7.1 of Development Agreement, states that the intensity of development may not be changed, as the 2.0 Floor Area Ratio (FAR) is vested States that the development of 5.25 million square feet of commercial development within the HPSP should be assumed as part of the baseline traffic analysis

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March 21, 2018	Douglas P. Carstens	Chatten-Brown & Carstens, on behalf of IRATE (Inglewood Residents Against Takings and Evictions)	Letter	<ul style="list-style-type: none"> States that the Exclusive Negotiating Agreement must be rescinded before consideration of Project through EIR Alternatives must be analyzed in depth in EIR (identifies four alternatives: rezoning of Lockhaven Tract back to residential; use of Project Site for a technology park; use of Project Site for a community serving uses; alternative locations for the arena project) Project would have extensive environmental impacts Public must be involved; applicant and City have violated Brown Act, CEQA, and other applicable requirements
March 22, 2018	Doug Smith, Natalie A. Minev, Katie McKeon, Jonathan Jager	On behalf of Uplift Inglewood	Letter	<ul style="list-style-type: none"> Requests future outreach in Spanish Requests extending Draft EIR (DEIR) comment period to 90 days EIR should analyze the displacement of people and housing, consistency with affordable housing laws and policies, jobs-housing fit, the type and quality of jobs, the impact on small businesses, environmental justice, consistency with the General Plan, public access and use, greenhouse gas emissions, traffic impacts, noise impacts, light and glare, cumulative impacts, and alternatives
Public Scoping Meeting (Comment Card)/ Individual Comments (Email, Letter, etc.)				
March 12, 2018	Nina Harawa	Resident	Comment Card	<ul style="list-style-type: none"> Community needs more affordable housing, less traffic, industry and other activities that will provide full-time employment with benefits, and improved educational opportunities for youth and adults States that an effective EIR cannot be completed until after the Rams Stadium is completed and games are being played there regularly

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March 12, 2018	"Public Counsel"	N/A	Comment Card	<ul style="list-style-type: none"> Analyze population, employment, and housing (potential displacement of housing and potential displacement of people, construction of housing elsewhere), the potential for the Project to cause direct demolition of housing and also potential impacts on the affordability of existing housing stock, local and in surrounding communities, direct and indirect displacement of current residents, the Project's potential to exacerbate or accelerate displacement EIR should discuss potential for economic development and include comprehensive mitigation measures
March 12, 2018	Erin Meadows	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic issues including cumulative traffic, ingress/egress from Pincay Drive into Renaissance gated community, perceived existing traffic delays of 75%, congestion at Manchester/Century, LaBrea/Crenshaw, and street closures on Pincay Drive and Kareem Court Streets from adjacent gated communities not depicted on map
March 12, 2018	Helen Stabler	Resident	Comment Card	<ul style="list-style-type: none"> Neighborhood upkeep (trash/litter, homelessness, increased crime) Concerned about Air Quality (AQ)/Greenhouse Gases (GHG) (car exhaust), noise, and traffic flow (especially along Hillcrest Boulevard, Florence Avenue, and Manchester Boulevard)
March 12, 2018	Christopher Sutton	Individual	Comment Card	<ul style="list-style-type: none"> See attached lawsuit by MSG Forum, LLC (none attached) The City cannot control the site as alleged in the lawsuit See Los Angeles (LA) Superior Court Lawsuit #YC092715
March 12, 2018	Jamsky	Resident	Comment Card	<ul style="list-style-type: none"> Comment card reads: "A rec center for the youth to learn different trades and skills: music, dance, and business"
March 12, 2018	Brett Roberts	Resident	Comment Card	<ul style="list-style-type: none"> Full support of Project Believes project will aid in revitalization, increase employment opportunities, and local entertainment options
March 12, 2018	Cassandra Gaston	Resident	Comment Card	<ul style="list-style-type: none"> Please build the Clippers Arena
March 12, 2018	Adrienne Gaston	Resident	Comment Card	<ul style="list-style-type: none"> Please proceed with the Project
March 12, 2018	Norma Iris Orellana	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic, noise, crime, and rent

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March 12, 2018	Virginia Lawrence	Resident	Comment Card	<ul style="list-style-type: none"> • The Project would be positive for the City of Inglewood • Existing site is an eyesore
March 12, 2018	Alexandra Halicki	Resident	Comment Card	<ul style="list-style-type: none"> • Worried about rent increase, as happened when last stadium in area was approved • Projects are generally detrimental and cause displacement • Public land should be used to build affordable housing and alleviate housing pressure, not another arena
March 12, 2018	Christopher Sutton	Individual	Comment Card	<ul style="list-style-type: none"> • The City does not and cannot control the land area within the targeted area • Many parcels in target area are controlled by MSG Forum, LLC, as stated in a lawsuit filed on 3/5/2018 LA Superior Court Case No. YC072715 • City has defrauded company • Due to conflicts of interest, the City cannot acquire the full area without violating Government Code Sections 1090 and 87100 et seq. • City elected officials and their family members will be personally benefitted by these consultant/contracts involved
March 12, 2018	Deborah Banks	Resident	Comment Card	<ul style="list-style-type: none"> • The priorities of the City are not above the citizens' immediate needs • City Hall turned this meeting into a "sit down and listen to us" meeting.
March 12, 2018	Raena Granberry	Resident	Comment Card	<ul style="list-style-type: none"> • Traffic (along Prairie) • Air pollution/asthma
March 12, 2018	Jose Almeida	Resident	Comment Card	<ul style="list-style-type: none"> • Inglewood does not need a stadium or arena • Concerned about traffic, street parking, parking near 102nd and 104th, and noise
March 12, 2018	Ralph Davis	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about traffic in surrounding neighborhoods and traffic when events overlap, and street parking prioritization for residents
March 12, 2018	Shirley L. Smith	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about traffic and cumulative traffic • Worried about alcohol use and driving from arena visitors

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March 12, 2018	Felipe Trujillo	Resident	Comment Card	<ul style="list-style-type: none"> • Do not displace existing small businesses • Provide assistance to small business owners
March 12, 2018	Khalil Edwards	Resident	Comment Card	<ul style="list-style-type: none"> • What is the local hire plan for the project? • What is the plan for disadvantaged workers, training, retention, management and supervision positions?
March 12, 2018	Christopher Sutton	Individual	Comment Card	<ul style="list-style-type: none"> • The list of government approvals needs to include the potential use of eminent domain by the City of Inglewood and/or the Parking Authority • Use of eminent domain would expand or contract the target area, requiring the DEIR and CEQA review to include alternative sites with nearby properties included and parts of the target site excluded
March 12, 2018	Christopher Sutton	Individual	Comment Card	<ul style="list-style-type: none"> • The Exclusive Negotiating Agreement (ENA) violates the First Amendment of the U.S. Constitution and Article One, Sections, 1, 2, 7, and 19 of the CA Constitution • ENA prohibits the City and related entities (successor agency and Parking Authority) from receiving alternative development proposals, which is a violation of the civil rights of other private owners in the target area
March 12, 2018	Kimberly Delgado	Resident	Comment Card	<ul style="list-style-type: none"> • Property tax increase • Littering, loitering, property damage • Concerned about noise and AQ/GHG Emissions (car/gas emissions)
March 12, 2018	Oscar Delgado	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about traffic and noise • With the other projects that exist, there is no need for this Project
March 12, 2018	Hector Alvarez	Resident	Comment Card	<ul style="list-style-type: none"> • Traffic is a large problem in the area
March 12, 2018	Leopoldo Mendoza	Resident	Comment Card	<ul style="list-style-type: none"> • No need for another stadium • Does not want property taxes to increase
March 12, 2018	Jennifer Delgado	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about AQ/GHG from cars, noise, and traffic/parking • Homelessness

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March 12, 2018	Don Owens	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about displacement of homeowners and businesses, and parking
March 12, 2018	Khalil Edwards	Resident	Comment Card	<ul style="list-style-type: none"> Asks if impact report includes impact on: environment, housing, employment, communities of color, and low income communities
March 12, 2018	Miguel Vela	Resident	Comment Card	<ul style="list-style-type: none"> AQ/dust
March 12, 2018	Michael Wilson	Resident	Comment Card	<ul style="list-style-type: none"> City's ability to meet affordable housing needs EIR should evaluate the City's existing laws and policies
March 12, 2018	No Name Written	N/A	Comment Card	<ul style="list-style-type: none"> Oppose the project Concerned about traffic from the Forum and Football Stadium
March 12, 2018	David Escobar	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic noise and lack of privacy
March 12, 2018	Cathleen Deppe	Individual	Comment Card	<ul style="list-style-type: none"> Employment and (affordable) housing
March 12, 2018	Opetoritse Adefolalu	N/A	Comment Card	<ul style="list-style-type: none"> Concerned about rent prices, traffic, noise, and air quality Jobs created will be low paying temporary positions
March 12, 2018	Joe Teixeira	Resident	Comment Card	<ul style="list-style-type: none"> Emergency response time Burden of property tax increases Displacement of residents, short and long term
March 12, 2018	Shakawat Ullah	Resident	Comment Card	<ul style="list-style-type: none"> Homelessness
March 12, 2018	Debashi Das	Resident	Comment Card	<ul style="list-style-type: none"> Displacement and subsequent density increase when residents move elsewhere
March 12, 2018	Cindy Vallejo	Resident	Comment Card	<ul style="list-style-type: none"> Displacement of citizens Unwelcomed businesses Traffic
March 12, 2018	Fiauia Felipe Trujillo	Resident	Comment Card	<ul style="list-style-type: none"> 95th and Oceangate has large problems with homeless people and people from other areas parking there
March 12, 2018	Dylan Chavles	Individual	Comment Card	<ul style="list-style-type: none"> Sales should have a special tax that directly benefits residents of the City Rent control must be voted on before approving Project Build a park and community center instead

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March 12, 2018	Jan Williamson	Resident	Comment Card	<ul style="list-style-type: none"> Where are the City's Traffic Study Impact Methodology Standards? How can the public learn these, and are they up to date?
March 12, 2018	Derek Steele	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about employment generation compared against the availability of housing utilized by low-income workers EIR should include mitigation measures to address job-housing mismatch
March 12, 2018	Jan Williamson	Resident	Comment Card	<ul style="list-style-type: none"> Traffic study should include all of Hyde Park Boulevard
March 12, 2018	Jan Williamson	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about impact of zoning changes (M1 and Airport to CR) on light/medium industrial uses (including existing hazardous materials transportation) What kind of vehicles (hazardous materials shipping/airport) will be mixed in with event traffic?
March 12, 2018	Hermendegildo Victorio	Resident	Comment Card	<ul style="list-style-type: none"> Opposed to the construction, traffic, pollution, and to more cars in the street (traffic)
March 12, 2018	Kriss'shon Day	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic, displacement, and schools
March 12, 2018	Derek Steele	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about direct and indirect displacement of low income residents and rent land values (and rent control)
March 12, 2018	Robert H.	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about parking, litter, potholes on and the condition of Century and Prairie
March 12, 2018	Alicia Arango	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about rent increase and impact on low-income communities Inglewood does not need another Stadium, it needs more jobs and quiet families
March 12, 2018	Janis E. Shepperd	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic, housing displacement, and the impact to real estate
March 12, 2018	Adileva Gloria	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about impact on real estate
March 12, 2018	Jan Williamson	Resident	Comment Card	<ul style="list-style-type: none"> Concerned about traffic and cumulative traffic during simultaneous events at the NFL Stadium, the Clippers Arena, and The Forum

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March 12, 2018	Derek Steele	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about parking, impacts to small businesses • EIR should specify retail tenants of commercial space within Project and impact to existing small business • Wondering about eminent domain applicability
March 12, 2018	Derek Steele	Resident	Comment Card	<ul style="list-style-type: none"> • EIR should analyze Federal, State, and local policies related to environmental justice
March 12, 2018	Derek Steele	Resident	Comment Card	<ul style="list-style-type: none"> • EIR should include analysis of whether the City can meet its affordable housing needs and goals and the Surplus Land Act Suggests that lots could be used for siting of affordable housing
March 12, 2018	Crystal Greer	Resident	Comment Card	<ul style="list-style-type: none"> • Concerned about GHG Emissions and light pollution
March 12, 2018	Catherine Polk	Resident	Comment Card	<ul style="list-style-type: none"> • Supports project
March 13, 2018	Dennis Bordenave	Resident	Email	<ul style="list-style-type: none"> • Concerned about traffic, congestion, high rent, cumulative construction, and the inclusion of other stadium • Opposed to the Project
March 13, 2018	Rosa Bordenave	Resident	Email	<ul style="list-style-type: none"> • Concerned about traffic, AQ, and high rents in the area
March 13, 2018	John DeVincent	Resident	Email	<ul style="list-style-type: none"> • Concerned about environmental degradation, displacement of tenants (especially disadvantaged residents), and rent increases
March 15, 2018	Monica De Avila	Resident	Email	<ul style="list-style-type: none"> • Concerned about traffic/congestion • Suggests using another location
March 22, 2018	Diane Sambrano	Resident	Letter	<ul style="list-style-type: none"> • Concerned about traffic, geology (proximity to Inglewood-Newport Earthquake Fault), water supply, and air quality • States that low-income, minority populations continue to be displaced • States that public input has been dodged and avoided

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



NOP
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3/21/18
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February 23, 2018

Mindy Wilcox
City of Inglewood
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Governor's Office of Planning & Research
MAR 05 2018
STATE CLEARINGHOUSE

Sent via e-mail: mwilcox@cityofinglewood.org

RE: SCH# 2018021056; Inglewood Basketball and Entertainment Center Project, City of Inglewood; Los Angeles County, California

Dear Ms. Wilcox:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

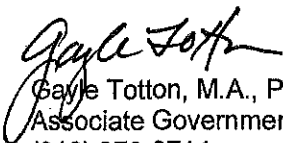
To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Inglewood
Economic and Community Development Department
One West Manchester Blvd 4th Floor
Inglewood, CA 90301

March 2, 2018

Re: AB52 Consultation request for the Inglewood Basketball and Entertainment Center

Dear Mindy Wilcox,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Wednesday, March 14, 2018 8:52 AM
To: Lisa Trifiletti; Brian Boxer
Cc: Christopher E. Jackson; Royce Jones
Subject: FW: Clippers concerns

fyi

Respectfully,
Mindy Wilcox, AICP : Planning Manager : City of Inglewood Economic and Community Development Department
Planning Division : One Manchester Boulevard : Inglewood, CA 90301
V(310) 412-5230 : F(310) 412-5681 : mwilcox@cityofinglewood.org

EXCELLENCE in Public Service. COMMITMENT to Problem Solving. DETERMINATION to Succeed.

📧 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

-----Original Message-----

From: Dennis Bordenave [mailto:dennisbordenave@yahoo.com]
Sent: Tuesday, March 13, 2018 10:09 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Subject: Clippers concerns

My name is Dennis Bordenave I have been a resident of Inglewood for 12 years. I'm not happy with a basketball arena coming to my city. We are already crowded, we have too much traffic, we have the highest rents and pushing ppl out of their homes due to high rents. We have too much construction going on everywhere we are fed up. One stadium is enough for the city. I'm opposed to the arena.

Thank you

Dennis Bordenave

Sent from my iPhone

From: [Mindala Wilcox](#)
To: [Lisa Trifiletti](#); [Brian Boxer](#)
Cc: [Christopher E. Jackson](#); [Royce Jones](#); [Fred Jackson](#)
Subject: FW: Clippers concern
Date: Wednesday, March 14, 2018 9:00:30 AM

fyi

Respectfully,
Mindy Wilcox, AICP : Planning Manager : City of Inglewood
Economic and Community Development Department
Planning Division : One Manchester Boulevard : Inglewood, CA 90301
V(310) 412-5230 : F(310) 412-5681 : mwilcox@cityofinglewood.org

EXCELLENCE in Public Service. COMMITMENT to Problem Solving. DETERMINATION to Succeed.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

-----Original Message-----

From: Rosa Meza [<mailto:rosa.meza35@yahoo.com>]
Sent: Tuesday, March 13, 2018 10:06 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Subject: Clippers concern

My name is Rosa Bordenave, I'm a resident of Inglewood since 2007. I love the small city vibe of the city. By adding another arena we will see more traffic, smog pollution, and all the other factors that come with a sports arena. High rents are already an issue as is lack of parking for some residents. We are ok without a basketball arena. Thank you for taking my concerns into consideration.
Rosa Bordenave

Sent from my iPhone

From: [John DeVinent](#)
To: [Mindala Wilcox](#)
Date: Tuesday, March 13, 2018 9:35:12 PM

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Fax: (310) 412-5681
E-Mail: mwilcox@cityofinglewood.org

Dear Mx. Wilcox,

I am following the Clippers Arena development proposals and am very concerned about the possibility of widescale environmental degradation and displacement of Inglewood tenants if this proposal is allowed to proceed. Evictions are on the rise and rents are out of control already. Gentrification and rising rents are hurting black families harder because of disparities that still exist. I know how developments like the one proposed can make such situations worse.

Please reconsider and at least study the proposal very carefully so these negative outcomes do not come to be.

Thank you,

John DeVinent



COUNTY OF LOS ANGELES FIRE DEPARTMENT

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

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

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BOARD OF SUPERVISORS

HILDA L. SOLIS
FIRST DISTRICT

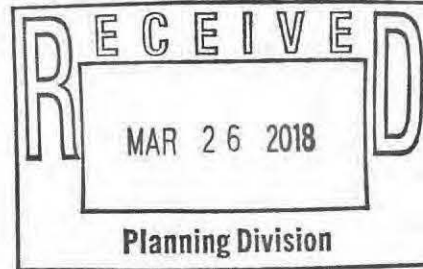
MARK RIDLEY-THOMAS
SECOND DISTRICT

SHEILA KUEHL
THIRD DISTRICT

JANICE HAHN
FOURTH DISTRICT

KATHRYN BARGER
FIFTH DISTRICT

March 20, 2018



Mindy Wilcox, Planning Manager
City of Inglewood
Planning Division
One West Manchester Boulevard
Inglewood, CA 90301

Dear Ms. Wilcox:

NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL REPORT, "INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER," WOULD CONSIST OF AN ARENA DESIGNED TO HOST THE LA CLIPPERS BASKETBALL TEAM WITH UP TO 18,000 FIXED SEATS FOR NATIONAL BASKETBALL ASSOCIATION GAMES, IT WOULD ALSO HOST EVENTS SUCH AS FAMILY SHOWS, CONCERTS, CONVENTIONS AND CORPORATE EVENTS, INGLEWOOD, FFER 201800032

The Notice of Preparation for a Draft Environmental Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Projects on the scale being proposed have significant impacts on our Fire Prevention Services during the planning and construction phases which will need to be mitigated by the applicant. We will reserve our comments for the Draft EIR which will have greater detail.

LAND DEVELOPMENT UNIT:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles.

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

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY
DIAMOND BAR
DUARTE

EL MONTE
GARDENA
GLEN DORA
HAWAIIAN GARDENS
HAWTHORNE
HERMOSA BEACH
HIDDEN HILLS
HUNTINGTON PARK

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

LAWDALE
LOMITA
LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES

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

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

2. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department.
3. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.
4. The County of Los Angeles Fire Department Land Development Unit's comments are general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.
5. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.
6. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
7. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
8. The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Actual fire flow is determined by the County of Los Angeles Fire Code Appendix B Table B105.1. Provide on the site plan the square footage per structure and construction type of all proposed structures.
9. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

- d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in-length when serving land zoned for commercial use.
- 10. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
- 11. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The on-site Fire Department access shall comply with the County of Los Angeles Fire Code Appendix D 104.3.
- 12. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) Provide 34 feet in-width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
 - b) Provide 42 feet in-width when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
- 13. All access devices and gates shall meet the following requirements:
 - a) Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in-width clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.

- e) Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.
- 14. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.
- 15. Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/structural plans are not necessary.
- 16. Notify the County of Los Angeles Fire Department's Battalion Headquarters FS 171, 141 W. Regent St., Inglewood 90301-1224, at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area.
- 17. Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6" will be required throughout construction.
- 18. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
- 19. Submit three sets of water plans to the County of Los Angeles Fire Department's Land Development Unit. The plans must show all proposed changes to the fire protection water system, such as fire hydrant locations, and main sizes. The plans shall be submitted through the local water company.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit, Inspector Nancy Rodeheffer at (323) 890-4243.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

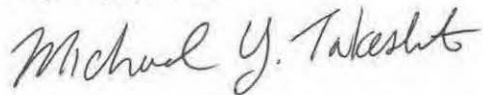
The Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

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

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in black ink that reads "Michael Y. Takeshita". The signature is written in a cursive, flowing style.

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac

From: monic deavila <msmonic28@gmail.com>
Sent: Thursday, March 15, 2018 4:03 PM
To: Mindala Wilcox
Subject: I'm a resident

Hello,

I'm sending this in response to the Mayors comments made on channel 7abc news; and also regards to the "Clipper arena".

I'm a resident AND I'm UPSET AND I CARE! He made the comment that "No RESIDENTS are upset" He CLEARLY isn't listening to the residents in Inglewood!

It's very congested right NOWWWWW, without the Stadium up and running!

It's a very bad idea for the schools and community in my area. I live a few blocks from the Forum and my child goes to Kelso Elmentary, An we love our neighborhood, along with hundreds of other residents that will be effected by this UNTHOUGHTFUL proposed Arena.

I beg of you to please STOP thinking about money and start thinking about the people and community.

Recently I was driving down Redondo beach Blvd. right after the 110fwy and there was PLENTY of space available in the city of Gardena. Let them build elsewhere.

Sincerely,
M. DeAvila

Sent from my iPhone



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 20, 2018

**Mindy Wilcox, AICP
Planning Manager
City of Inglewood, CA
Economic and Community Development Department
Planning Division
One West Manchester Boulevard
4th Floor
Inglewood, CA 90301**

RE: Comment Letter – Inglewood Basketball and Entertainment Center– Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting.

Dear Ms. Wilcox:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting for the Inglewood Basketball and Entertainment Center located in the City of Inglewood. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The Inglewood Basketball and Entertainment Center is proposed by Murphy's Bowl LLC, a private applicant, and would consist of an arena designed to host the LA Clippers basketball team with up to 18,000 fixed seats for National Basketball Association (NBA) games. The arena could also be configured with up to 500 additional temporary seats for events such as family shows, concerts, conventions and corporate events, and non-LA Clippers sporting events. In addition, the Proposed Project would include an approximately 85,000-square foot team practice and athletic training facility; approximately 55,000 square feet of LA Clippers team office space; an approximately 25,000-square foot sports medicine clinic for team and potential general public use; approximately 40,000 square feet of retail and other ancillary uses that would include community and youth-oriented space; an outdoor plaza with an approximate site area of 260,000 square feet including landscaped areas, outdoor

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basketball courts, and outdoor community gathering space; and parking facilities sufficient to meet the needs of the proposed uses.

Metro Comments

Transit Coordination to Project Site

In 2016, a Task Force was established to examine various recommendations to facilitate better transit options to Inglewood's future entertainment/stadium district. The Task Force looked at various improvements including first/last mile connections, improved bus service from nearby rail stations at Downtown Inglewood (CLAX Line) and Hawthorne/ Lenox Station (Green Line), targeted transit marketing during games and special events. In addition, Metro prepared a Focused Analysis of transit connection to Inglewood's future entertainment/stadium district, in the role of a Consultant to the City of Inglewood. The Study explored how to connect Inglewood's future entertainment/stadium district to Metro's rail system via a high-capacity transit connection.

The City of Inglewood is currently exploring additional studies that will build upon the Focused Analysis and will select one or more potential independent transit options to clear the Project option(s) through the appropriate CEQA process.

Bus Operations

Metro bus lines 117, 211/215, and 212/312 operate on West Century Boulevard and South Prairie Avenue, adjacent to the proposed Project. One Metro bus stop on West Century Boulevard and one bus stop on South Prairie Avenue are directly adjacent to the proposed Project. The following comments relate to bus operations and the adjacent bus stops:

1. The Project sponsor should be aware of the bus facilities and services that are present and that transit services are likely to be expanded in the future to provide connections to the existing Green Line and Crenshaw/LAX Line. With an anticipated increase in traffic during and after construction, Metro encourages any impact analysis to include potential impacts on the Metro Bus lines and the need to provide transit and first/last mile connections to nearby rail stations. Potential impacts could include construction traffic as well as operation of and shipment/deliveries to the completed Project.
2. The existing Metro bus stops must be maintained as part of the final Project. Given the high visibility of the Project, the City should require the installation of new bus stops along West Century Boulevard and South Prairie Avenue. During construction, the stops must be maintained or relocated consistent with the needs of Metro Bus operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 with any questions and at least 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.
3. Metro strongly encourages the installation of ADA-compliant curbs and ramps, enhanced crosswalks, wayfinding signage, pedestrian scaled lighting, as well as a continuous canopy of shade trees, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort in accessing the nearby bus stops. The City should consider requiring the installation of such amenities as part of the conditions of approval for the Project.

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4. Any planned wayfinding signage that also includes Metro content/information, or features the Metro brand and/or associated graphics (such as bus or rail pictograms), must conform to Metro Signage Standards, and requires review and approval by Metro Art & Design. Metro reserves the right to review and approve any use of its information on such signage. Please contact Lance Glover, Senior Manager with Metro Signage & Environmental Graphic Design at GloverL@metro.net or 213.922.2360, with any questions or for the latest version of the Metro Signage Standards.
5. Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.
6. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Transit Orientation

Considering the proximity to the Metro bus service and nearby rail lines- Hawthorne/ Lenox Station and Downtown Inglewood Station- Metro would like to identify the potential synergies associated with transit-oriented development:

1. Metro supports development of commercial and residential properties near transit hubs and understands that increasing development near these areas represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to transit. Metro strongly encourages that at least one building entrance for the Project is oriented to West Century Boulevard and South Prairie Avenue.
2. Metro would like to inform the Project sponsor of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.
3. Metro strongly encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts, as well as shuttle services between the proposed Project and nearby rail lines. These strategies should be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand. Further, there may be more parking than necessary at the Project site given its transit-rich location.
4. Metro would like to inform the Project sponsor to take into consideration the Metro's Inglewood First/Last Mile Planning Project that will be submitted to the City by end of 2018. Metro encourages the City and Project sponsor to be mindful of the potential first/last mile recommendations derived from the project.

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Active Transportation

Metro encourages the City to work with the Project sponsor to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks, as well as secure and enclosed long-term bicycle parking for guests and employees. Bicycle parking facilities should be highly visible, easy to locate, and sited so they can be safely and conveniently accessed. Additionally, the Project sponsor should help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations such as the Downtown Inglewood and Hawthorne/ Lenox stations. The Project design should support these connections with wayfinding signage inclusive of all modes of transportation.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the Project sponsor of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the “2010 Congestion Management Program for Los Angeles County,” Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed Project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed Project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the Project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Derek Hull at 213-922-3051 or by email at DevReview@metro.net. If you would like to mail correspondences regarding the comment letter, please send to the address listed below.

Inglewood Basketball and Entertainment Center– Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

**Metro Development Review
One Gateway Plaza MS 99-18-63
Los Angeles, CA 90012-2952**

Sincerely,

A handwritten signature in black ink that reads "Derek R. Hull." The signature is written in a cursive style with a large initial 'D' and a period at the end.

Derek Hull
Manager, Transportation Planning

Attachments: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ☐ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ☐ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ☐ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ☐ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ☐ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ☐ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ☐ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ☐ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ☐ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ☐ Evidence that affected transit operators received the Notice of Preparation.
- ☐ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ☐ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ☐ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ☐ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- ☐ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- ☐ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- ☐ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- ☐ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- ☐ Any project contribution to the improvement, and
- ☐ The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

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March 21, 2018

By email and Overnight Mail

Mindy Wilcox,
AICP, Planning Manager
City of Inglewood, 4th Floor
1 Manchester Boulevard
Inglewood, California 90301
mwilcox@cityofinglewood.org

Re: Comments on Notice of Preparation of Draft Environmental Impact Report
for the Inglewood Basketball Entertainment Center

Dear Ms. Wilcox:

On behalf of Inglewood Residents Against Takings and Evictions (IRATE), we submit the following comments on the Notice of Preparation of an environmental impact report (EIR) for the Inglewood Basketball Entertainment Center (Proposed Project).

A. The ENA Must Be Rescinded Prior to Consideration of the EIR.

As an initial matter, we again call upon Inglewood to rescind its August 2017 approval of the Exclusive Negotiating Agreement (ENA) with Murphy's Bowl LLC that has locked Inglewood into refusing to consider any alternative uses of the Project site for at least three years.¹

The NOP claims that the EIR will identify and evaluate a range of reasonable alternatives to the Proposed Project, including a No Project Alternative (Guidelines section 15126.6). However, Inglewood, along with its associated redevelopment and parking entities, through the ENA has already committed itself to refuse to consider alternatives during the three year exclusive negotiating period.

The ENA explicitly states: "During the Exclusive Negotiating Period and the sixty (60) day period referred to in Section 22 below, the Public Entities ... shall not negotiate with or consider any offers or solicitations from, any person or entity, other than the

¹ IRATE seeks a writ of mandate from the Los Angeles Superior Court to require Inglewood to set aside the ENA in *Inglewood Residents Against Takings and Evictions v. Inglewood*, case no. BS 170333.

Developer, regarding a proposed DDA [Development and Disposition Agreement] for the sale, lease, disposition, and/or development of the City Parcels or Agency Parcels within the Study Area Site.” (ENA, section 2 (a).) With the ENA in place, Inglewood would not in good faith be able to fully consider a range of alternatives as required by CEQA. Instead, its EIR review would become a post-hoc rationalization for a decision to approve the Proposed Arena Project which has already been made. Courts have expressly condemned such a use of an EIR:

A fundamental purpose of an EIR is to provide decision makers with information they can use in deciding *whether* to approve a proposed project, not to inform them of the environmental effects of projects that they have already approved. If post-approval environmental review were allowed, EIR’s would likely become nothing more than *post hoc* rationalizations to support action already taken. We have expressly condemned this use of EIR’s.

(*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 394.)

B. Alternatives to the Arena Project Must Be Analyzed in Depth in the EIR.

While an environmental impact report is “the heart of CEQA”, the “core of an EIR is the mitigation and alternatives sections.” (*Citizens of Goleta Valley v. Bd. Of Supervisors* (1990) 52 Cal.3d 553, 564.) Preparation of an adequate EIR with analysis of a reasonable range of alternatives is crucial to CEQA’s substantive mandate to “prevent significant avoidable damage to the environment” when alternatives or mitigation measures are feasible. (CEQA Guidelines § 15002 subd. (a)(3).)

1. A Potential Rezone of the Lockhaven Tract Back to Its Original Residential Zoning Should be Analyzed.

Alternative uses of the parcels throughout the Project area are possible, including for housing. The proposed project area, also known as the northern portion of the Lockhaven Tract, was formerly zoned as R-3 until 1980. Then it was changed to M1-L for limited manufacturing. There are people living in the northern portion of the Lockhaven Tract currently, including people receiving Section 8 housing vouchers. If the area is rezoned to a residential type of zoning as it was in 1980 and before, the vacant lots could be used for affordable housing.

From the NOP, it is apparent that one or more zone changes would be required as part of the Proposed Project approvals. (NOP, p. 5 [“Zoning Changes” listed among “Anticipated Entitlements and Approvals”].) Therefore, the alternative of changing zoning to R-3 or some other type of residential zoning should be analyzed in the EIR.

2. The Potential for Usage of the Area for a Technology Park Must be Analyzed.

There was discussion of a Technology Park to be placed on the parcels, and that would be a potentially feasible alternative well worth analysis in the EIR. (<https://www.dailybreeze.com/2018/03/06/owners-of-the-forum-sue-inglewood-its-mayor-for-fraud-over-potential-clippers-arena/>.) The area's current M-1L zoning allows for extensive uses such as hotels, warehousing, and retail sales. (<https://www.qcode.us/codes/inglewood/>.)

3. The Potential for Usage of the Area for Community Serving Uses Must be Analyzed.

The community group Uplift Inglewood has a detailed proposal for potential usage of the parcels for various parts of the project area which is posted at the following address: <https://www.upliftinglewood.org/resources>.

The proposal includes a youth center, a day care senior center, a day care children center, a creative arts center, an environmental studies community center, a financial literacy center, a small business incubator center, office space, public art, public plazas, parks, courtyards, bikepaths, and sideswales. Because the parcels owned by the City, Successor Agency to the Redevelopment Agency, and the Parking District are public property, these public-serving ideas must be analyzed as part of the alternatives analysis.

4. Alternative Locations For the Arena Project Must Be Analyzed in the EIR.

Offsite alternatives are a key component of an adequate environmental analysis. An EIR must describe "a range of reasonable alternatives to the project, *or to the location of the project*, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (CEQA Guidelines § 15126.6 subd. (a).) Therefore, in addition to considering onsite design alternatives for the Proposed Arena Project, the EIR must also consider the possibility of relocating the Proposed Project elsewhere in a location that could have fewer adverse environmental impacts.

C. The Large Arena Project Would Have Extensive Environmental Impacts

The proposed Project would include a professional basketball arena consisting of approximately 18,000 to 20,000 seats as well as related landscaping, parking and various other uses such as a practice facility, team offices, a sports medicine clinic, restaurants, and retail uses. In addition to the 2-5 preseason, 41 regular season and 16 possible postseason games played by the Clippers, the project would include an additional 100-150 or possibly more events including concerts, family shows, conventions, and

Mindy Wilcox
City of Inglewood
March 21, 2018
Page 4

corporate or civic events. A project of this magnitude could have extensive impacts on the environment including impacts to air quality, traffic congestion, nighttime lighting, noise, etc.

D. The Public Must Be Involved With Proper Notice and Full Information.

We are very concerned that Inglewood must ensure it complies with the public participation requirements of the Brown Act, the California Environmental Quality Act, and other applicable legal requirements. We have contacted the District Attorney to express our concern that Inglewood has failed to appropriately comply by providing the public with inadequate notice and inadequate information to allow participation in Inglewood's review process. A copy of our letter to the District Attorney is attached. (Enclosure 1.) Press reports have underscored the public interest in the City's review process in published stories about the concerns. (Enclosures 2 and 3, "Documents Show How Inglewood Clippers Arena Deal Stayed Secret," KCET, Karen Foshay, March 15, 2018 and "In Possible Brown Act Violation, Inglewood Called Special Meeting to Minimize Public Involvement," March 17, 2018, Warren Szewczyk.)

Thank you for consideration of our views. We look forward to reviewing and commenting upon the Draft EIR. Pursuant to Public Resources Code section 21092.2, we request all future notices related to the Proposed Project.

Sincerely,



Douglas P. Carstens

Enclosures:

1. Letter of Chatten-Brown & Carstens to District Attorney dated March 15, 2018
2. "Documents Show How Inglewood Clippers Arena Deal Stayed Secret," Karen Foshay, March 15, 2018, posted at <https://www.kcet.org/shows/socal-connected/documents-show-how-inglewood-clippers-arena-deal-stayed-secret>
3. "In Possible Brown Act Violation, Inglewood Called Special Meeting to Minimize Public Involvement," March 17, 2018, Warren Szewczyk, posted at <https://warrensz.me/in-possible-brown-act-violation-inglewood-called-special-meeting-to-minimize-public-involvement/>

Enclosure 1



Chatten-Brown & Carstens LLP

Hermosa Beach Office
Phone: (310) 798-2400

San Diego Office
Phone: (858) 999-0070
Phone: (619) 940-4522

2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254
www.cbcearthlaw.com

Douglas P. Carstens
Email Address:
dpc@cbcearthlaw.com
Direct Dial:
310-798-2400 Ext. 1

March 15, 2018

The Honorable Jackie Lacey
District Attorney
766 Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: Request for Investigation of Intentional Violations of the Brown Act by
City of Inglewood in Approving Exclusive Negotiating Agreement and
Arena Project

Dear District Attorney:

On behalf of the Inglewood Residents Against Takings And Evictions ("IRATE") we request that your office investigate Brown Act violations committed by the City of Inglewood¹ involving the proposed Clippers Arena Project in Inglewood. As evidenced in emails required to be produced by Court Order in *Inglewood Residents Against Takings And Evictions v. City of Inglewood*, counsel for the City and the project developer, Murphy's Bowl, agreed to limit the description of the item to be considered by the Council "so it won't identify the proposed project" and agreed not to provide the "normal 72 hours" notice under the Brown Act. The City and Murphy's Bowl collaborated, in violation of the Brown Act, to prevent the public from having a "fair chance to participate in matters" being considered by the City Council.

On June 15, 2017, the City held a special meeting. It is evident from emails between the City and Murphy's Bowl that there was ample time to provide the "normal 72 hours" notice as provided for by the Brown Act. (Attached as Enclosure 1 is a copy of the Special Meeting Agenda for the Inglewood City Council, the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency and the Inglewood Parking

¹ As explained below, the actions appear to have been taken on behalf of the City of Inglewood, the Successor Agency to the Inglewood Redevelopment Agency and the Inglewood Parking Authority. Therefore, references to "City" in this letter include the Successor Agency and the Parking Authority.

Authority). The Agenda stated the following item would be considered at the City's special meeting:

Economic and Community Development Department. Staff report recommending approval of an Exclusive Negotiating Agreement (ENA) by and among the City, the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency (Successor Agency), the Inglewood Parking Authority (Authority), and Murphy's Bowl LLC, a Delaware Limited Liability Company (Developer).

It is hard to imagine a less descriptive notice for a hearing to consider the development of an NBA arena for the Los Angeles Clippers on more than 80 acres of land that contemplated the use of eminent domain to take hundreds of residences and dozens of businesses, which would result in the eviction of hundreds (if not thousands) of residents as well as the loss of jobs. The ENA was explicit as to the possible use of eminent domain by the City to acquire people's homes and businesses. Properties containing homes, apartments and businesses were identified on a map attached to the ENA and designated for possible "acquisition...by eminent domain." Nowhere in the Agenda item is there a hint that people's homes and livelihood could be taken by the City and conveyed to Murphy's Bowl for the Clippers' arena.²

Nowhere in the Agenda notice do the words Clippers, NBA, basketball, or arena occur. Nowhere in the agenda does it even suggest the subject matter of the ENA. If a member of the public were able to figure out that the item somehow related to development, there is no indication of where this development might occur. There is no physical description of the area -- not a street name or intersection. The people in the community affected by this decision to "approve" the ENA had no clue what the City was considering.

We now know, because the City was ordered to produce the emails by the Court, that the City and Murphy's Bowl intentionally omitted this information from the Agenda.

We understand that the violation of the Brown Act is a serious matter so we do not make this request lightly. However, in light of evidence we have obtained as a result of a Court Order it is now clear that the City and Murphy's Bowl worked together to violate the Brown Act and frustrate its purpose.

² At later hearings on the scope of this Arena Project, the City reduced the area of eminent domain due to community protests.

I. THE CITY VIOLATED THE BROWN ACT ON JUNE 15, 2017 AND AFTERWARDS.

A. The City's Special Meeting Notice Was Designed to Minimize Public Notice of and Interest in the Substance of the Matter Under Consideration.

The Brown Act requires agenda drafters to "give the public a fair chance to participate in matters of particular or general concern by providing the public with more than mere clues from which they must then guess or surmise the essential nature of the business to be considered by a local agency." (*San Diegans for Open Government v. City of Oceanside* (2016) 4 Cal.App.5th 637, 643.) Contrary to this legal requirement, the City and the project developer, Murphy's Bowl, actively deprived the public of the most basic information about what the City Council would consider.

As noted above, the Agenda provided no meaningful information as to what was actually to be considered by the City Council, Successor Agency and the Parking Authority. The public had no way to know from the Agenda that these public entities would be considering a proposed new arena for the Clippers and possibly condemn and evict hundreds if not thousands of residents.

In connection with the June 15, 2017 hearing, we and others objected to clear Brown Act violations. We demanded that the City cease and desist from its efforts to defeat the public transparency purposes of the Brown Act. What we did not know at that time was that the violations of the Brown Act were the result of knowing collaboration between the City and Murphy's Bowl.

B. The City and the Clippers Organization Hid the Ball About What Was Being Proposed for Approval.

This past Monday, March 12, 2018, because of a Court Order in *Inglewood Residents Against Takings And Evictions v. City of Inglewood*, we received from the City's attorneys a disclosure of previously-withheld communications between the City and Murphy's Bowl. These communications provide clear evidence of "collaboration" by the City and Murphy's Bowl LLC to violate the Brown Act prior to the June 15, 2017 meeting. (Enclosure 2.)

On June 9, 2017, Chris Hunter, representing Murphy's Bowl, told Royce Jones, who was representing the City, that "Our entity [i.e., Murphy's Bowl LLC] *will have a generic name so it won't identify the proposed project.*" (Enclosure 2, page ING-251, emphasis added.) The name "Murphy's Bowl LLC," as stated by Mr. Hunter, was chosen to deprive the public of relevant information. As stated by Mr. Hunter, the development entity, "Murphy's Bowl," was so named so it would have a "generic name" that "won't

identify the proposed project." The email exchange shows that City officials actively participated in that misinformation campaign.

Mr. Steven Ballmer, owner of the Clippers professional basketball team for whom the Arena Project would be built, is the sole member of Murphy's Bowl LLC. (Enclosure 3 [page ING -285], Murphy's Bowl LLC formation papers.) Therefore, the effort by the City and Murphy's Bowl appears to have been designed to misinform the public about the entity that would participate in the ENA and defeat the government openness and transparency purposes of the Brown Act.

In fact, Mr. Hunter goes as far as to make clear that his client, presumably Murphy's Bowl, wants to minimize the time of the release of the ENA to just before the City Council hearing because "My client is trying to time its out reach to the various players." So apparently, it was important for Murphy's Bowl to tell "various players" about the Council meeting and the ENA. The public clearly does not qualify as a "player" as far as Murphy's Bowl and Mr. Hunter are concerned. This rare and uncensored glimpse into the real views of Murphy's Bowl and the City about the community is beyond shocking. Murphy's Bowl and the City had no concern for the people whose lives they were about to affect. No wonder the City fought so hard to prevent the disclosure of these revealing documents.

C. The City and the Clippers Gamed the System by Depriving the Public of As Much Notice as Possible.

A public agency must normally provide 72 hours' notice of a matter prior to a regularly scheduled public hearing:

The Brown Act ... is intended to ensure the public's right to attend the meetings of public agencies. (*Freedom Newspapers, Inc. v. Orange County Employees Retirement System* (1993) 6 Cal.4th 821, 825, 25 Cal.Rptr.2d 148, 863 P.2d 218.) To achieve this aim, the Act requires, inter alia, that an agenda be posted at least 72 hours before a regular meeting and forbids action on any item not on that agenda. (§ 54954.2, subd. (a); *Cohan v. City of Thousand Oaks* (1994) 30 Cal.App.4th 547, 555, 35 Cal.Rptr.2d 782.)

(*International Longshoremen's and Warehousemen's Union v. Los Angeles Export Terminal, Inc.* (1999) 69 Cal.App.4th 287, 293.) A notice period of 24 hours is allowed for special meetings, but this obviously provides less time for the public to become aware of the meeting and attend.

In response to Mr. Hunter's questioning whether the ENA had to be posted with the agenda for a public hearing, Mr. Jones, the City's attorney, answered that the

"document has to be posted with the agenda. *That is why we elected to just post 24 hours versus the normal 72 hours.*" (Enclosure 2, p. ING-252, emphasis added.)

This is an email exchange on June 9, 2017, discussing the agenda for the June 15, 2017 meeting. So the City, along with the Clippers, purposefully decided to give only 24 hours' notice rather than the normal 72 hours' notice, so the public would have less notice about the ENA. This is an outrageous attempt to deprive the public of adequate notice when the City very easily could have given the normal 72 hours' notice for such an important matter for the City's residents' future.

Even earlier, in a June 5, 2017 email, Mr. Jones tells Mr. Hunter "the Mayor wants to schedule the meeting *approving* the ENA during the middle of June." (Enclosure 2, p. ING-169, emphasis added.) It is clear from the City Attorney's email that the ENA would be approved—that the Mayor and City officials had predetermined the matter before it was even presented to the City Council. Clearly the public didn't matter given that the City and Murphy's Bowl knew the City would provide an agenda item that gave no clue as to what was going to be considered and the City would provide only 24 hours' notice for people to figure it out. They also knew long beforehand they wanted to have the ENA at a public hearing on June 15, 2017, rendering 72 hour notice more than feasible. Instead, the City elected to deprive the public of the "normal" notice period, as noted by the City Attorney. The community was not one of the "players."

It is noteworthy that this limited public notice was provided for an Arena Project that resulted in intense public interest and packed public hearings with extensive public objections to the proposal *after* the Los Angeles Times ran a story about it and after the initial June 15 special meeting. (Enclosure 4 [LA Times Article entitled "Possible Clippers Arena has many Inglewood residents worried they may lose their homes or businesses"].)

II. INGLEWOOD HAS A HISTORY OF VIOLATING THE BROWN ACT WHICH YOUR OFFICE HAS INVESTIGATED AND DOCUMENTED.

The Brown Act violation set forth here is not an isolated incident in the City of Inglewood. On November 12, 2013, you sent a letter to the City of Inglewood in Case No. P13-0230 stating that actions by Mayor Butts at meetings on August 27, 2013 and September 24, 2013 "violated the Brown Act." (Enclosure 5.) We ask that you consider Inglewood's history of violating the Brown Act and frustrating public participation as part of the factual circumstances in evaluating our request to investigate the City's more recent Brown Act violations in connection with the Arena Project ENA.

III. CONCLUSION.

Because of the Court-ordered release of documents, we now know that the City and Murphy's Bowl worked together to provide a meaningless agenda description and only 24 hours' notice so that the project would not be known to the general public. The clear and unambiguous intent of the City and Murphy's Bowl was to deprive the public with meaningful notice as required by law.

We urge you to investigate the City's actions in intentionally violating the Brown Act and take appropriate steps to hold the City's leaders accountable.

Sincerely,



Douglas P. Carstens

Enclosures:

1. Special Meeting Notice dated June 15, 2017.
2. Emails dated June 9, 2017 of Royce Jones and Chris Hunter
3. Murphy's Bowl LLC Formation documents
4. LA Times Article of August 13, 2017 and August 14, 2017.
5. Letter of Los Angeles County District Attorney's Office dated November 12, 2013 to Inglewood City Council

cc: Bruce Gridley, Esq.
Edward Kang, Esq.
Charmaine Yu, Esq.
Royce Jones, Esq.
Chris Hunter, Esq.
Ms. Yvonne Horton, City Clerk, City of Inglewood
Ms. Margarita Cruz, Successor Agency Manager, Successor Agency
Mr. Artie Fields, City Manager, City of Inglewood
Bureau Fraud and Corruption Prosecutions, Public Integrity Division

ENCLOSURE 1



INGLEWOOD, CALIFORNIA
Web Site – www.cityofinglewood.org

Inglewood



2009

MAYOR

James T. Butts, Jr.

COUNCIL MEMBERS

George W. Dotson, District No. 1

Alex Padilla, District No. 2

Eloy Morales, Jr., District No. 3

Ralph L. Franklin, District No. 4

CITY CLERK

Yvonne Horton

CITY TREASURER

Wanda M. Brown

CITY MANAGER

Artie Fields

CITY ATTORNEY

Kenneth R. Campos

06-15-17 City Council Meeting (Special) Original Document

Documents:

AGENDA06152017 - SPECIAL.PDF

1. ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Staff report recommending approval of an Exclusive Negotiating Agreement (ENA) by and among the City, the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency (Successor Agency), the Inglewood Parking Authority (Authority), and Murphy's Bowl LLC, a Delaware Limited Liability Company (Developer).

Documents:

AGENDA ITEM NO. 1 (06152017 SPECIAL MTG).PDF

APPOINTMENTS TO BOARDS, COMMISSIONS, AND COMMITTEES

PUBLIC COMMENTS REGARDING OTHER MATTERS

Persons wishing to address the City Council on any matter connected with City business not elsewhere considered on the agenda may do so at this time. Persons with complaints regarding City management or departmental operations are requested to submit those complaints first to the City Manager for resolution.

MAYOR AND COUNCIL REMARKS

The members of the City Council will provide oral reports, including reports on City related travels where lodging expenses are incurred, and/or address any matters they deem of general interest to the public.

ADJOURNMENT CITY COUNCIL

In the event that today's meeting of the City Council is not held, or is concluded prior to a public hearing or other agenda item being considered, the public hearing or non-public hearing agenda item will automatically be continued to the next regularly scheduled City Council meeting.

AR 000016



INGLEWOOD, CALIFORNIA
Web Site -- www.cityofinglewood.org

Thursday, June 15, 2017
9:30 A.M.

Inglewood



2009

**NOTICE AND CALL OF SPECIAL MEETING OF THE INGLEWOOD
CITY COUNCIL/SUCCESSOR AGENCY/PARKING AUTHORITY
(Government Code Section 54956)**

**TO THE MEMBERS OF THE
CITY COUNCIL/SUCCESSOR AGENCY/PARKING AUTHORITY
OF THE CITY OF INGLEWOOD**

NOTICE IS HEREBY ORDERED by the Mayor/Chairman that a special meeting of the Council/Successor Agency/Parking Authority Members of the City of Inglewood will be held on Thursday, June 15, 2017, commencing at 9:30 A.M. in the Council Chambers, One Manchester Boulevard, Inglewood, California (Government Code Section 54956).

MAYOR

James T. Butts, Jr.

COUNCIL MEMBERS

George W. Dotson, District No. 1
Alex Padilla, District No. 2
Eloy Morales, Jr., District No. 3
Ralph L. Franklin, District No. 4

CITY CLERK

Yvonne Horton

CITY TREASURER

Wanda M. Brown

CITY MANAGER

Artie Fields

CITY ATTORNEY

Kenneth R. Campos

**AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/PARKING AUTHORITY**

CLOSED SESSION ITEM ONLY – 9:30 A.M.

Roll Call

PUBLIC COMMENTS REGARDING CLOSED SESSION ITEM ONLY

Persons wishing to address the City Council/ on the closed session item may do so at this time.

- CS-1. Closed session – Confidential – Attorney/Client Privileged; Conference with Labor Negotiator Pursuant to Government Code Section 54957.6: Names of the Agency Negotiator: Jose O. Cortes, Human Resources Director; Name of Organizations Representing Employees: Inglewood Police Offices Association (IPOA); and Inglewood Police Management Association (IPMA).

AR 000017

OPENING CEREMONIES – 10:00 A.M.

Call to Order

Pledge of Allegiance

Roll Call

PUBLIC COMMENTS REGARDING AGENDA ITEMS

Persons wishing to address the Inglewood City Council/Successor Agency/Parking Authority on any item on today's agenda may do so at this time.

CONSENT CALENDAR

These items will be acted upon as a whole unless called upon by a Council Member.

1. **ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT**

Staff report recommending approval of an Exclusive Negotiating Agreement (ENA) by and among the City, the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency (Successor Agency), the Inglewood Parking Authority (Authority), and Murphy's Bowl LLC, a Delaware Limited Liability Company (Developer).

Recommendation:

- 1) Approve Exclusive Negotiating Agreement.

MAYOR AND COUNCIL REMARKS

ADJOURNMENT CITY COUNCIL

*** No Accompanying Staff Report at the Time of Printing**

ENCLOSURE 2

Royce K. Jones

From: Royce K. Jones
Sent: Tuesday, May 9, 2017 7:09 PM
To: 'Chris Hunter'
Cc: James Butts
Subject: RE: NBA Arena Draft ENA

Good evening Chris. Sorry I missed your call. I tried your office number and instead of leaving a voicemail message I thought I'd shoot you this email to let you know that I am available tomorrow morning to discuss the next steps in the City's process and the mechanics generally associated with moving forward. So please let me know what times work for you and I will make myself available and call you.

As I have not had an opportunity to discuss the revised ENA with the City team, I will obviously not be in a position to discuss the revisions with you tomorrow. However, I do plan to speak with the City team in the next day or so and will definitely promptly provide a response to you once the review is completed.

I look forward to working with you on this very important transaction for our clients.

Royce K. Jones

Royce K. Jones, Esq.
KANE BALLMER & BERKMAN
rkj@kbblaw.com

515 S. Figueroa Street; Suite 780
Los Angeles, CA 90071
Telephone: 213-617-0480
Facsimile: 213-625-0931

402 West Broadway; 4th Floor
San Diego, CA 92101
Telephone: 619-567-3450
Facsimile: 619-567-3448

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From: Chris Hunter [mailto:chunter@rhhslaw.com]

Sent: Tuesday, May 9, 2017 12:12 PM

To: Royce K. Jones

Cc: Renee Morgan-Hampton; Christopher Meany <CMeany@wilsonmeany.com> (CMeany@wilsonmeany.com); Dennis Wong VerbenarH (dennis@verbenarh.com); Rising, Mark F.; Brandt Vaughan (brandt@bailmergroup.com)

Subject: RE: NBA Arena Draft ENA

Royce

Attached please find clean and redlined versions of the ENA. I look forward to working with you on this.

Please call or email and we can review these changes.

Thanks

Chris

Chris Hunter, Partner

RING HUNTER HOLLAND & SCHENONE, LLP

985 Moraga Road, Suite 210, Lafayette, CA 94549

Direct: 925.226.8247 | Cell: 925.639.6213 | Fax: 925.775.1941

chunter@rhhslaw.com | www.rhhslaw.com

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From: Royce K. Jones [mailto:royce@kbblaw.com]

Sent: Friday, April 28, 2017 11:38 AM

To: Chris Hunter

Cc: Renee Morgan-Hampton

Subject: NBA Arena Draft ENA

Good afternoon Chris,

My name is Royce Jones and my law firm serves as special counsel to the City of Inglewood. At the request of Mayor James T. Butts, Jr., of the City of Inglewood and Dennis Wong of the Los Angeles Clippers, I have prepared and attached for your review a draft of a proposed Exclusive Negotiating Agreement (ENA) in accordance with discussions held last Friday (April 21, 2017) at Inglewood City Hall in which Mayor Butts and Mr. Wong along with certain other City and Clipper representatives were in attendance. The draft ENA generally details the potential deal points and negotiating parameters established for the preparation of a potential disposition and development agreement by the parties providing for the proposed development of an NBA arena and related uses on real property located within the City of Inglewood.

Please note that the draft ENA has not been reviewed or discussed with my clients and I am therefore reserving the right to make future revisions to the ENA based upon such review and discussions with my clients.

I look forward to working with you on the ENA. I can be reached at either the email address shown above or the Los Angeles telephone number listed below for my office.

Royce K. Jones

From: Royce K. Jones
Sent: Monday, June 5, 2017 8:58 AM
To: 'Chris Hunter'
Subject: RE: Just saw you called
Attachments: 7-1 ENA (00184764xC47F4).docx

Good morning Chris,

I had a chance to go over your revised draft of the ENA over the weekend and made what I hope will bring us really close to finalizing the ENA. As you will see that I made just a few changes that dealt with the acquisition of the Participating Parcels if the parties wanted to do commence acquisition efforts before the DDA and the payment of the \$1.5M non-refundable deposit within 24 hours following City approval of the DDA since the Mayor wants to schedule the meeting approving the ENA during the middle of June. I also made a few minor clean up items. I will be available to talk anytime today except 1 pm to 2 pm to discuss the ENA. Hope you had a good weekend.

Royce K. Jones

Royce K. Jones, Esq.
KANE BALLMER & BERKMAN
rkj@kbbblaw.com

515 S. Figueroa Street; Suite 780
Los Angeles, CA 90071
Telephone: 213-617-0480
Facsimile: 213-625-0931

402 West Broadway; 4th Floor
San Diego, CA 92101
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Facsimile: 619-567-3448

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—Original Message—

From: Chris Hunter [mailto:chunter@rhhslaw.com]
Sent: Saturday, June 3, 2017 12:58 PM
To: Royce K. Jones
Subject: Re: Just saw you called

Hi Royce

Following up on this. Are you available Monday to discuss?

Royce K. Jones

From: Chris Hunter <chunter@rhhslaw.com>
Sent: Thursday, June 8, 2017 8:51 AM
To: Royce K. Jones
Subject: Revised ENA
Attachments: Revised 6-7 ENA (00185067xC47F4).docx

Hi Royce

Following up on my call, attached is the ENA with a couple of clarifications, each highlighted in yellow. Two of the changes revised "DDA approval" to "DDA approval and execution" and the other change incorporates the business point that had been agreed to by the parties that the FMV of the City and Agency Parcels will be determined as of the Effective Date of the ENA.

Let's touch base today and finalize.

Thanks

Chris

Chris Hunter, Partner
RING HUNTER HOLLAND & SCHENONE, LLP
985 Moraga Road, Suite 210, Lafayette, CA 94549
Direct: 925.226.8247 | Cell: 925.639.6213 | Fax: 925.775.1941
chunter@rhhslaw.com | www.rhhslaw.com

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Royce K. Jones

From: Chris Hunter <chunter@rhhsllaw.com>
Sent: Friday, June 9, 2017 5:22 PM
To: Royce K. Jones
Subject: Question

Hi Royce

What are the city's requirements for when the ENA document has to be posted. I understand The agenda has to go out 24 hours in advance but the question that I was asked was whether the document must be part of the public agenda or if it can be down loaded shortly before the hearing. My client is trying to time it out reach to the various players. Our entity will have a generic name so it won't identify the proposed project

Sent from my iPhone

Chris Hunter

Royce K. Jones

From: Royce K. Jones
Sent: Friday, June 9, 2017 5:28 PM
To: Chris Hunter
Subject: Re: Question

Hello Chris,

The document has to be posted with the agenda. That is why we elected to just post 24 hours versus the normal 72 hours.

Royce

Sent from my iPhone

> On Jun 9, 2017, at 5:22 PM, Chris Hunter <chunter@rhhslaw.com> wrote:
>
> Hi Royce
>
> What are the city's requirements for when the ENA document has to be posted. I understand The agenda has to go out 24 hours in advance but the question that I was asked was whether the document must be part of the public agenda or if it can be down loaded shortly before the hearing. My client is trying to time it out reach to the various players. Our entity will have a generic name so it won't identify the proposed project
>
> Sent from my iPhone
>
> Chris Hunter
>

Royce K. Jones

From: Chris Hunter <chunter@rhhsllaw.com>
Sent: Wednesday, June 14, 2017 2:12 PM
To: Brandt Vaughan; Dennis Wong Verbenah; Christopher Meany
Cc: gillianz@clippers.com; Mark Rising (mrising@helsell.com); Royce K. Jones
Subject: Wiring Instructions

Thanks Brandt. I just talked to Royce and he is heading to the City's finance department now and will send the wiring instructions

Royce – can you forward the wiring instructions to the people on this email?

Thanks

Chris Hunter, Partner
RING HUNTER HOLLAND & SCHENONE, LLP
985 Moraga Road, Suite 210, Lafayette, CA 94549
Direct: 925.226.8247 | Cell: 925.639.6213 | Fax: 925.775.1941
chunter@rhhsllaw.com | www.rhhsllaw.com

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ENCLOSURE 3

Delaware

The First State

Page 1

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF
DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT
COPY OF THE CERTIFICATE OF FORMATION OF "MURPHY'S BOWL LLC",
FILED IN THIS OFFICE ON THE FIFTH DAY OF JANUARY, A.D. 2017, AT
8:39 O'CLOCK A.M.



Jeffrey W. Bullock
Jeffrey W. Bullock, Secretary of State

6272084 8100
SR# 20170057220

You may verify this certificate online at corp.delaware.gov/authver.shtml

Authentication: 201819070
Date: 01-05-17

ING-270

State of Delaware
Secretary of State
Division of Corporations
Delivered 08:39 AM 01/05/2017
FILED 08:39 AM 01/05/2017
SR 20170057210 - File Number 6172884

**CERTIFICATE OF FORMATION
OF
MURPHY'S BOWL LLC**

The undersigned, being an authorized person for purposes of executing this Certificate of Formation on behalf of Murphy's Bowl LLC, a Delaware limited liability company (the "L.L.C."), desiring to comply with the requirements of 6 Del. C. § 18-201 and the other provisions of the Delaware Limited Liability Company Act, 6 Del. C. § 18-101, et seq. (the "Act"), hereby certifies as follows:

1. Name of the L.L.C. - The name of the L.L.C. is Murphy's Bowl LLC.
2. Registered Office and Registered Agent of the L.L.C. - The name of the registered agent for service of process on the L.L.C. in the State of Delaware is The First State Registered Agent Company. The address of the registered agent of the L.L.C. and the address of the registered office of the L.L.C. in the State of Delaware is 1925 Lovering Avenue, City of Wilmington, County of New Castle, Delaware 19806.

IN WITNESS WHEREOF, the undersigned hereby executes this Certificate of Formation in accordance with the provision of 6 Del. C. § 18-201 this 5th day of January, 2017.


Emmanuel G. Fournaris
Authorized Person

(SEAL)

14.3 *Binding Effect.* This Agreement shall be binding upon and inure to the benefit of the parties to this Agreement and their respective heirs, executors, administrators, personal representatives, successors and assigns.

IN WITNESS WHEREOF, the parties to this Agreement have signed, sealed and delivered this Agreement this 18th day of January, 2017, intending this Agreement to be effective as of the Effective Date.

COMPANY:

MURPHY'S BOWL LLC

By: 

Greg A. Yaris
Manager

INITIAL MEMBER:

By: 

Steven A. Baltzer

Individually, as manager of his separate property, and as the Sole Member

INITIAL MANAGER:

By: 

Greg A. Yaris
Manager

ENCLOSURE 4

Possible Clippers arena has many Inglewood residents worried they may lose their homes or businesses



Ricardo Ramirez, 20, of Inglewood, who is against the proposal for a new arena for the L.A. Clippers in Inglewood, speaks to Mayor James T. Butts and city council members at a special city council meeting held on July 21. (Gary Coronado / Los Angeles Times)



By Nathan Fenno

AUGUST 13, 2017, 6:00 AM

When construction started on the \$2.6-billion stadium for the Rams and Chargers last year, Bobby Bhagat figured his family's commitment to Inglewood would finally pay off.

For more than 40 years, they've owned the Rodeway Inn and Suites on busy Century Boulevard. The tidy 36-room property sits across the street from the 298 acres where the vast sports and entertainment district is starting to take shape.

"We've got a gold mine now that the stadium is coming," said Bhagat, whose father and uncle originally purchased the building. "This is what we worked for. We've been waiting for something like this to happen. Now with the Clippers project, it's all up in the air."

The family's gold mine could face a bulldozer.

When a Clippers-controlled company and Inglewood agreed in June to explore building an arena, the 22-page deal sent panic through the neighborhood. Some residents are praying for the project to fail, losing sleep, participating in protests, consulting lawyers.

All this because of the legalese buried in the agreement broaching the possibility of using eminent domain to supplement land already owned by the city. The site map attached to the document shows 100 "potential participating parcels" over a four-block area where the arena might be built. Eminent domain allows cities and other government agencies to pay fair market value to take private property from residents or business owners against their wishes for public uses.

The map doesn't indicate there are an estimated 2,000 to 4,000 people, predominately Latino, who live in the four-block area. Same for the scores of children — schools are a short walk away — and blue-collar residents who have been in the same houses for decades. Many residences include multiple generations of the same family. The median income hovers around \$30,000.

The area includes the Inglewood Southside Christian Church, more than 40 single-family homes, apartment buildings with about 500 units, several businesses and the Rodeway Inn and Suites.

The city owns large parcels of land in the area around the business, making it one of the most plausible arena sites.

"It's not an eyesore, it's not blighted, it's well-kept, well-maintained and we don't want to go anywhere," Bhagat said. "We're going to fight tooth and nail to stop the project."

He is among a growing number of business owners and residents pushing back against Clippers owner Steve Ballmer's proposal to construct the "state of the art" arena with 18,000 to 20,000 seats alongside a practice facility, team offices and parking. Ballmer, worth an estimated \$32 billion, has said the team will honor its lease to play at Staples Center through the 2024 season.

The Inglewood deal isn't final — some speculate it could be a negotiating ploy by Ballmer to wangle a better deal from the Anschutz Entertainment Group-owned Staples Center — but that hasn't slowed opposition.

One community group sued Inglewood last month in Los Angeles County Superior Court alleging the project should have been reviewed under California's Environmental Quality Act before the council

approved the agreement. The group also distributed fliers urging Inglewood Mayor James T. Butts Jr. to "stop this land grab." Another group, Uplift Inglewood, organized community meetings and protests. The Madison Square Garden Co., which owns the nearby Forum, issued a sharply-worded statement, accused the city of fraud in a claim for damages (usually the precursor to a lawsuit) and sued to obtain public records about the project.

In an email to The Times, Butts described the litigation as "frivolous" and said negotiations for the arena are "proceeding well."

At an Inglewood City Council meeting last month, the mayor insisted "no one is being displaced with the sales of these parcels." But opponents question how enough space exists to build an arena in four blocks without seizing private property. About 20 acres of city-controlled parcels are scattered across the 80-acre area.

The arena and associated structures would likely require at least 20 connected acres — and possibly more. That doesn't include any ancillary development or larger roads to handle increased traffic. The largest contiguous piece of land controlled by the city in the four-block area is only five acres. More would be needed for the project.

"In my opinion, there will not be any eminent domain proceedings of residential property or of church property," Butts wrote in an email. "As negotiations continue, there will be an opportunity for the City Council to make that clear at some point in the near future. That is not the intent of the project. I personally will not support the use of eminent domain proceedings to take any residential property."

But the response by some residents is a contentious departure from the groundswell of support 2½ years ago for Rams owner Stan Kroenke's plan to build his stadium on the site of the old Hollywood Park racetrack. Kroenke isn't involved with the Clippers project, though Wilson Meany, the sports and entertainment district's development manager, is filling the same role for the possible arena.

"This is something more than just bulldozing houses, this is a network of people and relationships that would also be destroyed," said Douglas Carstens, a Hermosa Beach land use attorney who sued Inglewood on behalf of the group Inglewood Residents Against Taking and Eviction that goes by the acronym IRATE. "It may be lower income and underserved, but they have a sense of community that's thriving."

One person who works with neighborhood residents was blunt: "They're sitting on poverty."

On the second Saturday of each month, the church gives away clothing and food to neighbors in need — food usually runs out at each event — and hosts 30 to 40 people for a free breakfast every Friday.

The church owns about two acres along West 104th Street, the largest single parcel in the four-block area that's not controlled by the city or a business. Herbert Botts, pastor of the church for 17 years, said the congregation doesn't want to move, but they're waiting until more details emerge before deciding on what, if any, action to take.

"We will do what we can to fight it, of course we will," Botts said. "But right now we're just keeping our eyes and ears open."

A half-block away, Gracie Sosa has witnessed the neighborhood's evolution from a two-bedroom home on Doty Avenue where she's lived with her parents since 1985. Crime and violence in the area have dwindled in recent years, replaced by a calmer, family-oriented atmosphere.

Sosa, who works for the American Red Cross, learned of the potential arena from a friend. No representatives of the city or team have contacted the family. She takes care of her disabled parents who are in their 70s. The family has no intention of leaving.

"It's about the money," Sosa said. "Let's just say it like it is. They're not thinking about how many people would lose their homes. I don't think our voices are heard. We're not billionaires. We're just residents of a not-so-great neighborhood. But it's our neighborhood.

"We're saying 'No, no, no' until the end."

Irma Andrade agrees. The concession stand manager at Staples Center has lived on Yukon Avenue for 20 years.

"It's unfair for people like us who worked really hard to buy our houses," she said. "I pray for it not to happen. But the money and power is really, really strong. We don't have that power."

Nicole Fletcher resides nearby in an apartment on 104th Street. She walks around the block at night and sees a neighborhood that's come a long way, but holds the potential for more improvement. In her eyes, that doesn't include an arena.

"My biggest concern is how it will impact the families," Fletcher said. "I would hate to see a lot of people move out because they want to build a sports arena."

But little is known about the project other than that Ballmer would fund it himself. The agreement between Inglewood and the Clippers-controlled company, which included the team giving the city a \$1.5-million nonrefundable deposit, runs for three years with the possibility of a six-month extension. No renderings have been made public, usually the first step in any public campaign for a new venue. Even the possible location of the arena on the four-block site is a mystery.

A Clippers spokesman declined comment about the project or opposition.

The uncertainty hasn't helped many of the residents, business owners and landlords. There are worried conversations with neighbors. Trips to organizing meetings. And, most of all, questions.

"In our experience with eminent domain, they never give you fair market value," said Bhagat, whose pride in the family business is reflected in his preference to call it a hotel instead of a motel. "We already know we're going to be shortchanged."

He's concerned about the potential lost income from the business that advertises "fresh, clean guest rooms" and touts its proximity to L.A. International Airport. His cousin who operates the business, John Patel, lives on site with his wife and two young children. What would happen to them?

Airplanes descend over the palm tree-lined parking lot. Cranes sprout across the street from the sports and entertainment district scheduled to open in 2020.

"How are we going to replace this business with another business in Southern California with that great of a location?" Bhagat said. "It literally is impossible."

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This article is related to: Staples Center, Los Angeles Rams, Los Angeles Chargers, American Red Cross

After protests, Inglewood City Council to vote on shrinking area for possible Clippers arena



Protesters attend a city council meeting in the overcrowded council chambers. (Gary Coronado / Los Angeles Times)



By Nathan Fenno

AUGUST 14, 2017, 6:25 PM

Inglewood's City Council will vote Tuesday on a revised deal with a Clippers-controlled company to shrink the four-block area where the team could build an arena so residences and a church aren't displaced.

The reworked agreement, quietly added to the meeting's agenda after it was first posted online Friday, follows protests by worried residents and at least two lawsuits related to the potential project.

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owl LLC during a special meeting in June, about whether proper notice was given for where the arena, practice facility, team

headquarters and parking could be constructed — and broached the possibility of using eminent domain to acquire some of the property.

The impacted area is home to an estimated 2,000 to 4,000 people with a median income around \$30,000, as well as the Inglewood Southside Christian Church.

The new agreement eliminates the possibility of removing single-family homes and apartment buildings and narrows the possible arena area to two blocks along West Century Avenue. They're occupied by a variety of businesses, including the family-owned Rodeway Inn and Suites, a warehouse used by UPS, Church's Chicken and an auto detailing shop. The deal also includes about six acres of city-owned land along West 102nd Street, butting up against the church and apartment buildings in addition to more city-owned land off South Prairie Avenue.

The agreement leaves open the possibility of acquiring property for the arena through eminent domain "provided such parcel of real property is not an occupied residence or church."

Douglas Carstens, a Hermosa Beach land use attorney who sued Inglewood in July on behalf of the group Inglewood Residents Against Taking and Eviction, believes the move is a step in the right direction, but wants more action by the city.

"Even without displacing resident owners or a church, there could still be a significant disruption of long-established businesses and apartment dwellers, and the significant impacts to everyone of the large arena complex next door," Carstens wrote in an email.

The upcoming vote isn't enough for nearby Forum, which has been vocal in its opposition to the arena plan.

"The City is all over the map, changing course with the shifting political winds," a statement issued by a Forum spokesman said. "Yet the City remains committed to eminent domain to take over people's land for the benefit of a private arena. Plus, redrawing the boundaries now does not preclude the City from changing those boundaries back in the future.

"Until the city outright prohibits the use of eminent domain for a new Clippers arena, no owner of private property in the area is safe."

Inglewood Mayor James T. Butts Jr. told The Times last week that he wouldn't support any effort to use eminent domain on residences or the church.

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on for why the residential areas were
range, other than it came "as a
ions ... requested by the parties."

The negotiating agreement between Inglewood and the Clippers-controlled company runs for 36 months.

Uplift Inglewood, a community group that's protested the arena plan, claimed the vote as a victory, but said more action is needed.

"We want them to take eminent domain off the table, pledge not to use it at all and build affordable housing in the community so we can stay here," a statement on behalf of the group said. "We want homes before arenas."

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ALSO

Possible Clippers arena has many Inglewood residents worried they may lose their homes or businesses

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UPDATES:

3:55 p.m.: This article was updated with comments from attorney Douglas Carstens.

6:28 p.m.: This article was updated with statements from the Forum and Uplift Inglewood.

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This article is related to: Roger Goodell

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ENCLOSURE 5



**LOS ANGELES COUNTY DISTRICT ATTORNEY'S OFFICE
BUREAU OF FRAUD AND CORRUPTION PROSECUTIONS
PUBLIC INTEGRITY DIVISION**

JACKIE LACEY • District Attorney
SHARON J. MATSUMOTO • Chief Deputy District Attorney
JOSEPH P. ESPOSITO • Assistant District Attorney

SCOTT K. GOODWIN • Director

November 12, 2013

The Honorable Members of the Council
Inglewood City Council
One Manchester Blvd.
Inglewood, CA 90301

Re: Alleged Violations of Brown Act
Case No. P13-0230

Dear Honorable Members of the Council,

Our office received complaints of violations of the Brown Act by the Inglewood City Council affecting the right of members of the public to make comments at City Council meetings. We reviewed recordings of City Council meetings on August 27, 2013 and September 24, 2013, and observed that Mayor Jim Butts interrupted a member of the public who was making public comments and then ordered that person to be excluded from the meetings. As explained below, we conclude that the actions at both meetings violated the Brown Act. We hope that our explanation will assist the Council to better understand the permissible scope of regulating public comments and ensure that the Council does not repeat these violations.

At the City Council meeting on August 27, 2013, Joseph Teixeira, a member of the public, spoke during the time scheduled for open comments. He began by requesting that the Council remove Mayor Butts as council chair based on allegations that Mayor Butts misled and lied to the public through the Inglewood Today newspaper which is published by Willie Brown, an associate of Mayor Butts. Mayor Butts interrupted Mr. Teixeira several times to rebut the accusations. Mr. Teixeira responded by calling Mayor Butts a liar. At that time, Mayor Butts interrupted again and declared that Mr. Teixeira was "done" making comments. When Mr. Teixeira asked why, Mayor Butts replied that Mr. Teixeira was going to stop calling people names. Mayor Butts instructed a uniformed officer to escort Mr. Teixeira out of the meeting. A few minutes later, after comments were received from other members of the public, Mayor Butts made additional comments to rebut Mr. Teixeira's allegations. Mayor Butts added that he had allowed Mr. Teixeira to call him a liar at almost every City Council meeting recently, but asserted that Mr. Teixeira does not have the right to call people liars at City Council meetings. Mayor Butts then declared, "I'm not going to let anyone, from this point on, yell at the Council, yell at people in this room, call people names. That's not an exercise of free speech. That's just not going to happen anymore."

At the City Council meeting on September 24, 2013, Mr. Teixeira spoke during the time scheduled for public comments regarding agenda items. He represented that his comments were in objection to the warrant register payment to the Inglewood Today newspaper, an item which was listed on the agenda. He opposed the Council using Inglewood tax dollars to pay Inglewood Today to assist them in their bids for re-election by regularly praising them and hiding their mistakes, misconduct and serious problems in the city. As specific examples, he asserted that Inglewood Today had never reported on apparently well known allegations of past misconduct, including violating civil rights of citizens, by Mayor Butts while he was the Santa Monica Chief of Police. Mayor Butts then cut off Mr. Teixeira stating that the comments were not properly related to the warrant register agenda item and that Mr. Teixeira would have to come back at the end to continue his comments during the open comments period. Mr. Teixeira responded that he was speaking about the warrant register, but Mayor Butts declared that he was "done." Mr. Teixeira responded that he would talk about the warrant register and Mayor Butts warned him that he would be "done" if he said one more word about anything other than what was listed on the agenda. Mr. Teixeira then resumed his comments by asserting that Willie Brown had not reported important stories to the people of the community. At that point, Mayor Butts cut off Mr. Teixeira and declared that he was "done." He then instructed a uniformed officer to escort Mr. Teixeira out and added that he could come back at the end when open comments would be received. Indeed, Mr. Teixeira resumed his critical remarks later in the meeting during the open comments period.

The Brown Act protects the public's right to address local legislative bodies, such as a city council, on specific items on meeting agendas as well as any topic in the subject matter jurisdiction of the body. The Act permits a body to make reasonable regulations on time, place and manner of public comments. Accordingly, a body may hold separate periods for public comments relating to agenda items and for open comments. Also, a "legislative body may exclude all persons who willfully cause a disruption of a meeting so that it cannot be conducted in an orderly fashion." (*The Brown Act, Open Meetings for Local Legislative Bodies* (2003) California Attorney General's Office p. 28.; Gov. Code § 54957.9.) But exclusion of a person is justified only after an *actual* disruption and not based on a mere anticipation of one. (*Acosta v. City of Costa Mesa* (2013) 718 F.3d 800, 811; *Norse v. City of Santa Cruz* (2010) 629 F.3d 966, 976.) A speaker might disrupt a meeting "by speaking too long, by being unduly repetitious, or by extended discussion of irrelevancies." (*White v. City of Norwalk* (1990) 900 F.2d 1421, 1426; *Kindt v. Santa Monica Rent Control Board* (1995) 67 F.3d 266, 270.) However, "personal, impertinent, profane, insolent or slanderous remarks" are not per se actually disruptive. Exclusion for such speech is not justified unless the speech actually caused disruption of the meeting. (*Acosta, supra*, 718 F.3d at 813.) Furthermore, a "legislative body shall not prohibit a member of the public from criticizing the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body." (*The Brown Act, Open Meetings for Local Legislative Bodies, supra*, at 28.; Gov. Code § 54954.3(c).)

The question of when particular conduct reaches the threshold of actual disruption to justify excluding a member of the public "involves a great deal of discretion" by the

moderator of the meeting. (*White, supra*, 900 F.2d at 1426.) Nonetheless, a moderator may not "rule[] speech out of order simply because he disagrees with it, or because it employs words he does not like." (*Id.*) Conduct which courts have found amounted to actual disruption includes yelling and trying to speak out of turn during a meeting. (*Kindt, supra*, 67 F.3d at 271.) Actual disruption was also found when a member of the public incited the audience to stand in support of his stated position and approximately 20 to 30 people stood up in response and some started clapping. Additional disruption was found when the inciting member resisted attempts by officers to escort him out of the meeting. (*Acosta, supra*, 718 F.3d at 808-809.) Actual disruption, however, can not be based on the reaction of a member of a legislative body who is criticized or verbally attacked. (*Norse, supra*, 629 F.3d at 979 (CJ Kozinski concurring.))

Applying the case law above to the conduct captured in the recordings, we find that Mr. Teixeira did not cause any actual disruption at either meeting at Issue. Thus, excluding him from each meeting was unlawful. In the August 27, 2013 meeting, it is clear that Mayor Butts cut off Mr. Teixeira's comments in response to Mr. Teixeira calling Mayor Butts a liar. Mayor Butts even explained to Mr. Teixeira that he was going to stop calling people names. Mayor Butts' additional commentary to the audience after he had Mr. Teixeira escorted out of the meeting confirms his purpose to not allow members of the public to yell or call people names at meetings. Mayor Butts' declaration that the conduct he was curtailing was "not an exercise of free speech" is incorrect. As cited above, personal remarks such as name calling is protected by the Brown Act and First Amendment and is not in and of itself a justification for cutting off a speaker or having the person removed. Mr. Teixeira's words did not cause a disruptive reaction from the audience or otherwise impede the proceedings. And, while it is true that Mr. Teixeira raised his voice during his emotional comments, we do not believe that it is accurate to describe him as yelling during his comments. Regardless, justification for interrupting and excluding a member of the public does not hinge on when a raised voice reaches a certain level. Rather, the actions are justified only to address an actual disruption. Mr. Teixeira did not cause any disruption at this meeting. Therefore, it was unlawful to cut short his comments and exclude him from the meeting.

Likewise, Mr. Teixeira did not cause any disruption at the meeting on September 24, 2013. On this occasion, Mayor Butts based his actions on the view that Mr. Teixeira's comments had veered off course and were no longer relevant to the specific agenda item involving the warrant register to pay Inglewood Today. We disagree. Mr. Teixeira's comments remained relevant to the specific warrant register. The basis of his objection to the warrant register was his assertion that the newspaper repeatedly failed to report on alleged misconduct by Mayor Butts. To support his assertion, Mr. Teixeira offered multiple examples of such alleged misconduct. Citing such examples had the additional effect of criticizing Mayor Butts which is a topic reserved for the open comments period later in the meeting. However, the additional effect did not strip the comments of their relevance to the initial issue of the warrant register. Exceeding the standard time allotted for speakers might amount to a disruption, but Mr. Teixeira's time was cut short. Furthermore, his comments did not incite a disruptive reaction from the audience. Again, it was unlawful to cut off Mr. Teixeira's comments and have him excluded.

It must also be noted that even if Mr. Teixeira's comments had strayed off topic, exclusion was still unjustified. The appropriate response would have been to interrupt the comments and instruct Mr. Teixeira to leave the podium and be seated. Nothing of his conduct was disruptive. When he was told that he could no longer speak at that time, even though unlawfully, and that he must wait until the open comment period, he did not persist in his comments. Nor did he resist the officer who escorted him out of the meeting.

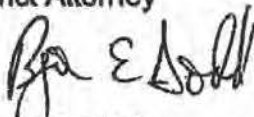
Finally, interruptions of Mr. Teixeira's comments by Mayor Butts at the August 27, 2013 meeting raise another concern regarding a speaker's allotted time for making comments. Legislative bodies may limit the time each speaker is allotted and it appears that the Inglewood City Council does. But caution must be taken by the Council that interruptions by its members do not cut short the allotted time. Mayor Butts interrupted several times to rebut accusations made by Mr. Teixeira. Because Mr. Teixeira's comments were cut short by unlawfully removing him, it remains unclear whether or not the interruptions by Mayor Butts would have affected the time limit. It is understandable that members of the Council might not want to leave accusations unanswered. But it must be ensured that such interruptions by members do not take away from the time allotted any individual speaker. The Council has the prerogative to set its procedures, but one way of protecting the allotted time would be to reserve responses by members of the Council until after an individual's public comments or after the general period for public comments.

We hope that our explanation will assist your understanding of permissible action under to the Brown Act and expect that from this point forward you will fully respect the rights of any member of the public to lawfully address the Council. Please feel free to contact us if you have any questions.

Truly yours,

JACKIE LACEY
District Attorney

By



BJORN DODD
Deputy District Attorney

cc: Cal Saunders

Enclosure 2

Documents Show How Inglewood Clippers Arena Deal Stayed Secret

March 15, 2018



Inglewood City Council | Lawrence K. Ho / Los Angeles Times via Getty Images

Inglewood city officials were secretly negotiating an agreement to build an arena for the Clippers basketball team for months before giving a carefully guarded notice to the public, according to newly released documents.

Now there is a request for the Los Angeles District Attorney's Office to investigate.

Residents learned about the project on June 15, 2017, at a special meeting of the city council. The documents suggest that backers of the arena may have purposely used a special meeting because it required just 24 hours public notice, while a regular meeting requires 72 hours notice. The meeting agenda didn't mention the arena or the Clippers, but gave an obscure name of a related company negotiating the deal.

A judge ordered the documents be made public earlier this month as part of ongoing litigation involving the city and a community group. The Inglewood Residents Against Taking and Eviction, or IRATE, is suing Inglewood, claiming the city did not follow the California Environmental Quality Act, or CEQA, before it approved the exclusive negotiating agreement to build the arena.

On Thursday, Doug Carstens, an environmental attorney representing IRATE sent a letter to the Los Angeles District Attorney Jackie Lacey asking her office to investigate the city for intentional Brown Act violations. The Brown Act is a state law guaranteeing the public's right to attend meetings held by local legislative bodies.

"These actions are exactly contrary to the government openness and transparency purposes of the Brown Act and the California Environmental Quality Act," said Carstens.

The state's oldest environmental law, CEQA, requires local and state agencies to do environmental reviews before approving certain projects. An environmental impact report evaluating the arena is currently underway, according to city officials. Should the project be approved, some local business owners and residents have voiced concern the city may use eminent domain to acquire property to develop the arena.

Carstens sought documents, including emails, related to the agreement. The city had argued the emails were protected by attorney-client privilege. Los Angeles Superior Court Judge Amy Hogue partially disagreed and ordered attorneys defending Inglewood to release over 200 pages of draft agreements and emails Monday.

In an April 2017 email from Royce Jones, an attorney for Inglewood, to Chris Hunter, the attorney negotiating for the project, Jones confirms a draft of the agreement was prepared based on discussions earlier in the month with Mayor James Butts and "certain other City and Clipper representatives."

IRATE contends that the documents show the secrecy was maintained illegally.

In a June 9 email, Hunter asked Jones if the agreement must be part of the city council's public agenda or could be downloaded "shortly before the meeting" because his client wanted to reach out to "various players." Jones responded that the agreement must be part of the agenda and "that is why we elected to just post 24 hours versus the normal 72 hours."

Hello Chris,

The document has to be posted with the agenda. That is why we elected to just post 24 hours versus the normal 72 hours.

Royce

Sent from my iPhone

June 9 email between lawyers for Inglewood and the Clippers.

Hunter added that the entity he is representing "will have a generic name so it won't identify the proposed project." Residents would see only that the meeting involved Murphy's Bowl LLC, an entity formed in January 2017 in Delaware. It has one member, Steven Ballmer, the owner of the Clippers, according to court records.

The Inglewood City Council's regular meetings are held on alternate Tuesdays, but there wasn't one on Tuesday, June 13. Instead, there was a special meeting on Thursday, which only required the agenda to be posted 24 hours in advance.

The timing is more than suspect, Carstens believes.

"Each of these actions individually and collectively shows an ongoing and illegal pattern of gaming the system, depriving the public of notice, and hiding the ball," said Carstens.

In the Mayor's newsletters, Butts acknowledged negotiations with the Clippers began in January 2017.

Butts and City Attorney Ken Campos did not respond to a request for comment.

The negotiations are characterized as "secret meetings" in a lawsuit filed March 5 by the Madison Square Garden Co., which owns the Forum. MSG is suing the city of Inglewood including Butts, the city council and the parking authority, claiming they violated a contractual agreement involving a 15-acre parking lot. Inglewood leased the lot to MSG for seven years starting in 2014 to use for overflow parking.

MSG says in the lawsuit that it invested \$100 million into the Forum property based on agreements with the city, including the parking lot lease. The lawsuit also claims that in January 2017 the city pressured MSG to back out of the parking lease agreement and that the mayor claimed the city needed the land to create a "technology park."

Butts is at the center of what MSG calls a "fraudulent scheme" to let the Clippers use the land to build a facility that would compete with the Forum. The mayor told MSG officials use his personal email and not his official city account to communicate, according to the complaint.

The Forum was acquired by MSG in 2012 and has been a venue for concerts and sporting events.

By early April MSG terminated the parking lease agreement. At the time, MSG did not know Inglewood officials were already well underway in drafting an agreement with the owners of the Clippers to sell them the parking lot in order to build an arena for the basketball team. MSG claims it would not have broken the lease had it known of the city's "true intentions." The company learned about the plan on June 14 when Butts broke the news in a telephone call to an MSG executive, the same day the public agenda was posted.

Enclosure 3

In Possible Brown Act Violation, Inglewood Called Special Meeting to Minimize Public Involvement – Warren Szewczyk

Letter Requesting Investigation of Inglewood Sent to LA County District Attorney

The City of Inglewood attempted to minimize transparency as they planned to ratify a negotiating agreement with representatives of the Los Angeles Clippers, freshly released emails reveal. The documents may even show evidence of criminal activity.

I've reported on the City's dubious effort to hide over 100 emails written while preparing an Exclusive Negotiating Agreement (ENA) between the City and Murphy's Bowl, a shell corporation possessed by Clippers owner Steve Ballmer. After a [court order](#) to release the contents of these emails, we now have an idea of why neither Inglewood nor Murphy's Bowl wanted them public.

"What are the city's requirements for when the ENA has to be posted," asks Chris Hunter, a lawyer representing Murphy's Bowl, just six days before a special City Council meeting to approve the ENA. "I understand The agenda has to go out 24 hours in advance but the question I was asked was whether the document must be part of the public agenda or can it be down loaded shortly before the hearing" (sic).

He goes on to say, "Our entity" – a reference to Murphy's Bowl – "will have a generic name so it won't identify the proposed project."

Royce Jones, a lawyer hired by the City, replies: "The document has to be posted with the agenda. That is why we elected to just post 24 hours versus the normal 72 hours."

From: Royce K. Jones
Sent: Friday, June 9, 2017 5:28 PM
To: Chris Hunter
Subject: Re: Question

Hello Chris,

The document has to be posted with the agenda. That is why we elected to just post 24 hours versus the normal 72 hours.

Royce

Sent from my iPhone

> On Jun 9, 2017, at 5:22 PM, Chris Hunter <chunter@rhslaw.com> wrote:
>
> Hi Royce
>
> What are the city's requirements for when the ENA document has to be posted. I understand The agenda has to go out 24 hours in advance but the question that I was asked was whether the document must be part of the public agenda or if it can be down loaded shortly before the hearing. My client is trying to time it out reach to the various players. Our entity will have a generic name so it won't identify the proposed project
>
> Sent from my iPhone
>
> Chris Hunter
>

A June 9 email exchange between Chris Hunter, representing the Clippers, and Royce Jones, representing the City of Inglewood, that shows an attempt to minimize public involvement in the Clippers arena negotiation process.

Jones is referring to the City's decision to hold a special meeting, requiring 24 hours advanced notice, versus bringing the issue to a regular city council meeting, which would require 72 hours notice. In other words, Inglewood and the Clippers purposefully chose to hold a special meeting for no other reason than to reduce the amount of notice required.

This short exchange fits into a continued pattern of keeping the public at arms length with respect to the arena proposal. Nowhere in the communications between Mr. Hunter and Mr. Jones – which wouldn't even be public if not for a lawsuit and court order within that lawsuit – is there any suggestion of ensuring or soliciting public involvement.

According to Doug Carstens, a lawyer suing the City on behalf of an Inglewood community group, the conversation between Mr. Hunter and Mr. Jones proves the City breached a 1953 California transparency law known as the Brown Act.

In a March 15 letter to Jackie Lacey, the Los Angeles County District Attorney, Carstens requested the office investigate Brown Act violations.

"The violations of the Brown Act were so egregious it didn't seem like we could just let them go," he said in a phone interview. "It seemed like something the DA should be involved in."

"One of the core principles of the Brown Act is that the public has a right to hear and discuss anything that a legislative body subject to the Brown Act is going to discuss ... If the goal here was to make sure the public didn't know what they were actually going to talk about ... that's contrary to the letter and the spirit of the Brown Act." – Dan Snyder, First Amendment Coalition

Among other provisions, the Brown Act requires city meeting agenda descriptions to "give the public a fair chance to participate ... by providing the public with more than mere clues from which they must then guess or surmise the essential nature of the business to be considered by a local agency." Carstens argues Inglewood willfully obfuscated the purpose of the June 15 2017 meeting to ensure as little public scrutiny as possible.

Dan Snyder, a lawyer with the First Amendment Coalition who has pursued many Brown Act suits, says there's a strong case to be made.

"The Brown Act is clear in that agenda items have to be described in a way that is both accurate and not misleading," he told me by phone. "The fact that this agenda item doesn't mention anything about the NBA, or an arena, or the Clippers, or any of the [items] that are actually at issue here makes it misleading."

It's not the first time Inglewood has come under scrutiny related to the Brown Act. In fact, the same DA who received Mr. Carstens' allegations penned a 2013 letter to the Inglewood City Council informing the Council that Mayor Butts had violated the Brown Act by unlawfully removing members of the public from council meetings simply for disagreeing with the Mayor's opinions.

Despite a documented history of Brown Act violations by the Inglewood city government, Mr. Snyder believes it's unlikely the District Attorney's office will follow through with any significant action.

"I don't know of a single instance where a DA has brought charges based on the Brown Act," he said. "It is authorized under the law, but to my knowledge it's never happened."

Mr. Snyder said the letter to the DA may just be a form of "saber-rattling."

For his part, Mr. Carstens said he simply hopes the DA will provide "accountability" in whatever form they deem most appropriate.

Beyond criminal proceedings, Inglewood could be held accountable in civil court. But since a Brown Act suit must be brought within 90 days of the alleged violation, it seems to be too late for such a case.

Regardless, Mr. Snyder believes the letter is purposeful and important.

"It's good to bring to the public's attention Brown Act violations," he said. "Even after the window for civil litigation has passed that doesn't mean the window for criticizing the city government has passed."

LATHAM & WATKINS LLP

March 21, 2018

VIA EMAIL AND U.S. MAIL

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
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Re: Comments on February 20, 2018, Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

Dear Ms. Wilcox:

On behalf of our client, MSG Forum, LLC ("MSG Forum") we write to comment on the City's Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Basketball and Entertainment Center (the "Project").

MSG Forum is the owner and operator of the Forum, a premiere concert and event venue located approximately one mile from the proposed Project site. MSG Forum is deeply invested in the City of Inglewood and the community surrounding the Forum. MSG Forum invested over \$100 million into the Forum to make it a state-of-the-art venue and a true highlight within Inglewood. As a result of these efforts, the Forum is now one of the top concert venues nationally. MSG Forum is committed to seeing Inglewood continue to progress and develop in a manner that benefits the community as a whole.

As such, MSG Forum is concerned about the environmental review for this proposed Project.

1. **All Study Areas Must Be Evaluated Thoroughly.**

The NOP states that "the EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines." MSG Forum agrees that, at a minimum, all environmental factors identified in CEQA and listed in the NOP must be evaluated. Given the nature, extent and location of the Project, we anticipate that the Project will have significant impacts on most environmental factors, such as air quality, geology, greenhouse gases, land use, noise and transportation, to name a few. As recognized in the NOP, a thorough evaluation of all environmental factors must be included in the EIR for public review and comment.

2. **The NOP is Premature Given Pending Litigation.**

To our knowledge, there are currently two challenges to the City's actions concerning the site of the Project. The first is a CEQA challenge to the Exclusive Negotiation Agreement with Murphy's Bowl LLC in *Inglewood Residents Against Takings and Evictions v. Inglewood*, LASC (Case No. BS 170333). The City's execution of the ENA without first undertaking environmental review violated CEQA and has irreparably prejudiced the CEQA process that the City is now starting. The City must rescind the ENA.

The second challenge was brought by MSG Forum against the City and Murphy's Bowl in *MSG Forum, LLC v. City of Inglewood et al.*, LASC (Case No. YC072715). Among other things, the MSG complaint alleges that the City, through Mayor James Butts Jr., fraudulently induced MSG Forum to terminate its lease (with an option to purchase) of several parcels of land that are now at the heart of the Project's proposed site. As the City illegally secured its interest in much of the land slated for the proposed Project, the City cannot proceed with its environmental review until the litigation is resolved. Proceeding with environmental review now is a gross abuse of public resources in light of MSG Forum's well founded claims and pending request for injunctive relief. Moreover, given the dark cloud over the City's control of much of the land within the proposed Project site, the City's pre-judged approval of the Project will prove to be unlawful and not in compliance with CEQA for an illusory alternatives analysis, among other reasons. Accordingly, the City should immediately withdraw its NOP.

3. **The City Has Failed to Provide the Promised Information.**

In its June 15, 2017, Frequently Asked Questions regarding the ENA, the City stated that "[t]he ENA establishes a timeline and framework for the development, analysis and entitlement of the planned basketball facility. The Los Angeles Clippers will **propose the specific site boundary, program and building forms of the proposed development.** The City of Inglewood will then analyze the various impacts that the proposed development might have on the community, including both environmental review and fiscal impact." [Emphasis added.]¹ The NOP indicates that specific site boundaries and generic program elements have been proposed for the Project, however, "building forms" and "program[s]" have not been made available to the public despite the City's commitment to do so. That information should be provided to the public as required by the ENA and the NOP recirculated.

Finally, pursuant to section 21092.2 of the Public Resources Code, please provide notice of all actions required to or proposed to be taken under CEQA or otherwise with respect to the proposed Project.

* * *

¹ City of Inglewood, *Los Angeles Clippers – City of Inglewood Exclusive Negotiating Agreement: Frequently Asked Questions* (June 15, 2017) (Exhibit A)

LATHAM & WATKINS^{LLP}

Should you have any questions regarding these comments, please contact me at (213) 891-8015 or Benjamin.Hanelin@lw.com.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Benjamin J. Hanelin', with a long horizontal flourish extending to the right.

Benjamin J. Hanelin
of LATHAM & WATKINS LLP

cc: Maria Pilar Hoye, Esq.
George J. Muhlsten, Esq.

EXHIBIT A



James T. Butts, Jr.
Mayor

CITY OF INGLEWOOD

OFFICE OF THE MAYOR

June 15, 2017



Los Angeles Clippers – City of Inglewood Exclusive Negotiating Agreement Frequently Asked Questions

What happened today?

On June 15, 2017, following approval by the Inglewood City Council, the Los Angeles Clippers entered into an Exclusive Negotiating Agreement (ENA) process with the City of Inglewood to pursue the development of a state-of-the-art NBA arena that may become the permanent home of the Los Angeles Clippers.

What does the ENA do?

The ENA establishes a three-year timeframe during which the Los Angeles Clippers will develop the details of its proposed basketball facility. The City of Inglewood will evaluate the impacts of the construction and operation of that proposed facility.

Where is the proposed project located?

The project is located on approximately 20 acres of land south of Century Boulevard at Prairie Avenue. During the environmental review and planning process, the Los Angeles Clippers and the City of Inglewood will determine which portion of the land is the best site for the Clippers new home. Any surplus land will be released from the ENA and be available for other uses by the City of Inglewood.

Is anything besides an arena contemplated for the Inglewood facility?

The site will likely include a state-of-the-art NBA arena, a training facility and team office space.

How much will the Clippers new basketball arena cost?

The Los Angeles Clippers and the City of Inglewood have just entered the three-year ENA period. A cost estimate is premature at this time.

How would the Los Angeles Clippers' pay for the arena?

The new arena would be 100 percent privately funded and privately capitalized. No public dollars will be used for this project.

Why are the Clippers making this decision now?

Today's announcement simply gives the team options for the future. The Los Angeles Clippers current lease with Anschutz Entertainment Group (AEG) at STAPLES Center expires in 2024,



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seven years from now. Putting a new project site together, conducting environmental review, obtaining permits and constructing a new arena takes time – approximately six to seven years.

What is the process now that the Inglewood City Council has passed the ENA?

The ENA establishes a timeline and framework for the development, analysis and entitlement of the planned basketball facility. The Los Angeles Clippers will propose the specific site boundary, program and building forms of the proposed development. The City of Inglewood will then analyze the various impacts that the proposed development might have on the community, including both environmental review and fiscal impact.

Will the Clippers go to the ballot box, like Stan Kroenke did for his football stadium, or will they utilize the California Environmental Quality Act (CEQA) process to review the project?

The Los Angeles Clippers plan to engage in the City's environmental review process. We estimate that this CEQA review will take approximately two years. It is an open, public and transparent process.

Does the City of Inglewood own the land required for the arena?

Upon project approval, the Los Angeles Clippers will purchase, from the City and related municipal entities, the site proposed for the development. As required by law, the land's purchase price will be the fair market value for the land as appraised based on its current zoning.

Are there other parcels that the City of Inglewood does not own?

While City-controlled land constitutes most of the development site, some privately controlled parcels may be added into the final development. Any privately controlled parcels will be purchased at fair market value based on current zoning (i.e., the fair market value of the land with its current zoning and not on its value as a site for a basketball facility).

Who is responsible for paying the costs associated with the City of Inglewood's review?

The Los Angeles Clippers will pay all the costs to plan, entitle and develop the proposed facility. Upon signing the ENA, the Los Angeles Clippers paid the City of Inglewood \$1.5 million, which will fund the City's administrative costs. If additional funding is required, the Clippers will provide the necessary resources.

How will Inglewood residents and business owners benefit from the basketball arena?

The Los Angeles Clippers are committed to working with Inglewood residents and businesses to develop a premier basketball facility that will create a tremendous sense of pride, an economic engine and a source of employment opportunities in Inglewood and the greater Los Angeles community.

Can Inglewood accommodate another major sports and entertainment venue?

If a decision is made to build a new, state-of-the-art NBA arena, the Los Angeles Clippers would be honored to join Madison Square Gardens and The Kroenke Group in Inglewood, where one of the most dynamic sports and entertainment districts in the United States is taking shape.

What about AEG and the Clippers current home, STAPLES Center?

As Steve Ballmer indicated when he purchased the team, he said that he is happy to be playing in Los Angeles but when the Los Angeles Clippers current lease expires at STAPLES Center in seven years, the Clippers will have options.

Why would the Clippers want to leave downtown Los Angeles when it is booming?

For the next seven years, STAPLES Center is the Los Angeles Clippers' home. Today's announcement does not indicate that the Los Angeles Clippers are leaving STAPLES Center. Rather, today's announcement is about keeping the team's options open. STAPLES Center is a great building, but if you look around the NBA, there are newer and greater buildings that are optimized for basketball.

The Los Angeles Clippers are involved in Los Angeles civic, cultural and philanthropic life. Will that change with a move to Inglewood?

The Los Angeles Clippers are honored to be a part of the greater Los Angeles community on multiple levels. We are and will continue to be involved in the greater Los Angeles area. It's a team and an ownership priority.

When do the Clippers expect to finalize a decision whether to stay at STAPLES Center or move elsewhere?

The Los Angeles Clippers have seven years remaining on the team's current lease at STAPLES Center. No set date exists to finalize this decision.

Would the Clippers new arena host any other sports and entertainment besides the Clippers NBA games?

The Los Angeles Clippers have no plans at this time. We are exploring the possibility of building a state-of-the-art NBA basketball arena.

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

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March 22, 2018

Ms. Mindy Wilcox
City of Inglewood
One West Manchester Blvd., 4th Floor
Inglewood, CA 90301

RE: Inglewood Basketball and
Entertainment Center
Vic. LA-405/ PM 22.23, LA-105/PM R3.62
SCH # 2018021056
GTS # LA-2018-01359-NOP

Dear Ms. Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project consists of an arena designed to host the LA Clippers basketball team with up to 18,000 fixed seats for National Basketball Association (NBA) games and up to 500 additional temporary seats for events such as family shows, concerts, conventions, and corporate events, and non-LA-Clippers sporting events. The Project would include an approximately 85,000 square foot team practice and athletic training facility; 55,000 square feet of LA Clippers team office space; an approximately 25,000-square foot sports medicine clinic for team and potential general public use; approximately 40,000 square feet of retail and other ancillary uses that would include community and youth-oriented space. The Project may include the development of approximately 100 to 120-room hotel.

This letter is a follow up to a phone conversation on March 16, 2018 between the City and Caltrans staff. The project consultant (Trifiletti Consulting, Inc.) hired by the City has reached out to Caltrans recently. Both agencies agree that a Formal Scoping Meeting to discuss the preparation of the traffic analysis, potential traffic impacts, and proposed mitigation on the State facilities is necessary. Please contact this office to schedule a meeting.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

The Department also seeks to provide equitable mobility options for people who are economically, socially, or physically disadvantaged. Therefore, we ask the Lead Agency to evaluate the project site for access problem, VMT and service needs that may need to be addressed.

The project boundary is within 5,000 feet radius to the State facilities on I-405 and I-105. Along with the new football stadium and commercial and retail land uses one block away from the Project, many trips from both projects would use the same State facilities. Please provide trip generation, trip distribution, and trip assignment estimates for this project with regards to the local and regional road system including state facilities. To ensure that queue formation does not create traffic conflicts, project-generated trips should be added to the existing and future scenario traffic volumes for the NB/SB I-405 on/off-ramps to/from W Century Blvd. and EB/WB I-105 on/off-ramps at Crenshaw Blvd., at Prairie Ave., and at Hawthorne Blvd. To avoid traffic conflicts such as inadequate weaving distances, queue spilling back onto the freeway (queuing analysis), and uneven lane utilization, please analyze the adequacy of the operations of freeway segments in the vicinity of the project.

Analysis should include existing traffic, traffic generated by the project assigning to the State facilities, cumulative traffic generated from all specific planning developments in the area, and traffic growth other than from the project and developments.

A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should be included in the traffic analysis. Any mitigation involving transit or Transportation Demand Management (TDM) is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

In the absence of an adopted precise plan, the Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable modes shares, thereby reducing VMT. The Lead Agency should also consider fair share fees for shuttles that use the public curb space.

Please analyze VMT resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A vicinity map, regional location map, and site plan clearly showing project access. Ingress and egress for all project components should be clearly identified. Clearly identify the State ROW. Project driveways, local roads and intersections, car/bike parking, and transit facilities within the study area should be mapped and described in text.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, then please use the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Ms. Mindy Wilcox

March 22, 2018

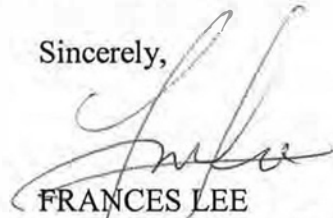
Page 4 of 4

- The DEIR should determine if there is adequate storage capacity available for the turning movements at the intersections and the freeway off-ramps noted above, in order to determine whether or not the queues spill back onto the freeway mainline.

We request that an analysis of the project's impacts and mitigation include information regarding the City's local impact fee program. The analysis should include improvements to pedestrian, bicycle, safety improvements to the State facilities, and transit infrastructure or TDM mitigation measures. If no such fee exists, we would like to explore with the City the establishment of local VMT-based transportation impact fee program.

If you have any questions, please feel free to contact me at (213) 897-0673 and refer to GTS # LA-2018-01359-NOP.

Sincerely,



FRANCES LEE

IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

March 22, 2018

VIA FIRST CLASS AND ELECTRONIC MAIL

Mindy Wilcox, AICP
Planning Manager
City of Inglewood, Planning Division
One Manchester Boulevard, 4th Floor
Inglewood, California 90301

Re: Response to Notice of Preparation of a Draft Environmental Impact Report
Inglewood Basketball and Entertainment Center

Dear Ms. Wilcox:

This office represents the Hollywood Park Land Company and its related entities that are the owners and developers of the adjacent NFL stadium project across from the Inglewood Basketball and Entertainment Center ("Proposed Project"). We appreciate the opportunity to review the project description and notice of preparation for the Proposed Project.

In reviewing the project description, we think it is important that the draft EIR analyze the Proposed Project in the context of the broader area. Specifically, between the Forum, the proposed stadium project and the Proposed Project, there will be multiple events potentially happening at the same time and multiple supplies of parking. We request that the EIR thoroughly analyze the ability of the various potential users to take advantage of shared parking for event parking.

We also believe that the traffic study should incorporate a variety of possible event scenarios, including scenarios where the Forum, the football stadium and the Proposed Project all have events on the same day.

Lastly, for purposes of the traffic and other analyses, please be aware that there are portions of the stadium property that have a General Plan designation that would permit a 2.0 floor area ratio of commercial development, although a specific plan amendment is required to set the precise uses. That specific plan amendment would be subject to subsequent CEQA review and the imposition of feasible mitigation measures. However, pursuant to Section 7.1 of the stadium Development Agreement with the City of Inglewood, the 2.0 FAR called for in the General Plan is vested. In accordance with Section 8 of our Development Agreement, in approving any subsequent approval, including the amendment to the specific plan

GIBSON DUNN

Mindy Wilcox, AICP

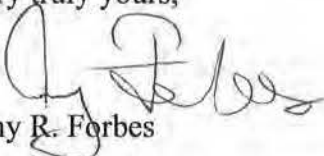
March 22, 2018

Page 2

contemplated to specify the uses on the northern 60 acres, the City may not limit, reduce or modify the density or intensity of the project. Accordingly, we believe the full additional development of approximately 5.25 million square feet of commercial development should be assumed as part of your baseline traffic analysis.

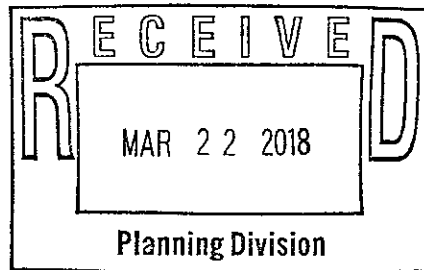
Thank you again for the opportunity to comment.

Very truly yours,



Amy R. Forbes

ARF/hhk



Diane Sambrano
3640 West 111th Place
Inglewood, CA 90303

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

Re: Inglewood (Clipper) Basketball and Entertainment Center Proposal
Notice of Preparation for Environmental Impact Report

There must be a reason so much money effort was spent to discourage public input about this project.

What may have been a simple response if it had been openly and honestly presented may serve as a lesson in "You should have let me talk 3 minutes". Oh well, those who work so very hard to avoid public input may want to reconsider in the future.

In the past 30 years Inglewood has been subjected to an assortment of "projects" which were glammed up, misrepresented, re-structured (back to what they claimed they would not be), pitched by non-resident alcohol-selling clergy members -adorned with collars and crosses, marketed as the means to solve the city council's financial mismanagement, hailed as "progressive" by Agenda 21 devotees, and even characterized as "world class" best practices to generate revenue! Each has cost the residents of this community dearly with the only ones to benefit being the developers who skip off to their non-local bank with the often tax-discounted or tax-deferred revenue which they then spend not in Inglewood for their own pleasures! Members of this community are left with traffic congestion, and diminished services (neighborhood roads unrepaired and making dodging potholes a daily adventure (Imperial Highway), previously free recreation programs either are no longer or require participation fees, a poorly maintained main library, shortened library hours, and a used only on rare occasion library, fewer Police officers—who do not take crime reports unless there is an injury (perhaps to make crime statistics look good), and selected neighborhoods have been demolished for the benefit of out-of-town developers.

Unfortunately the Proposed Murphy's Bowl LLC Project may be among the most self serving greedy, back-room and pathetic insults to Inglewood residents of all.

Clearly the proposed owner does not suffer a lack of resources! Those resources could have been used to make generous offers to the current property owners for whichever of the still non-published project plans are selected. Instead it seems that the proposed Basketball Arena Entertainment Center owner(s) chose to have council members and a senator threaten use of eminent domain and avoidance of public participation! The behind closed doors attempts to fast track this project and bypass the resident input process wins this project the **"New Low" Trophy**.

Beginning with the lack of transparency suggests that either the developer or elected or both did not have confidence in the projects selling points based on its own merits or its potential for community enrichment. If they didn't think highly of it, why would anyone impacted think well of it?

Attempting to hide the project by not including it on a regularly scheduled council meeting agenda displays a planned attempt to keep the community unaware and unable to participate in the whole "one-minute comment period" allowed at public hearings conducted at council meetings. Failure to announce scoping meetings at the city council meeting or alerting the greater impacted community by mail appears to be a sick and pathetic but routine methodology of the current administrations attempts to avoid transparency in government as required by the Ralph M Brown Act.

ALL ASPECTS OF THIS PROJECT SHOULD BE PUBLICLY PRESENTED IN COUNCIL MEETINGS WHEN THE GENERAL WORKING PUBLIC CAN ATTEND.

It appears that the current Mayor and "his team" may have attempted to avoid public input on this project completely and that does not include the MSG interactions another level disgusting !

Perhaps in recognizing that residents do not daily check the hidden corners of the city website or outside consultant websites (AKA Arroyo Group for Crenshaw/Imperial or Manchester/ La Cienega plans) for proposed projects and scoping meetings which might devastate or negatively impact their lives, it was hoped no one would attend the scoping meeting (where no verbal comments were recorded) or would offer no written comments.

There has yet to be a document which residents (those impacted who live, breath, walk, live, shop, attend local schools, and may work in the area) can touch, hold, examine or take home and ponder, how sad that Senator Bradford chose to suggest the community should have no right to participate in ANY discussion. Clearly such disrespect SCREAMS INSULTS. Precious little information was provided at the poorly advertised scoping meeting! Attendees (Impacted residents) were largely only notified of the meeting by non-city generated flyers, and neighborhood telephone trees!

A full and Complete Environmental Impact Report should be generated. Responding to what comes to mind of "non-professional planners" is not sufficient. Just because the stadium was green lighted does not mean environmental issues evaporated! They will actually be compounded.

Pretending that there is “no significant” **TRAFFIC** impact is laughable.

Really! Adding an additional 18,000 plus (employees/uber drivers/media/etc), arriving by auto, bus (highly unlikely), or by the not-yet-publicly- disclosed- planned- or-built metro-something, **WILL HAVE A SIGNIFICANT IMPACT!** If one argues it will not- please invite 18,000 of your closest family and friends to your personal dining room and ask them to park in your driveway – chances are your neighbors will not be pleased. The summary suggests continuous and constant events (AKA traffic) with NO MITIGATION planned for **surrounding neighborhoods which are homes** to thousands of residents. The failure to care about how community members are impacted can be easily summed up in a few words—*some elected and developers apparently think residents are irrelevant*. Pretending there will be no infringement in community access to our homes, engine exhaust, noise, or neighborhood-cut-through impacts is simply delusional.

Community Disregard :

That the undated “Project summary” -one page document of the March 12, 2018 meeting claims NO homes, apartment buildings or churches will be part of the “Project” is **completely unbelievable**. Such denial suggests that the public is unaware of the proposed Senate Bill of Steve Bradford. That Senate Bill, which included privately owned property would have made all discussions regarding environmental impact concerns simply evaporate without evaluation. Clearly it would be thoughtless, inconsiderate, rude, inappropriate and simply wrong to allow any such use in such close proximity to a pre-existing place of worship, or the many homes without discussion! Inverse commendation will be a likely by-product of this project costing the city litigation dollars and not so pleasant publicity. To attempt to make the public believe it is not likely that eminent domain will eventually be used to *wipe-out the community* proposed to be rezoned to benefit the project owner(s) would require belief in the Easter Bunny, Santa Claus and Leprechauns.

Project Boards indicating the project area outlines including the Church’s Fried Chicken and Rodeway Inn and Suites as “Vacant Properties” assumes the public will believe any Lie put on Poster Board! Neither of these Businesses is closed or vacant. Each has a long history of serving the community. Both businesses deserve recognition - they have paid business taxes to the entity which now claims they do not exist. Will city accounting staff research all license fees and taxes previously paid and then generate a reimbursement check? If these small businesses are essentially “kicked out” why would any other franchise operation trust the Inglewood Economic Development Department and risk falling into the disposable business list at some point when staff or administration changes?

Natural Dramas :

That the **Inglewood-Newport Earthquake Fault** runs across the Hollywood Park Property should not lead anyone to believe the damage caused by a tremor will end at the property or project line. Gathering thousands of people in such close proximity to potential earth shifting is simply not wise whether or not the Stadium owner has any regard for his fans lives. Mother Nature tends not to have

such great awe for architecture as man should have for her power. Levies, dams, bridges, roadways and wonderful buildings have all been found wanting when confronted with Mother Nature having a noteworthy and memorable day. While some have tried to language this fault out of conversation (changing the name to NEWPORT-Inglewood), the geo-layers and subterranean forces really don't care what they are named.... when they move they will be called disasters. The more people in proximity, the more will be injured - oh yes, that I told you so publicity will follow. Planners should care.

City water is limited. No matter how many wells are dug, the water below the surface is limited. The combined increased water use of the Stadium and Arena fans should not be at the expense of residents. Water use should not be lightly considered!!! This important community resource should not be compromised! Perhaps the Billionaires should have a competition as to which could better resolve water purification concerns for the drought impacting southern California or maybe they could join forces to fund water projects and their names may not be interchangeable with greed at community expense.

Air Quality will suffer. Not only will the community air quality continue to be impacted by Los Angeles International Aircraft Runway fuel mix misted on us as Airplanes Approach either of the runways, but adding the 18,000 plus transportation exhaust to the stadium traffic (gosh no one thinks there will be any?) exhaust, and the Forum traffic exhaust, may very well concentrate more air quality issues on residents of the area surrounded by the 105/405/ 110 freeways and the Baldwin Hills than anywhere else in Los Angeles County. SoCal AQMD research does not currently reflect air quality impacts of the addition of the Fedexpress facility near Rogers Park or the planned Transit Development approved by the city council as appear on the Arroyo Group website.

**Inglewood the new Chavez Ravine
where Gentrification and Campaign Contributions Make Dislocation Feel Special:**

Nothing is more revolting than elected taking from those less financially secure to reward the rich with benefits of zone changes and the possibility of eminent domain to assemble parcels for the creation of a sports idol worship center.

The Recent History of this area's residents being dislocated under an assortment of falsehoods to benefit non-residents should be sufficient for Inglewood to be a high contender as **poster community for government abuse.**

Inglewood City Council members who did not like the "appearance of those people" (low income/predominately Hispanic) living in "tin cans" (affordable mobile homes) was the beginning point of acquisitions utilizing a combination of Federal Aviation Administration, Los Angeles World Airport, and California Redevelopment funds "coincidentally" at the proposed site for this Arena project on both sides of Prairie Ave south of Century Blvd. The dislocations continued to rid the community of additional less fortunate in affordable apartment buildings with supposedly "no future plans" except that the then Mayor whose football career ended early due to an injury routinely chatted and chatted and chatted more about the joys of a "sports park" and turned down job generating project proposals made by many

developers including a commercial bakery, community service organization Young Men's Christian Association (YMCA) and a multi-screen theatre complex. More "unworthy" were displaced to "assemble parcels" for airfreight warehouses, which generate little revenue for the city but got "those people" out. To facilitate the "upgrade and expansion" of the shopping corridor multiple local businesses and even more affordable housing at Woodworth and 102nd was eliminated. In what appears to be an effort to rid the community of non-wealthy predominately minority (yes, brown) residents- Inglewood's elected have chosen to claim that airplane noise is a reason to move the non-wealthy out of affordable housing (Century Boulevard to 102nd and 104th Streets) yet declare noise impacts *not a problem* for "moderate" not so affordable income residents across the street in Hollywood Park Tomorrow.

End Result – Low-Income Minority Community members were dislocated and much needed affordable housing demolished, while wealthy Non-Minority developers proposed projects which added more to their bank accounts after donating thousands to the campaign committees of elected who just happen to approve their projects, often provide: funding assistance, zoning changes, staff support and marketing. (oh my is that a coincidence?)

Oh this project is so confusing - was that bait and switch , smoke and mirrors or hope that Inglewood Residents would not be able to connect dots?

Murphy's Bowl LLC's you-tube video suggests that its Inglewood sport would be a world class Bowling Alley on Century Blvd near Prairie Ave. and yet a Bowling Alley is not included among the highlights in the "Project Summary" presented by the City Planning Manager on March 12, 2018. Hmmm?

Murphy's Bowl LLC in many of the early "**Inglewood Forward**" city-wide mailings **oops forgot?** (or perhaps intentionally failed) to take ownership for the Ego gratifying Publicity Campaign screaming the praises of Inglewood's Mayor, featuring the smiling faces of those dependent on the Mayor for appointment as Commissioners or in some cases their income. While these mailings use an Inglewood address in the return address space, the Secretary of State website reflects a Beverly Hills address for Inglewood Forward. Could it be that this publicity campaign is the how the \$ 1.5 million contract dollars are being spent? Does pathetic adequately describe the permanent disruption of two business and multiple neighbors as an exchange for some ego strokes?

That California Senator Steve Bradford put a bill before the Legislature for this project to avoid the process allowing residents to discuss the impacts of this project is beyond self serving. No wonder his staff did not want to hand a copy of the bill to a local resident. That any elected supported the concept is likewise disturbing. Anyone titled, elected or financially secure should never be permitted to disregard or dismiss the impact their personal gratification has on others. **Of, by, and for the People are not music lyrics to be dismissed, devalued, or discounted.** They are the foundation of our country and should never be compromised to serve any individual or any corporation.

Lockhaven (yes that area has a name) resident's quality of life should never be for sale at any price. A destination location for the rich (or for those who 'wanna play rich') should not be at the expense of the not rich.

There are other options - A Sports and Entertainment Center could be built where there are vast acres of empty land, where no one will be displaced, or in neighborhoods that (YIMBYS) Yes-In-My-Back-Yard-Sgenuinely own and actually live in those homes. Perhaps Mr. Kroenke's recently purchased 575 acres are available, - mid-country, room for an airport, monorail, and several hotels. Kroenke has already evicted the resident families that called the ranch home for multiple generations. Rumor has it both wealthy sports team owners like multiple sports! Sounds like a match – doesn't it? Perhaps the wealthy men could jointly build small "stack and pack condos" on that acreage to rent especially to "their politicians," let those who have enabled their stadiums have first choice seating selection after they purchase personal seat licenses, and they could host monthly "high-end" dining events for their mutual admiration gatherings instead of impacting Inglewood families.

About that "community space" line on the project summary-- heard it before (police station/school land/community center/park) none ever became a reality! Given the Inglewood Forward 'not-so-trues' and the Bradford Bill....as the saying goes a donkey doesn't trip twice on the same rock.

From the Adding Insult to Injury column: There has been no expressed intention to change the name to INGLEWOOD CLIPPERS – if our community must bear the burdens and experience negative impacts to our quality of life, should Los Angeles get the recognition if the team wins?

What a Legacy - Non-Transparency, Back Room Bills, Dislocation of Residents,

Perhaps next project someone will consider proper public notice, complete disclosure, and truth in advertising - **that sounds hopeful!** Oh, wait this is Inglewood.

A handwritten signature in black ink, reading "Diane Sambrano". The signature is written in a cursive, flowing style with a large, stylized 'D' at the beginning.

March 22, 2018

Via Email (mwilcox@cityofinglewood.org)

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Re: Scoping Comments on Proposed Inglewood Basketball and Entertainment Center Project

Dear Ms. Wilcox,

On behalf of Uplift Inglewood, a coalition of Inglewood residents, parents, teachers, students, faith leaders, elders, youth, business owners, renters, homeowners and community members, Public Counsel and the Legal Aid Foundation of Los Angeles (LAFLA) respectfully submit these comments and recommendations regarding the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Inglewood Basketball and Entertainment Center Project (the proposed Project).

While we appreciate the City arranging for a large group of interested stakeholders to attend the Scoping Meeting on March 12, 2018, we are disappointed in the City's decision to restrict public comments to written submissions only. Full public comment is an important opportunity for stakeholders to express priorities and recommendations and to hear the priorities and recommendations of their neighbors. Limiting the meeting to written comments and small group discussions at various information stations unnecessarily limited the community's ability to engage in a full and robust input process. We urge the City to review its procedures and ensure that moving forward, public hearings for this and other projects include full public comment opportunities. We also believe that the limitations imposed on public comment at this hearing, along with the complexity of the proposed Project, justify an extension of this NOP review period, to ensure that all interested stakeholders are able to weigh in on the scope of the EIR.

Given the large number of Spanish speaking residents, workers and small business owners in the surrounding community, it is vital that future outreach and notices be provided in Spanish, and that all future public hearings on the Project provide adequate interpretation and translation. Further, given the significance of the proposed project and the complexity of a full environmental analysis, we request an extension of the Draft EIR comment period to 90 days.

The proposed Project has generated a lot of concern from the community for a variety of reasons, including the potential for the use of eminent domain to acquire property,¹ traffic impacts, the sale of public land and the effects on the City's affordable housing stock, and the potential for induced displacement of low-income residents. Inglewood is experiencing an unprecedented development boom at the same time that it is experiencing a devastating

¹ "Amended and Restated Exclusive Negotiating Agreement," Section 2(b), approved Aug. 15, 2017, *available at* <https://www.cityofinglewood.org/AgendaCenter/ViewFile/Item/1576?fileID=1235>.

affordable housing and displacement crisis. Rents have increased almost 25% over the past five years², and Inglewood residents – the majority of whom are renters and low-income – are at high risk of displacement. For many, displacement will increase the risk of homelessness. Absent adequate protections in place, the construction of a large-scale arena, like the proposed project, could catalyze displacement pressures for low-income communities in the area,³ which may also have a demonstrable effect on the environment. Studies have shown that greenhouse gas emissions increase when wealthier, car-owning residents supplant low-income public transit dependent residents.

Below, we outline our concerns about the proposed Project's impacts on the environment and provide recommendations on the appropriate scope of the EIR.

Analyze the potential for displacement of housing and people.

The EIR should analyze the potential for displacement in the surrounding area. The CEQA Guidelines call for the assessment of two distinct questions related to displacement: (1) the potential displacement of housing; and (2) the potential displacement of people.⁴ These assessments are distinct, and should not be conflated in the EIR.

In terms of housing, the analysis should address not only the potential for the proposed Project to cause the direct *demolition* of housing, but also the potential impacts on the *affordability* of existing housing stock in the surrounding area. Specifically, as Inglewood currently does not have rent stabilization or tenant protection policies, the EIR should assess the proposed Project's potential impact on housing prices that could eliminate existing affordability in surrounding communities, necessitating the construction of replacement housing elsewhere. It should also take into account the lost opportunity to build housing on the Project site.

The EIR should also evaluate the potential displacement of current residents. This assessment should include direct and indirect displacement of residents. CEQA is clear that the reasonably foreseeable indirect impacts of a project should be analyzed.⁵ Here, the EIR should evaluate the proposed Project's potential to exacerbate or accelerate displacement pressures through impacts on housing prices and the facilitation of increased development in the area. This potential for economic displacement should be fully analyzed and meaningful mitigation measures included in the EIR.

Analyze consistency with affordable housing laws and policies.

The EIR should include an analysis of the proposed Project's impact on the City's ability to meet its affordable housing needs. Specifically, the Notice of Preparation states that most of the project site consists of parcels owned by the City of Inglewood and the Successor Agency to

² "Proposed Affordable Housing Loan Programs," Report from Housing, Section 8, and Community Development Block Grant Department, City of Inglewood (Oct. 10, 2017), at page 4.

³ Dehring, Carolyn A., Craig A. Depken, and Michael R. Ward. "The Impact of Stadium Announcements on Residential Property Values: Evidence from a Natural Experiment in Dallas-Fort Worth. (Report)" Contemporary Economic Policy. 25.4 (Oct 2007): 627(12). Expanded Academic ASAP. Gale. Clark University. 2 Feb 2009.

⁴ Cal. Code Regs. Tit. 14, Appendix G.

⁵ Cal. Code Regs. Tit. 14 § 15126.2

the Redevelopment Agency.⁶ It is well established that the sale or lease of public land is a crucial strategy for siting much-needed affordable housing.⁷ The EIR should evaluate the City's progress on meeting affordable housing goals and needs in the community,⁸ as well as the proposed Project's consistency with existing laws and local policies relating to affordable housing, including but not limited to the Surplus Land Act,⁹ which requires the city to prioritize affordable housing when disposing of surplus land. Based on this information, the EIR should evaluate the proposed Project's consistency with all relevant affordable housing policies, and its impact on the City's ability to meet affordable housing needs should the City decide to utilize surplus city land for the development of an arena instead of affordable housing.

Analyze jobs-housing fit.

The EIR should evaluate the number of jobs that the proposed Project will create – both construction and permanent jobs. These projections should be measured against the availability of housing in the surrounding community, with a specific focus on the availability of housing that is affordable to workers at the income levels that correspond to the jobs created by the proposed Project. The EIR should include comprehensive mitigation measures to address job-housing mismatch, including significant provisions of affordable housing in the community.

Analyze the type and quality of jobs.

In addition to the number of jobs created, the EIR should also analyze the type and quality of these jobs. How many permanent jobs will be created, compared to temporary construction jobs? What employment training would be necessary for Inglewood residents to access these jobs and does the necessary workforce development infrastructure currently exist? Will the jobs – both construction and permanent – offer a living wage? What gaps, if any, exist in the availability of training and education programs to ensure a pool of qualified applicants from the community?

Analyze the impact on community serving small businesses.

The EIR should analyze the proposed Project's impact on vital community serving small businesses. The Project Description suggests that the proposed Project will include 40,000

⁶ City of Inglewood, Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting, p. 3.

⁷ See, e.g., Cal. Gov. Code § 54220.

⁸ E.g., according to the most recent Housing Element Annual Report, the City of Inglewood is falling woefully short of meeting its RHNA goals for the creation of new housing that is affordable to Low and Very Low Income households.

⁹ Cal. Gov. Code §§ 54220 et. seq.

square feet of retail and other ancillary uses.¹⁰ The EIR should address what types of retail uses will be built and how these uses will serve the community.

In addition, the EIR should evaluate the proposed Project's impact on already-existing small businesses. This should include both an evaluation of the potential for direct displacement through eminent domain and the potential for indirect displacement by creating pressures for landowners to sell "participating parcels" resulting in the displacement of current businesses or community amenities. This should also include an evaluation of the potential for the proposed Project to spur increased commercial rent in the surrounding area, resulting in indirect displacement of small businesses.

Beyond increased commercial rents, the EIR should also consider further economic impacts of the Proposed Project on local small businesses. Studies show that, despite claims to the contrary, sports arenas can have a negative impact on local businesses.¹¹ The EIR should consider the impact of years-long construction from both the proposed Project and the Hollywood Park development on businesses in the area. Furthermore, The EIR should consider the potential of displacement for local businesses in the area that are not complementary to the proposed Project, as these businesses will not see increased traffic from arena visitors and local residents will be dissuaded from visiting local businesses due to the increased congestion. The EIR should also consider how parking capacity for local businesses will be affected, especially when events are occurring simultaneously at the Proposed Project, the Hollywood Park, and the Forum.

Analyze Environmental Justice impacts.

Many of the communities surrounding the proposed project are populated by low-income households and African American and Latino populations. The EIR should analyze federal, state and local policies related to environmental justice communities. The EIR should also analyze potential environmental justice mitigation measures.

Projects that are likely to have a significant and disproportionate effect on surrounding low-income communities are encouraged to include an environmental justice analysis in their environmental impact reports. Further, specific provisions of CEQA and its Guidelines require that local lead agencies consider how the environmental and public health burdens of a project might specially affect certain communities.¹² The proposed Project would be built in a particularly low-income community, where many residents are rent-burdened, work multiple

¹⁰ City of Inglewood, Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting, p. 3.

¹¹ Baade, Robert and Robert Baumann and Victor Matheson. 2008. "Selling the Game: Estimating the Economic Impact of Professional Sports through Taxable Sales" *Southern Economic Journal* 74(3): 794-810.

¹² Office of the California Attorney General, "Environmental Justice at the Local and Regional Level" (2012), p. 3, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf.

jobs, and have limited access to adequate, affordable health services. Project-related impacts may seriously affect the lives of current residents, a population that is already overburdened with stress, housing insecurity, poor air quality, and a lack of means. A Project's particular social and economic effects may be a determining factor in whether a particular physical change caused by the project is considered significant.¹³ Therefore, the EIR should analyze the environmental justice impacts of the proposed Project and provide for mitigation measures to reduce the potential harm that may disproportionately result from proposed Project impacts.

Analyze Inconsistency with the General Plan.

The EIR must discuss any inconsistencies between the proposed Project and applicable general plans, specific plans, and regional plans.¹⁴ The proposed Project would require numerous entitlements and approvals from the City, including a general plan amendment, zoning changes, site plan review, a master sign plan, merger and re-subdivision map, disposition and development agreement, approval of street vacation, and approval of well relocation. The EIR should evaluate the inconsistencies between the proposed Project and the general plan and any other applicable plans and policies. This should include an analysis of the proposed Project's direct and indirect impact on affordable housing and displacement of low-income communities, and consistency with Housing Element policies and programs that prioritize affordable housing and community stability.

Analyze public access and use.

The EIR should analyze how the proposed Project will impact public access and use of park and open space. Will the Project create traffic patterns or spur new development that limits residents access to parks in vicinity? Will the outdoor plaza described in the Project Description be publicly accessible? Along with these issues, the EIR should analyze the additional public infrastructure necessary to support the Proposed Project, including public restrooms, water systems, sewage drains, public transit stops, police and fire services, etc.

Analyze greenhouse gas emissions.

The proposed Project would likely result in significant quantities of greenhouse gases. The construction of the proposed Project, through the use of fossil-fuel powered construction equipment and the transportation of construction materials, will emit greenhouse gases. The proposed Project anticipates seating capacity of over 18,000 at the arena alone, indicating an enormous volume of people driving to and from the project site, generating significant

¹³ Cal. Code Regs. tit. 14 § 15131; Office of the California Attorney General, "Environmental Justice at the Local and Regional Level" (2012), p. 4, *available at* https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf.

¹⁴ Cal. Code Regs. tit. 14, § 15125.

greenhouse gas emissions. The EIR should discuss the effects of the proposed Project's greenhouse gas emissions and include measures to meaningfully mitigate significant effects.

Analyze Noise impacts.

The proposed Project includes an NBA arena designed to include at least 18,000 seats, as well as commercial space and several outdoor spaces.¹⁵ The EIR must analyze the significant noise impacts caused by both the construction of, and the subsequent activities on, the Proposed Project. The Proposed Project is immediately adjacent to residential neighborhoods, which house many families, elderly, and disabled individuals, all of whom may be especially vulnerable to noise. In particular, the EIR should analyze the noise impacts on the residential areas in the area when residents are most likely to be at home and events are being held at the Proposed Project.

Analyze Light and Glare.

The proposed Project will likely result in significant light pollution for the surrounding area. The Notice of Preparation anticipates the installation of "graphic display panels or systems, including ... illuminate rooftop signage."¹⁶ There are several residential tracts immediately adjacent to the Proposed Project and the light pollution emanating from the Proposed Project, especially when the arena is being actively used for events, will have significant health impacts on the surrounding communities and disrupt residential life. The EIR must analyze these issues and provide appropriate mitigation measures.

Analyze Traffic impacts.

The Notice of Preparation anticipates increased traffic as the proposed Project will use "major arterials" adjacent to the Proposed Project. However, these major roads also serve as the main points of entry to Hollywood Park (which includes the new NFL stadium and the Hollywood Casino) and to the Forum. There have already been significant slowdowns in this area with the redevelopment of the Hollywood Park area, and these slowdowns will only increase with the increased residential, commercial and event traffic once that redevelopment is complete. The other points of entry to the south of the proposed Project run through residential areas. The EIR should evaluate the proposed Project's impact on traffic, including an evaluation of the cumulative impact of traffic caused by the proposed Project along with traffic to and from the NFL arena, Forum, and Hollywood Park development. This should include an evaluation of the impacts of traffic spillover into adjacent neighborhoods and the environmental justice implications. The EIR should also evaluate any disruption, including re-routing, delaying, or

¹⁵ City of Inglewood, Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting, p. 3-4.

¹⁶ City of Inglewood, Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting, p. 4.

suspension of, public transit routes during the construction of the Proposed Project and provide an appropriate mitigation plan.

The EIR should also evaluate the driving hazards and public safety issues involved with any electronic boards, billboards or signs included in the Proposed Project, especially when combined with electronic signage already used as part of the Hollywood Park development and the Forum.

The EIR should also evaluate the traffic and environmental impacts of any circulation improvements, including shuttles connecting the Proposed Project to Metro transit stations, offsite parking, hotels, the Hollywood Park development, or the Forum.

Analyze cumulative Impacts.

According to CEQA guidelines, the EIR must also analyze the cumulative impacts.¹⁷ Cumulative impacts are those that are created by the proposed Project together with other projects that cause related impacts. The Hollywood Park, a 238-acre development directly adjacent to the proposed Project, includes construction of an NFL stadium, 2,500 market-rate residential units, renovation of the Hollywood Casino, and acres of commercial retail development. The cumulative impacts of both the proposed Project and the Hollywood Park, as well as any other development in the area, are undoubtedly significant and will require significant mitigation measures. These impacts include, but are not limited to, the direct and indirect displacement of current residents, climate change effects, and the availability of land for future affordable housing development.

Analyze alternatives.

An EIR must also consider “reasonable alternatives to the project, or the *location* of the project...”¹⁸ This includes the reasonable alternative of no proposed Project. Any reasonable alternatives analyzed in the EIR must include “sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.”¹⁹ There are many viable alternatives for the Proposed Project and the underlying public land that may cause significantly less harm to the surrounding community, and they must be considered in the EIR.

¹⁷ Cal. Code Regs. Tit. 14 § 15130.

¹⁸ Cal. Code Regs. Tit. 14 § 15126.6(c).

¹⁹ Cal. Code Regs. Tit. 14 § 15126.6(d).

Thank you for your careful consideration of our comments and recommendations. Please notify us of the availability of the Draft EIR. In the meantime, we look forward to continued opportunities for public input and meaningful community engagement.

Sincerely,



Doug Smith
Staff Attorney
Public Counsel



Natalie A. Minev
Staff Attorney
Legal Aid Foundation of Los Angeles



Katie McKeon
Sullivan & Cromwell Fellow
Public Counsel



Jonathan Jager
Staff Attorney
Legal Aid Foundation of Los Angeles



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

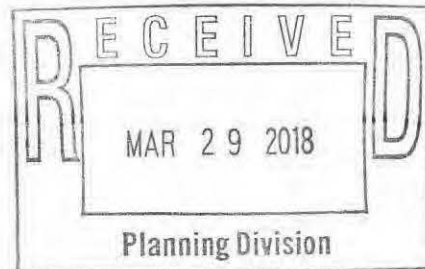
GRACE ROBINSON HYDE
Chief Engineer and General Manager

March 27, 2018

Ref. Doc. No.: 4473293

Ms. Mindy Wilcox, AICP
City of Inglewood
One West Manchester Boulevard
4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:



NOP Comment Letter for the Inglewood Basketball and Entertainment Center

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on February 26, 2018. The proposed project is located within the jurisdictional boundaries of District No. 5. We offer the following comments regarding sewerage service:

1. Availability of sewer capacity depends upon project size and timing of connection to the sewerage system. Because there are other proposed developments in the area, the availability of trunk sewer capacity should be verified as the project advances. Please submit a copy of the project's build-out schedule to the undersigned to ensure the project is considered when planning future sewerage system relief and replacement projects.
2. The following is a list of Districts' trunk sewers that serve the project area:

Name	Location	Size (dia.) [*]	Capacity (mgd) ^{**}	Peak Flow (mgd)	Last Measured
South Inglewood-Orange Avenue Trunk Sewer	In Doty Avenue at 102 nd Street.	15	2.6	0.8	2011
Prairie Avenue Trunk Sewer	In the westbound Prairie Avenue exit of Interstate 105.	31.5	12.4	4.2	2011
Prairie Avenue Trunk Sewer	In Freeman Avenue at 103 rd Street	30	10.9	3.7	2011

^{*}diameter in inches
^{**}million gallons per day

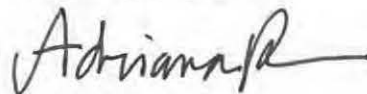
3. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently produces an average flow of 256 mgd.
4. The expected average wastewater flow from the project, described in the notice as an 18,000 fixed seat arena, an approximately 85,000 square foot athletic training facility, approximately

55,000 square feet of office space, an approximately 25,000 square foot medical clinic, and approximately 40,000 square feet of retail and other ancillary uses, is 241,250 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1. Loadings for Each Class of Land Use link.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer and General Manager will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.
6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Schmidt
M. Tatalovich



CITY OF INGLEWOOD

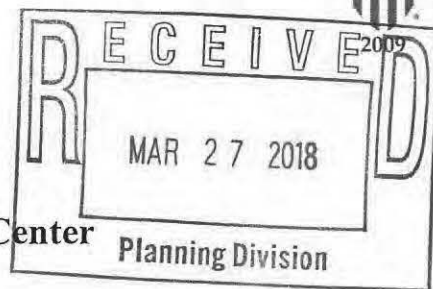
ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Christopher E. Jackson, Sr.
Department Manager



**Public Input Form
Scoping Meeting
Inglewood Basketball and Entertainment Center
March 12, 2017**



Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the above project. You may submit your comments at this scoping meeting or you may email or mail any comments to the City of Inglewood Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **March 22, 2018**.

Comments:

*I have nothing but good to say
about this project and scope.
I look forward to working with
scope, advocating a positive
project to the end.*

Name:

Mrs Catherine Samuel Polk

Address:

512 Centinela Ave #205

City/State/ZIP:

Inglewood, Ca 90302

Phone:

310-738-5664 or 424-702-5435

Email:

mssamuelpolk@yahoo.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

April 12, 2018

mwilcox@cityofinglewood.org

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Basketball and Entertainment Center¹

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

¹ On April 11, 2018, SCAQMD staff received the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Proposed Project. According to the NOP, the Lead Agency is proposing to build an entertainment center with 18,000 fixed seats and up to 500 temporary seats. The proposed entertainment center will include a number of facilities totaling 465,000 square feet on 27 acres.

² Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance³ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

³ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC180411-01

Control Number



April 23, 2018

Ms. Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, California 90301
E-mail: mwilcox@cityofinglewood.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Inglewood Basketball and Entertainment Center [SCAG NO. IGR9586]

Dear Ms. Wilcox,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Inglewood Basketball and Entertainment Center ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the NOP of a DEIR for the Inglewood Basketball and Entertainment Center in Los Angeles County. The proposed project includes a sports arena designed to host the Los Angeles Clippers basketball team with up to 18,000 fixed seats, 85,000 square feet (sf) of team practice and athletic training facility, 55,000 sf of team office space, 25,000 sf of a sports medicine clinic, 40,000 sf of retail and ancillary uses, an 260,000 outdoor plaza, and parking facilities sufficient to meet the needs of the proposed uses on 23 acres.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review. Please note our new headquarters in Downtown Los Angeles is at 900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER [SCAG NO. IGR9586]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
*SCAG does not yet have an agreed-upon security performance measure.	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendices of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

SCAG staff recommends that you review the 2016 RTP/SCS Transit Appendix (http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_Transit.pdf) for further information regarding the transit projects included in the RTP/SCS. SCAG staff also recommends that you review the 2016 RTP/SCS Amendment #2 (http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_amend02.pdf), specifically investments surrounding the proposed project area, including all approved projects from Measure M.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Inglewood		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	120,800	126,500	129,000
Households	6,458,000	7,325,000	7,412,300	40,400	42,400	43,300
Employment	8,414,000	9,441,000	9,871,500	34,800	36,400	37,400

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Department Manager

**Public Input Form
Scoping Meeting
Inglewood Basketball and Entertainment Center
March 12, 2017**

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the above project. You may submit your comments at this scoping meeting or you may email or mail any comments to the City of Inglewood Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until March 22, 2018.

Comments:

This community needs more not less affordable housing. It need less not more traffic. It needs industry and other activities that will provide full-time employment with benefits for its residents. It needs improved educational opportunities for youth and adults. This proposal is unlikely to address any of those needs yet it is using public land (our land).

Name:

Nina Harawa

Address:

339 E. Hillsdale St.

City/State/ZIP:

Inglewood, CA 90302

Phone:

BN

Email:

nharawa@yahoo.com

over
please →

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐

An effective EIR ~~can~~ cannot be completed until after the Rams Stadium is completed and games are being played there regularly.

Without this it will not be possible to estimate the true impact of this proposal on the City and its citizens.



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Department Manager

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Comments:

EIR should analyze the potential for displacement in the surrounding area
The CEQA Guidelines call for the assessment of two distinct questions related to displacement:
(1) the potential displacement of housing; and (2) the potential displacement of people.
in terms of housing, the analysis should address not only the potential for the project
to cause direct demolition of housing, but also the potential impacts on the affordability
of existing housing stock. Specifically, as Inglewood does not currently have rent control
or tenant protections, the EIR should assess the Project's potential impact of housing prices that
could eliminate existing affordability in surrounding communities, requiring the construction
of replacement housing elsewhere.

Name:

Public Counsel

Address:

610 S. Ardmore Ave

City/State/ZIP:

Los Angeles, CA 90005

Phone:

213-385-2977

Email:

* Continued
on back

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐

The EIR should also evaluate the potential displacement of current residents. This assessment should include direct and indirect displacement. CEQA is clear that reasonably foreseeable indirect impacts of a project should be analyzed. Here, the EIR should evaluate the project's potential to exacerbate or accelerate displacement pressures through the project's impacts on housing prices and the facilitation of increased development in the area. This potential for economic displacement should be fully analyzed and comprehensive mitigation measures included.



CITY OF INGLEWOOD

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Comments:

I am a homeowner and resident in Renaissance, a gated community which has its only entrance/exit on Piney Dr. right next to the Forum and NFL stadium/mixed use site. Already, with Forum events, I ^{experience} ~~the~~ delays of up to 75% of expected travel time. With the NFL development there will be MORE residents ^{living} in the area, plus the Daniel Freeman hospital ^{on Prairie} which will be a residential facility in the future. There are only 2 streets that pass through the area in the east/west direction - Manchester & Century, and two north/south →

Name:

Erin Meadows

Address:

3695 W Scribner Ln

City/State/ZIP:

Inglewood 90305

Phone:

(213) 210-3173

Email:

eysmeadows@gmail.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐

La Brea + Crenshaw. ~~There~~ ^{existing plus future} There are not enough main thoroughfares to support ^{existing plus future} residents, plus the thousands of visitors for large scale events such as those proposed by the Basketball Arena. It is already bad enough to deal with Forum events plus ~13 home games during NFL season. To ask residents to withstand this type of congestion during NBA season, which will entail several games a week, is too much. Year round congestion - no!

Please look into the gated communities that exist directly adjacent to the Forum and NFL stadium - these streets were not even depicted on your map. //

When the Forum was being renovated, I supported it in part due to promises made to Renaissance residents that there would be no street closures due to events - and just this past Sunday ^{3/11/2011} while traveling home from CAX via taxi I was unable to travel down Pincay or Koreen due to street closures. The traffic personnel told me to "go another way" ^{dramatically} despite the fact that I shared with him that I was a resident. The streets were blocked with barricades, so he could not have moved cones aside as is sometimes the case. These types of occurrences erode trust with residents and community members.



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Comments: I Am Concerned about traffic flow in Inglewood And the upkeep of my Neighborhood. I've been a Resident on Hillcrest Blvd for 30 years and I see decline with every New Venture. The Vons & McDonalds brought traffic jams on Hillcrest between Florence & Manchester and trash from the many cars as well as students throwing McDonald trash in yards

Name: Helen Stepler
Address: 255 N. Hillcrest Bl. on Back
City/State/ZIP: Inq. CA 90301
Phone: 310-674-0040
Email: Center4lupus@gmail.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐

Progress is wonderful but the Cleanup
Piece Must be included. We, on Hillcrest
try to Keep our Property in tip top Shape
but its getting harder and More difficult.
What Plans have the City put in place
or will put in place for Cleanliness
throughout Dogwood as we grow. I
have Called the Police several times
about the triangle square with the
fountain at Hillcrest and Market St.
because of Homeless people (I guess they are)
Sleeping, Hanging out, Harassing the Businesses
and their Customers, Using the Area for
a bathroom for both Urinating and having
B.M's. How can City Hall expect Home owners
to be happy with more traffic (Bumping Walking)
coming to our City. Do we really need
another Stadium. What about increased
Crime, Exhaust from cars, Noise and so
Many other Negatives.



CITY OF INGLEWOOD

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Christopher E. Jackson, Sr.
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Comments: See attached lawsuit by MSG Forum, LLC.
The City cannot control the site
as alleged in the lawsuit.
See LA Superior Court lawsuit
case number YC092715.

Name: CHRISTOPHER SUTTON
Address: 586 LA LOMA ROAD
City/State/ZIP: PASADENA, CAL 91105
Phone: 626-683-2500
Email: christophersutton.lar@gmail.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



CITY OF INGLEWOOD

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Christopher E. Jackson, Sr.
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Comments:

A Rec center for the youth
to learn life trades and skills
music, dance, business.

Name:

Jansky

Address:

8245 Myrtle

City/State/ZIP:

Inglewood CA 90301

Phone:

Email:

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

As a ^{relatively new} ~~new~~ resident of Inglewood
I'm in full support of this project. This
project will aid in revitalization, increased
employment opportunities and local entertainment
options. As a lifelong Lakers fan, I have to
say, ~~but~~ this time, let's Go Clippers, come to Inglewood!

Name:

Regrett Roberts

Address:

200 W. Queen St.

City/State/ZIP:

Inglewood, CA 90301

Phone:

310-717-9166

Email:

broberts@inglewood@gmail.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☐ NO ☐



CITY OF INGLEWOOD

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Christopher E. Jackson, Sr.
Department Manager

Public Input Form Scoping Meeting Inglewood Basketball and Entertainment Center March 12, 2017

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Comments:

EVERYTHING LOOKS
PERFECT!
PLEASE BUILD THE
CLIPPERS ARENA!!!
...

Name: CASSANDRA GASTON
Address: 3501 W. 82ND STREET
City/State/ZIP: INGLEWOOD, CA 90305
Phone: 323-751-1009
Email: CGTMS@AOL.COM

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



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Comments:

Please proceed! Bring on the Clippers

Name: Adrienne Gaston

Address: 3509 W 82nd St

City/State/ZIP: Inglewood CA 90305

Phone: 310 560-1692

Email: ART1587@AOL.COM

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

MI, COMENTARIO ES, QUE NOS VA AFECTAR
A, TODOS de la, ciudad de INGLEWOOD.
POR, EL TRAFICO, EL RUIDO, MAS, DIFICULTAD
MAS, CARA, LA RENTA,

Name: NORMA Iris Orellana
Address: 3652 W. 105 ST
City/State/ZIP: INGLEWOOD CA. 90303
Phone: 310-6733487
Email: _____

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

It would be a positive project for the city of Inglewood. My City for the past 20 years - the proposed site has been an eyesore for far too long.

Name:

Virginia Lawrence

Address:

2513 W. 112th St

City/State/ZIP:

Inglewood Ca 90303

Phone:

310-990-3366

Email:

cleanfeeth@yahoo.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

I live on Osage Ave. about a block from the
~~I have lived in~~
Rams Stadium. Over the past two years, my rent has
gone up \$375! This massive increase is because of the new
stadium, so you can imagine my consternation upon learning that
yet another arena is in the works. ^{For me,} as a renter in Inglewood,
these projects mean detriment and displacement. Many of my
neighbors are already moving out. If there is public land available
in Inglewood it should be used to build affordable housing to help
alleviate this pressure, not another arena.

Name:

Alexandra Halicki

Address:

941 S. Osage Ave #309

City/State/ZIP:

Inglewood, CA 90301

Phone:

310-924-0994

Email:

alexandrahalicki@hotmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

The City of Inglewood does not control and cannot control the land ~~area~~ within the targetted area, and an analysis must be done that encompasses less than the entire target area. Many parcels in the target area ~~are~~ controlled by MSC Forum, LLC, as asserted in a lawsuit filed on 3-5-2018, LA Superior Court case No. YC072715, that the City has defrauded that company. In addition, due to conflicts of interest the City cannot acquire the full area

Name: CHRISTOPHER SUTTON

Address: 586 LA LOMA ROAD

City/State/ZIP: PASADENA, CALIFORNIA 91105

Phone: 626-683-2500

Email: christophersutton.law@gmail.com

without violating government code sections 1090 and 87100 et seq. City elected officials and their family member will be personally benefited by the consultant contracts involved.

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Website: www.cityofinglewood.org / Office: (310) 412-5230 / Fax: (310) 412-5681



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Comments:

Concern: the priorities of city are not above citizen immediate needs.
I can not trust City Hall.

I thought this was your attempt to hear us. City Hall turned this into you (community) sit down and listen to us.

Name:

Address:

City/State/ZIP:

Phone:

Email:

Deborah Banks
110 Hillcrest #103

310 650 1119
deborahbanks@gmail.com

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I wish to receive official notices for hearing on the project:

YES ☒

NO ☐



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Comments:

I am concerned ^{that} this project maybe overwhelming the current traffic and pollution of the city. I work at Great Beginnings for Black Babies on Prairie. Over half of my clients children have asthma. I frequently have to delay my prenatal groups due to traffic on Tuesday concert days. I'm almost afraid of what the Rams + Clippers will bring as far as difficulties are concerned.

Name: Raina Granberry

Address: 1008 Ardath Ave

City/State/ZIP: Inglewood 90305

Phone: 323 903 8579

Email: Rgranberry@ghbb-la.org

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

Yo pienso que Inglewood no necesita mas
estadios o arenas, porque Uds. no han considerado
el trafico y los parqueaderos, estas ares de la
102ND y 104TH ST. no hay parqueaderos en las
calles, luego el ruido que va haber para los
residentes. Yo vivo en la 104TH ST. la partes
sur no se si alli tambien afectara el proyecto
HAGAME SABER MI TELEFONO ES: 1(310) 412-8927

Name:

JOSE ALMEIDA

Address:

3812 W. 104TH ST.

City/State/ZIP:

INGLEWOOD, CA. 90303

Phone:

1(310) 412-8927

Email:

josealmeida3590@yahoo.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

MY MAIN CONCERN IS HOW THIS NEW PROJECT ALONG
WITH THE NEW FOOTBALL STADIUM WILL IMPACT TRAFFIC
IN THE SURROUNDING NEIGHBORHOODS. WILL PRIORITY
PARKING BE UTILIZED FOR RESIDENTS STREET PARKING?
WHEN EVENTS OVERLAP WILL THAT BE A TRAFFIC
NIGHTMARE?

Name:

RALPH DAVIS

Address:

129 N. HILLCREST BL UNIT 4

City/State/ZIP:

INGLEWOOD, CA. 90301

Phone:

310 674 2261

Email:

NIKKI ANGLIE@SBCGLOBAL.NET

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

How is the city going to address traffic, and the impact of traffic in the area? Traffic is already a major concern with the new proposed stadium(s). There will be additional traffic. This will pose a threat to safety of residents as many of the individuals who frequent the arena will be drinking alcohol.

Name:

Shirley L. Smith

Address:

11135 Yukon Avenue

City/State/ZIP:

Inglewood CA 90303

Phone:

(310) 447-5085

Email:

chshhee@sbcglobal.net

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

*I WAS
I AM the owner of TACO FIESTA.
WAS @ 4848 W. Century Blvd.
I would like to see good projects
like these not Displace Existing
Small Businesses. My business
was impacted during Road Improvements
& I had to close AFTER 12 years.
Are there any assistance provided to people
like me.*

Name:

Felipe Trujillo

Address:

5056 W. 95th STREET

City/State/ZIP:

Inglewood, CA

Phone:

(310) 817-1840

Email:

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐

IN SPANISH please

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Website: www.cityofinglewood.org / Office: (310) 412-5230 / Fax: (310) 412-5681



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Comments:

what is ~~local~~ local hire plan
for the project?
What is the plan for disadvantaged workers,
training, retention, ~~and~~ ~~so~~ management and supervision
positions?

Name:

Khalil Edwardj

Address:

704 Venice Way #21

City/State/ZIP:

Inglewood, CA 90302

Phone:

503 752 5766

Email:

khalied97@gmail.com

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Comments: This list of future government
approvals needs to include the potential
use of eminent domain by the City of
Inglewood under the Parking Authority.
That use would or could expand or contract
the target area, requiring the DEIR and
CEQA Review to include alternative sites
with nearby properties included and parts of the
target site excluded

Name: CHRISTOPHER SUTTON

Address: 586 LA LOMA ROAD

City/State/ZIP: PASADENA, CALIF. 91105

Phone: 626-683-2500

Email: christopher.sutton.law@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments: The Exclusive Negotiating Agreement (ENA)
Violates the First Amendment to the U.S.
Constitution and Article One, sections 1, 2, 7,
and 19 of the California Constitution. It prohibits
the City and related entities (successor Agency and
Parking Authority from receiving alternative
development proposals, violation the Civil Rights
of the other private owners in the target area.

Name: CHRISTOPHER SUTTON
Address: 586 LA LOMA RD.
City/State/ZIP: PASADENA, CAL 91105
Phone: 626-683-2500
Email: christophersutton.law@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

To begin, one of the most pressing concerns, is not just the increase in value of property in the area, but the property tax value that will also increase. These are increasing in unforeseen costs, that many people in the area will be unable to afford. Additionally, with the influx of visitors & tourists in the area, who have no sense of Inglewood community, acts like littering, loitering, and noise, will affect residents in the area. What will be done to compensate for cases of noise & property damage? Due to long-term construction as well as car/gas emissions, what will be done to remedy degrading health of people in

Name:

Kimberly Delgado

Address:

10317 Doty ave.

City/State/ZIP:

Inglewood CA, 90303

Phone:

(310) 994 - 9520

Email:

delgado.kim23@gmail.com

the community
as a result of
these emissions?

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Comments:

como residente de Inglewood no estoy de
acuerdo en este proyecto por que nos afecta
en el trafico, ruido, y creo que con los
proyectos que existen es suficiente.

Name:

OSCAR DELGADO

Address:

10317 Doty Ave

City/State/ZIP:

INGLEWOOD CA 90303

Phone:

(424) 240 4413

Email:

delgado oscar 4321 @gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

El trafico es un gran problema. Yo vivo en Inglewood y trabajo en Marina de Rey y duro una hora a hora y media para llegar a mi casa. Es mucho el traffico y una grande problema.

Name:

Hector Alvarez

Address:

3755 W 110 St.

City/State/ZIP:

Inglewood CA

Phone:

310 & 6745630

Email:

X

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

1. We DO NOT need another stadium in Inglewood.
2. I DO NOT want to see my property TAXES go up.
3. Respect our Decision.
4. Our electeds should represent us

Name:

Leopoldo Mendoza

Address:

500 E. Kelso St.

City/State/ZIP:

Inglewood

Phone:

(310) 674-6701

Email:

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

Although the plan only wants to take specific, empty, vacant lots, this will not be good for the community. This will enhance noise in the area, car pollution, and can worsen the unaddressed homeless people that live in these lots. Parking is already extremely difficult to retrieve and adding people and cars will only make this situation worse. Essentially, this plan does not benefit the people or the environment and its obvious that this will only benefit who

Name:

Jennifer Delgado

Address:

10317 Doty ave.

City/State/ZIP:

Inglewood / CA / 90303

Phone:

(310) 729-9246

Email:

mewpower97@gmail.com

Makes money off
of this proposed
"Plan."

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

THERE IS CONCERN ABOUT DISPLACED HOME-OWNERS/
BUSINESSES BEING DISPLACED.
PARKING WITHIN NEIGHBORHOODS!
ENVIRONMENTAL IMPACT-WHAT CONSIDERATIONS!!
WATER WELL? WHAT IS ITS VALUE?
HOW DOES FORUM FIT IN? WHAT IS THE
FEED STATUS? ISN'T THIS A CLIPPER
VENTURE; THEREFORE NAMING RIGHTS? TAXES WITH
REVENUE COMING IN, NOW DOES AVERAGE JOE BENEFIT?

Name:

DON OWENS

Address:

321 W. QUEEN ST #10

City/State/ZIP:

Inglewood, CA 90301

Phone:

(310) 674-9167

Email:

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

Does your impact report include impact
on: environment, housing, employment, communities of
low income communities?
Where is that data?

Name:

Khalil Edwards

Address:

704 Venice Way #21

City/State/ZIP:

Inglewood, CA 90302

Phone:

503 752 5766

Email:

khaliled97@gmail.com

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Department Manager

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Comments:

My property is 3650 W 102nd St. with the building of the new stadium. The amount of dust from trucks is awful. There is a lot next to me that is being use by the trucks. The fine dust, specially in the summer, gets really bad we have to have windows and doors close. The allergies in the family have increase. Is this going to continue with the new arena?

Name:

Miguel Vela

Address:

3650 W 102nd St

City/State/ZIP:

Inglewood CA.

Phone:

(310) 671-2549

Email:

Xomig@shoglobal.net

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

The EIR should include analysis of the project's impact on City's Ability to meet its Affordable Housing needs. Specifically, the Notice of Preparation, that states most of the project's site consist of parcels owned by the City. The EIR should evaluate the City's existing laws and policies, including but not limiting to plus public land for an arena instead of public housing.

Name:

Michael Wilson

Address:

10244 2ND AVE

City/State/ZIP:

Inglewood, CA 90303

Phone:

310-242-0278

Email:

Michael@youth4justice.org

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I wish to receive official notices for hearing on the project:

YES

NO



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Comments:

I oppose this proposed project. I am a resident of Carlton Square & with the congestion traffic from the Forum, and now with the upcoming football stadium, I feel that we do not need this project!

Name: _____

Address: _____

City/State/ZIP: _____

Phone: _____

Email: _____

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I wish to receive official notices for hearing on the project: YES _____ NO _____



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Comments:

*First to much noise traffic
First of a lot of traffic noise and also
we will no have privacy.
another thing those who are thinking
about this project are also not going to
understand since you do no live here and
you are not going to be affected with
this than you*

Name:

David Escobar

Address:

12310 Doty Ave

City/State/ZIP:

Inglewood CA. 90303

Phone:

Email:

daescobar23@hotmail.com

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

As an active Inglewood community member of Holy Faith Episcopal Church, I want to see the EIR address the connections between lack of affordable housing in Inglewood and the #, type (permanent, FT, PT, Temp) of jobs both construction + longterm, including the pay scales of these jobs as they relate to the market rates for housing. If the EIR can require mitigation for the mismatch between housing and employment, those should include significant provision of affordable housing on public lands as required by law.

Name:

Cathy Deppe

Address:

6330 Medham Way at 64th

City/State/ZIP:

Los Angeles CA 90043

Phone:

408-206-7992

Email:

CathyDeppeLA@gmail.com

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

I am concerned about the effects this project will have on rent prices, traffic, and quality of life (noise/air/sound pollution). People need to be able to afford their housing, commute as quickly as possible, and live in healthy environmental conditions. I am also concerned that the jobs created will be low-paying temporary positions with no benefits or career opportunities.

Name:

Opetoritse Adefolalu

Address:

City/State/ZIP:

Phone:

Email:

adefolalu@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments: ① Emergency response time: % increase on event days & times
② Burden of property tax increases on ALL Inglewood property owners
③ displacement of residents, short & long term

Name:

Joe Teixeira

Address:

9321 S. 2nd Ave

City/State/ZIP:

Inglewood, CA 90305

Phone:

Email:

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments: Residents may fall in danger finding
their new home that has a great impact on environment
like the homeless people creating these days. It
must be kept in mind of the officials to mitigate
the these effects.

Name: Mr. SHARAWAT ULLAH
Address: 3620-W-10284 # -57
City/State/ZIP: C/A 90303
Phone: 310-665-9406
Email: _____

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I wish to receive official notices for hearing on the project: YES _____ NO ☒



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Comments:

People living in this designated area will be moved and they will have to find shelter in another place which will increase the ~~des~~ density of that area. It can have a bad effect on the environment and the people living in the project area. This problem can be solved by giving a suitable place to live on for the current resident.

Name: Debashi Das
Address: 3620 W 102nd St
City/State/ZIP: Inglewood
Phone: 626-267-4213
Email: _____

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I wish to receive official notices for hearing on the project: YES _____ NO ☒



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Comments:

The clippers Arena proposed will be a very catastrophic hit to The City of Inglewood NOT only will people be displaced from the homes they already fight so hard to keep but the proposed Arena will bring in unwanted businesses And traffic to the city that will Devistate the population.

Name:

Cindy Valley

Address:

323 W Hillcrest Blvd apt 5

City/State/ZIP:

Inglewood CA 90301

Phone:

310 259 90 92

Email:

Cndy-l.valley@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

Calles 95 Th ocean gate vastante problemas
con vagabundos carros solos personas de
otra Are Estacionan Carros Area Frw 405

Name:

FLAVIA Felipe TRUJILLO

Address:

5056 W 95

City/State/ZIP:

INGLEWOOD CA 90301

Phone:

310 817 1840

Email:

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

A. → I think if this monstrosity has to be built,
all sales from the complex should have a special tax
that directly benefits residents of Inglewood.

B. → Rent control must be voted on before approving
this complex.

C. → maybe build a park and community center
instead because this is hectic.

Name: Dylan Chavler

Address: 820 N Ridgewood Pl.

City/State/ZIP: 90038

Phone: _____

Email: ~~Dylan~~ DYLANCHAVLES
@GMAIL.COM

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

Where are the City of Inglewood's "Traffic Study Impact Methodology" Standards? How can the public learn what they are now? And when were these methods adopted? Are the methods up to date with best practices?

Name:

Address:

City/State/ZIP:

Phone:

Email:

Jan Williamson
735 Cory Dr.
Inglewood CA 90302
jan mail 8@gmail.com

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

The EIR should evaluate the numbers of jobs that the project will create - both construction and permanent jobs and the number of jobs projected to be filled by current residents. These projections should then be measured against the availability of housing in the surrounding community w/ specific ~~focus~~ focus on the availability of housing that is affordable to workers at the income levels that corresponds to the jobs created by the projects. The EIR should include comprehensive mitigation measures to address job-housing mismatch, including significant provisions

of affordable housing in the community.

Name: Derek Steele
Address: 882 Victor Ave #18
City/State/ZIP: Inglewood, CA 90302
Phone: 443.418.6258
Email: dereksteele@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

The traffic study should include all of Hyde Park Blvd this is a main cross city street that will surely be impacted by this project. There are dangerous intersections now.

Name:

Jan Williamson

Address:

735 Cory Dr.

City/State/ZIP:

Inglewood CA 90302

Phone:

Email:

jannai18@gmail.com

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I wish to receive official notices for hearing on the project: YES ☐ NO ☐



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Comments:

I'm concerned about the zoning changes - of converting M1 & Airport service zoning to CR. What will the impact be to change this? It seems like ~~putting~~ changing these could negatively impact light/medium industrial uses. What kind of vehicles are (shipping/airport) etc. are going to be mixed with event traffic? For example, ~~any~~ any of the light

Name:

Address:

City/State/ZIP:

Phone:

Email:

Jan
735 Cory Dr
Inglewood, CA 90302
janmail8@gmail.com

Industrial uses include hazardous material transportation?

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

no al proleto de construcción
no al tráfico
no a la contaminación
no mas carros en las
calles

Name:

Hernandez, Victorio

Address:

522 E. Kelso St

City/State/ZIP:

Inglewood CA 90301

Phone:

323 635 8066

Email:

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐

ESpañol

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Website: www.cityofinglewood.org / Office: (310) 412-5230 / Fax: (310) 412-5681



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Comments:

What needs to be addressed in the E.I.R is what ^{is the impact on} the traffic of the forum, Rams Stadium, & Clippers Arena will have on residents. What will be done to protect homeowners & families around the Projected sites from displacement? What impact with the propose arena have on the surrounding schools enrollment?

Name:

Kriss'Shen Day

Address:

600 Centinela Ave

City/State/ZIP:

Inglewood, CA / 90302

Phone:

(747) 233-9789

Email:

Krissday915@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

The EIR should include a comprehensive analysis of the potential displacement of low income residents in surrounding areas. This should include an analysis of direct displacement as well as a thorough assessment of potential for indirect displacement. In particular, the EIR should evaluate the project's impact on surrounding land values and how this might result in rent increases & evictions. The analysis should account for the city's lack of rent control or just cause evictions protections and how the absence of stronger renter protections might put low income residents at risk. We need robust mitigations to this issue.

Name:

DEREK STEELE

Address:

882 VICTOR AVE # 18

City/State/ZIP:

INGLEWOOD, CA 90302

Phone:

443.418.6258

Email:

dereksteele@gmail.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

my concern is parking on our streets
right now there's people parking near our
driveway blocking 1/3 of our exits. also people
from other places park on our streets and make
a mess on our curbs, strangers don't care about
our streets being clean. I suggest residents
parking only with permits and other city cars
to pay for parking. city should fix Century Blvd & Prairie Blvd. too many
pot holes!

Name:

Robert H.

Address:

3922 W. 106th Str.

City/State/ZIP:

Inglewood CA 90303

Phone:

(310) 673-1232

Email:

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments: Necesitamos Que la ciudad de Inglewood aga caso sobre el problema de lo que es el aumento de renta y los problemas que nos esta causando a las familias de la comunidad de bajos recursos, Inglewood no necesita un estadio, lo que necesita es mas trabajos y familias tranquilas.

Name: Alicia Arango
Address: 10239 Darby Ave #3
City/State/ZIP: Inglewood CA.
Phone: 951-396-8402
Email: alicia.arango@yahoo.com

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I wish to receive official notices for hearing on the project: YES ☒ NO ☐



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Comments:

1. Now, before the project is complete, going to work is a problem. I have to leave and not driving through the neighborhood. Next, people will be thinking like you, then there will be more bumper to bumper traffic.
2. moving is a problem, because there will be many that can't afford to move. We have enough homeless and can't help them. I care.

Name:

Janis E. Sheppard

Address:

3152 Hardy St, #5

City/State/ZIP:

Inglewood, Calif. 90301

Phone:

323-272-5326

Email:

Please also indicate by checking the box below if you would like to receive notices for hearings on the project. The EIR will be available at local libraries, City offices and on the City's website. For a charge, individual copies may be obtained through a bonded copier.

I wish to receive official notices for hearing on the project: YES ☒ NO ☐



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division



Christopher E. Jackson, Sr.
Department Manager

Public Input Form Scoping Meeting Inglewood Basketball and Entertainment Center March 12, 2017

Please use this form to provide written comments this evening on what you believe should be addressed in the Environmental Impact Report for the above project. You may submit your comments at this scoping meeting or you may email or mail any comments to the City of Inglewood Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **March 22, 2018**.

Comments:

- While the project will give Inglewood a good uplift, ~~and~~ it will have a direct impact on the real estate market in the area. I do not hope this project will move to the next phase

Name:

Adilene Gloria

Address:

228 Stearns St #6

City/State/ZIP:

Inglewood, CA 90302

Phone:

310.910.2109

Email:

adilene.gloria@gmail.com

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Comments: ①. You the City need to Study TRAFFIC Scenarios that occur during ~~events~~ all simultaneous events at TIFL STADIUM, Clipper Stadium and Forum, especially when maximum capacity events are occurring at ea. site at the same time. In other words — A WORST CASE Traffic Scenario.

Name:

Jan Williamson

Address:

735 Cory Drive

City/State/ZIP:

Inglewood 90302

Phone:

Email:

janmail8@gmail.com

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Comments:

The EIR should analyze the proposed Project's impact on vital community serving small businesses. The project description suggests that the project will include 40,000 sq ft of retail & other ancillary uses. The EIR should address what types of retail uses will be built & how they will serve the community. It should also take a look at existing small businesses & how it will impact them. Will they be ~~in~~ eminent domain? Are they going to create pressures for owners to sell? How will the construction impact these businesses? How will parking be affected?

We need to have mitigation measures for this issue.

Name: Derek Steele
Address: 882 Victor Ave #18
City/State/ZIP: Inglewood, CA
Phone: 443.418.6258
Email: derek1steele@gmail.com

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Comments:

Many of the communities surrounding the proposed project are populated by low-income households and traditionally disadvantaged minority groups. The EIR must analyze federal, state & local policies related to environmental justice communities. The EIR should also analyze potential environmental justice mitigation measures

Name:

Derek Steele

Address:

882 Victor Ave #183

City/State/ZIP:

Inglewood, CA 90302

Phone:

443.418.6258

Email:

derek1steele@gmail.com

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Comments:

The EIR should include an analysis of the project's impact on the City's ability to meet its affordable housing needs. Specifically, the Notice of Preparation states that most of the project's sites consist of parcels owned by the city & successor agency. It is well established that the sale or lease of public land is a crucial strategy for siting affordable housing. The EIR should evaluate the City's progress on meeting affordable housing goals and needs in the community as well as existing laws & policies including the Surplus Land Act that require the city to prioritize affordable housing when disposing of surplus land.

We need the
mitigation measures
on this issue.

Name:

Derek Steele

Address:

882 Victor Ave #18

City/State/ZIP:

Inglewood, CA 90302

Phone:

443.418.6258

Email:

derek1steele@gmail.com

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Comments:

As far as the environmental impact goes, I strongly suggest the level of gas emissions be taken to consideration in regards to the residents surrounding the area. Adding another arena to an already busy intersection can cause high levels of gas emission and also light pollution!

Name: Crystal Green
Address: 518 W. Queen St
City/State/ZIP: Inglewood, CA 90301
Phone: (310) 500-5425
Email: crystalinthecity1a@gmail.com

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