

THE SILVERSTEIN LAW FIRM

A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM
WWW.ROBERTSILVERSTEINLAW.COM

May 26, 2020

VIA EMAIL fljackson@cityofinglewood.org;
mwilcox@cityofinglewood.org

Fred Jackson, Senior Planner
Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
1 West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Re: Objections to General Plan Amendments and Notices of Exemption for,
and of General Plan Amendment GPA-2020-01 and GPA-2020-02; CEQA
Case Nos. EA-CE-2020-036 and EA-CE-2020-037

Dear Mr. Jackson and Ms. Wilcox:

Please include this letter in the administrative record for **both** the above-referenced matters **and** the Inglewood Basketball and Entertainment Center (IBEC) SCH No. 2018021056.

I. INTRODUCTION.

This firm and the undersigned represent Kenneth and Dawn Baines, owners of the property located at 10212 S. Prairie Ave., Inglewood. Please keep this office on the list of interested persons to receive timely notice of all hearings and determinations related to the City's proposed adoption of the General Plan Amendments for the Land Use Element and adoption of the Environmental Justice (EJ) Element ("Project(s)") and their Categorical Exemptions.

This is a further follow up to our April 13, 2020 objection letter about the Projects. (Exh. 1 [April 13, 2020 Objections to GP Amendments].)

Please provide a current time line of all scheduled and anticipated events, including hearings or approvals of any type, related to the Projects.

II. PIECEMEALING AND PIECEMEAL APPROVAL OF THE GENERAL PLAN AMENDMENT OF THE LAND USE ELEMENT VIOLATES CEQA AND STATE PLANNING AND ZONING LAWS.

The Land Use Element amendment is proposed both as: (A) an *approval action* for the IBEC Project at Section 2.6 (DEIR, p. 2-88 [Exh. 2])^{1, 2}, and (B) an alleged stand-alone action outside of the IBEC Project, presented on April 1, 2020 –after the close of the IBEC DEIR’s public comment period of March 24, 2020. The IBEC DEIR does not provide any detail as to land use amendments, including the density or setbacks in proposed zone changes. (DEIR, p. 2-88 [Exh. 2].)³ The stand-alone Land Use amendment supplies those details.

¹ For the IBEC DEIR, see <https://saoprceqap001.blob.core.windows.net/60191-3/attachment/a-wQrPYfgqX6rH7Pl0zmRPEvEaRCdDy9wtEOIK6Lkzx9y2kM5Y76yA2pvL0h1Nhm4o1xu79V9PavU-kk0> (Exh. 2[IBEC DEIR, Section 2.6].)

² We specifically request that all the hyperlinks in this letter be downloaded and printed out, submitted to the agency, and be included in the City’s control file and administrative record for the Project and for the IBEC Project.

³ **Long after** the release of the DEIR on December 27, 2019 and the close of the public review period on March 24, 2020, the Project Applicant presented its own draft of the proposed amendments to the land use, circulation, and safety elements on May 4, 2020 (also the date of close of escrow between Murphy’s Bowl and MSG Forum). See details at http://ibecproject.com/IBECEIR_031888.pdf. (Exh. 3 [May 4, 2020 Draft of GP Amendments].) Not surprisingly, the IBEC Applicant *repeatedly inserted* the respective language for a new land use of the sports complex into the industrial zoning-allowed uses, goals, and policies in the Land Use Element. The Applicant also *removed* the designation of 102nd Street as a “collector street” (i.e., requiring a specific width and not subject to closure) from the Circulation Element, to allow its vacation. Both changes demonstrate that the Project is **inconsistent with** the existing General Plan and Land Use & Circulation Elements, contrary to the DEIR’s finding of consistency. And both changes are illegal since it is the Project that must be consistent with the General Plan, not the opposite. Finally, the after-the-fact presentation of the General Plan amendments rather than incorporating those in the IBEC DEIR makes the IBEC DEIR fatally flawed, including because these omissions impaired informed meaningful public comment and informed public participation.

The review of both actions shows that they are **interrelated and complementary** parts of a single **coordinated endeavor** to achieve **increased density and intensity** to further, first and foremost, the **IBEC Project** currently proposed for City approval.⁴

A. Residential Density Increases.

At the outset, we object to the City's *labeling* of the proposed amendments as "clarifications," which misinforms and downplays the scope and impact of the amendments.

The Land Use Element amendments *add* a number of people for each dwelling unit and, for that purpose, use the California Department of Finance's 3.02 multiplier. The 3.02 multiplier is not supported by substantial evidence, since the majority of new projects are comprised of primarily single and one-bedroom units for a maximum two occupants. Moreover, the City could choose lower multipliers, such as the 2.7 multiplier from SCAG.⁵ The City's choice of a bigger multiplier leads to a higher *allowable* density, which, in turn, will lead to more impacts (e.g., traffic increase, GHG increase, utility usage, need for public services, and open space).

Specifically, the density of the major mixed-use projects in the amendments furthers the IBEC Project's proposed hotel, for which the IBEC DEIR did not provide any detail beyond the approximate number of "up to 150 rooms." The new standard will allow the Project to enlarge and modify the IBEC DEIR's vague, and legally non-compliant project description.

⁴ The City's agenda for the Public Hearing on May 6, 2020, included three items, two of which are the General Plan amendments described here, and the third is listed as related to parking districts to accommodate major event patrons. Although the issue has been pulled out from the PC agenda, it was agendaized for the City Council agenda of May 5, 2020. The staff report for the May 5, 2020 agenda on the issue shows the parking districts are associated with the IBEC project.

⁵ Other jurisdictions have been using SCAG's more conservative 2.7 multiplier (e.g., City of Glendale, South Glendale Community Plan, see <https://www.glendaleca.gov/home/showdocument?id=42160>).

B. Building Intensity Increases: Industrial Zone.

The Land Use Element amendments also propose “building intensity” increases, which specifically intensifies the industrial land use designation.

Based on the table in the Resolution, the **industrial** use is provided at **1380% building intensity**. Notably, the IBEC Project proposes to redesignate commercial lots into industrial. (DEIR, p. 2-88.) The stand-alone amendment will qualify the IBEC lots for the maximum 1380% building intensity. Apart from the Resolution, the staff report mentions that those intensity parameters are related to the setbacks and landscaping. The IBEC Project has been criticized for its inadequate setbacks and landscaping. The proposed amendments will further the IBEC Project by purportedly making it consistent with the General Plan, again implicating clear piecemealing violations in and from the IBEC DEIR.

We further object to the City’s failure to explain in the proposed stand-alone Land Use Element amendment *what* the proposed percentage intensities *practically* mean, to allow informed decisionmaking and comment.

C. Building Intensity: Medical Office Uses.

The proposed amendments include a separate intensity for hospital-medical/residential land use designation set at 390%. This is applicable to the 25,000 sq. ft. “Sports Medicine Clinic,” included in the project. (DEIR, p. S-4). We similarly object to the City’s failure to explain the practical meaning of the proposed intensities, and to the obvious piecemealing violations in and from the IBEC DEIR.

D. Lack of Baseline Disclosure to Enable Meaningful Informed Public Comment.

Neither the IBEC DEIR nor the recently published Resolution for General Plan Land Use Element density/intensity provides the *existing* density/intensity, therefore depriving the public – and decisionmakers – from setting the baseline conditions and consequently assessing the scope of the increases in density/intensity. CEQA requires setting the correct baseline for any project in order to begin/enable any environmental review.

E. The Invoked CEQA Exemptions Are Improper.

The City's invoked two CEQA exemptions under Guidelines §§ 15061(b)(3) and 15060(c)(2) are improper as both require a finding that the project *may not* have an environmental impact. Such finding cannot be made in this case. As shown above and with the example of the IBEC Project, the proposed amendments have the *potential* to impact the environment directly or indirectly. Moreover, in the staff report only, the City appears to invoke an exemption under CEQA Guidelines § 15305 for "minor alterations" related to less than 20% slope. The exemption is inapplicable since it applies to "minor" alterations and it is for specific physical development projects.

To comply with CEQA, the IBEC DEIR must be recirculated to include the proposed General Plan amendments, and provide opportunities for public review and comment. The proposed General Plan amendments of the Land Use Element – whether together with the IBEC Project or separate from it – cannot proceed without CEQA review and should incorporate all the missing information about the scope of practical changes, their impacts, and the baseline assumptions, as indicated above.

**III. PIECEMEALING OF THE GENERAL PLAN AMENDMENT:
CIRCULATION ELEMENT.**

The City's Land Use Element amendment was improperly adopted because of the lack of corresponding amendments to the Circulation Element of the General Plan, as mandated by the correlation requirement under Govt. Code § 65302. The City may not allow more people per unit and more intensity per commercial/industrial/medical structure, yet piecemeal the issue of related traffic/pedestrian circulation and adopt those separately.

The IBEC Project includes amendments to the Circulation Element, but those are purportedly narrow and limited to "Updating Circulation Element maps and text to reflect vacation of portions of West 101st Street and West 102nd Street and to show the location of the Proposed Project." (DEIR, p. 2-88; pdf p. 228.)

The limited General Plan amendments of the Circulation element disclosed in the IBEC DEIR violate CEQA's mandate of good faith disclosure. Also, the IBEC DEIR's limited Circulation element amendment and the lack of the Circulation Element Amendment to support the actual land use changes of the IBEC Project and the Density/Intensity of the General Plan Land Use Element amendments violate the correlation requirement under Govt. Code § 65302.

**IV. PIECEMEALING OF THE GENERAL PLAN AMENDMENT AND
PIECEMEAL ADOPTION OF THE ENVIRONMENTAL JUSTICE
ELEMENT, LACK OF PROPER NOTICE, NON-CONCURRENT
ADOPTION, MISLEADING INFORMATION, AND IMPROPER USE OF
EXEMPTIONS.**

A. The IBEC DEIR Failed to Disclose EJ Element Adoption.

The IBEC DEIR downplayed EJ (DEIR, p. 3.12-16; pdf p. 1010 [Exh. 4]). It did not disclose the need for adoption of the EJ Element despite Section 2.6 (Approval Actions) amendments to three elements of the General Plan, *necessitating* an EJ Element *concurrent* adoption under Govt. Code § 65302(h)(2). We raised objections to the City’s EJ piecemealing on April 13, 2020, which we incorporate by reference herein.

B. Lack of Proper Notice.

We object to the City’s inadequate notice of the adoption of the EJ Element, especially in these COVID-19 critical times. The City published a Notice of Exemption on April 1, 2020, included it in two Planning Commission agendas, and yet produced the *link* to the actual text of the Draft EJ element only in the agenda packet for its May 6, 2020 hearing.⁶ The City provided limited time and possibility for the public to find out about the text of the EJ Element and to review it prior to any amendments.

That workshops were conducted with the public on the EJ Element is irrelevant. During the workshops, the public was merely surveyed about concerns and had no chance to see the actual amendments and thus to participate “*during* the preparation” of the amendments. Gov’t Code § 65351.

C. Misleading Information in the EJ Element and its Prior Outreach.

The City’s EJ Element, as well as the workshops leading to it, have strayed from the EJ Element principles to ensure the *health* of the disadvantaged communities, as contemplated and mandated by the State Planning and Zoning Laws. The EJ workshops were reportedly focused on affordable housing. (Exh. 6 [Article re EJ Workshop].)

⁶ Based on our office’s continuous searches for the agenda packet for the May 6, 2020 hearing, it was not posted on the City’s website until April 30, 2020 at 8:05 pm. (Exh. 5 p. 10 [City Agendas page printout on May 1, 2020].)

The City's EJ Element acknowledges that the majority of Inglewood's population constitutes a disadvantaged community; yet, it focuses on *additional funding* Inglewood is eligible for, instead of proposing practical development policies to avoid air pollution and to protect the health of the population. (Exh. 7 p. 5 [EJ Element].)⁷

Moreover, the City's EJ Element does nothing more than propose what is **already guaranteed**; e.g., "no net loss of affordable housing" (EJ Element, p. 23) is guaranteed under AB 2222 in 2014,⁸ "compliance with state and federal environmental regulations in project approvals" (EJ Element, p. 16).⁹ Other policies in the provision of housing simply reiterate *aspirational* rather than *mandatory* policies (EJ Element, pp. 22-23).

The majority of EJ policies promote Developer-favored and community disfavored transit-oriented development (TOD) – i.e., higher density and reduced or no parking, which should be re-evaluated in view COVID-19's social distancing rules and long-term behavioral changes, resulting in the underlying assumptions undergirding the City's analysis being called into question.

Moreover, the EJ Element proposes vague measures to improve connectivity, with their own potential impacts. For example, the EJ Element does not explain what the EJ's "traffic calming measures" or "promote pedestrian movement" mean. Typically, one of the commonly known "traffic calming" methods is merging/removing lanes on arterial streets with heavy traffic and widening the sidewalks instead, to reduce the flow of cars and improve pedestrian walking experience. *Assuming* that is among the *unidentified* traffic-calming measures, such measure may have its own impacts, such as shifting the traffic from central streets onto the adjacent narrower streets and resulting in more traffic

⁷ <https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element>

⁸ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB2222

⁹ Also, the City's incorporation of "compliance" with state and federal regulations for GHG emissions violates the "additionality" principle, as such compliance is included in the baseline assumptions of every project. See p. 32 at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf> (Exh. 8 [Additionality].)

gridlock and associated delays in response times of emergency, fire, and police services, and/or pedestrian safety issues. All such issues should have been disclosed, analyzed and mitigated. They were not, thus constituting additional violations of law.

Last, the drafted EJ Element ignored numerous concerns raised by the public, including danger to bike riders, constrained parking, unsafe buses (EJ Element, Appendix A, p. 1); more police patrols needed in the City (EJ Element, Appendix A, p. 2); “the Clipper’s arena and Forum area have huge increases in traffic and pollution from traffic. Rents are also skyrocketing”, more bike lanes needed, “overcrowdings is also an issue and there is an increase in the spread of diseases due to overcrowding, rents are increasing the most near the stadiums.” (Appendix A p. 4, EJ Element.)

In sum, the drafted EJ Element sets low and vague standards for EJ and will thereby induce and rubberstamp any large-scale residential or commercial transit-oriented developments, and particularly the IBEC Project, relying on illusory mitigation measures, such as mass transit, unspecified traffic calming methods, vacation of streets or merging of lanes, and reduced parking. The IBEC Project has been repeatedly criticized for its environmental inequity.¹⁰ With the EJ element as proposed, the *IBEC Project will evade* the EJ mandates under state laws meant to ensure the health of Inglewood’s disadvantaged population and such population’s genuine involvement in the land use decisions prior to any large scale project approval, particularly the IBEC Project approvals. As a reasonably foreseeable consequence of the proposed lower standards, the proposed EJ Element will fail to identify and mitigate EJ violations when projects – and particularly the IBEC Project – severely impact human life and safety, which is a CEQA concern.

¹⁰ See e.g, NRDC’s comment (“project that has little or **no social utility for the residents of Inglewood** who will bear the **brunt of these impacts** - including more air pollution in an already heavily-polluted area - and **who are not the target audience for expensive professional basketball ticket**”) http://ibecproject.com/IBECEIR_029924.pdf; or public community comments (“project will have a **very damaging impact on our environment in terms of air quality as well as noise, traffic** and more. Can you please think about **all the cars spewing emissions** in our community? What are the **real impacts to our children and our older people?**”) http://opr.ca.gov/ceqa/docs/ab900/20190201-AB900_IBEC_Community_letters_1.pdf (**Exh. 9 [NRDC and Public Comments].**)

D. The EJ Element Adoption Is Not Exempt from CEQA, Due to Its Potential to Cause Environmental Impacts.

The City's invoking of the common sense exemption for the adoption of the EJ Element is inappropriate in view of the Element's *potential* to cause environmental impacts and *potential* to allow large scale projects, such as the IBEC Project, to evade mitigation of health and other environmental impacts on the population. The absence of an accurate, stable and finite project description, as well as the vagueness of the proposed measures (e.g., traffic calming, promoting pedestrian flows) makes the proposed EJ policies further *capable* of causing unmitigated environmental impacts.

The analysis of the inapplicability of CEQA exemptions in the Land Use Element section, supra, applies here as well; we incorporate it by reference.

V. CONCLUSION.

We respectfully request that the City Council reject the proposed Land Use Element amendments and Environmental Justice Element and require staff to supplement the missing information and comply with the law as detailed above. We also request that the City review the proposed amendments to the General Plan and their impacts *in conjunction with* the IBEC Project, and to fully disclose, evaluate and mitigate those in the IBEC DEIR, as either *part of* the IBEC Project or – at a minimum – cumulatively as *related projects*. Finally, we object to the City's use of categorical exemptions, and request meaningful CEQA review of impacts of both Projects.

Very truly yours,

/s/ Robert Silverstein

ROBERT P. SILVERSTEIN

FOR

THE SILVERSTEIN LAW FIRM, APC

RPS:v1
Encls.

EXHIBIT 1

THE SILVERSTEIN LAW FIRM

A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM
WWW.ROBERTSILVERSTEINLAW.COM

April 13, 2020

**VIA EMAIL fjackson@cityofinglewood.org;
mwilcox@cityofinglewood.org**

Fred Jackson, Senior Planner
Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
1 West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Re: Advance Notice Request and Comments and Objections to Notices of Exemption for, and of General Plan Amendment GPA-2020-01 and GPA-2020-02; CEQA Case Nos. EA-CE-2020-036 and EA-CE-2020-037

Dear Mr. Jackson and Ms. Wilcox:

I. INTRODUCTION AND ADVANCE NOTICE REQUEST.

This firm and the undersigned represent Kenneth and Dawn Baines, owners of the property located at 10212 S. Praire Ave., Inglewood. Please keep this office on the list of interested persons to receive timely notice of all hearings and determinations related to the proposed approval/adoption of the General Plan Amendments and Categorical Exemptions listed above (“Project(s)”).

Pursuant to Public Resources Code Section 21167(f) and all applicable rules and regulations, please provide a copy of each and every Notice of Determination issued by the City in connection with these Projects. We incorporate by reference all Project objections raised by others with regard to both the present Notices of Exemption and amendments/adoption of General Plan Elements. To the extent the Projects are part of or interrelated with the Clippers IBEC project, we incorporate by reference all public comments/objections to the IBEC project as well as its Draft EIR.^{1, 2, 3}

¹ See <http://ibecproject.com/>

² We specifically request that all the hyperlinks in this letter be downloaded and printed out, submitted to the agency, and be included in the City’s control file and record

for the Project, as duly provided by applicable case law.

³ See http://opr.ca.gov/ceqa/docs/ab900/20190201-AB900_IBEC_Community_letters_1.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190201-AB900_IBEC_Community_letters_2.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_Inglewood_Residents_Against_Takings_Evictions_Comments.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_MSG_Forum_AB_987_Comment_Letter_without_Exhibits.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_MSG_Forum_AB_987_Comment_Letter_EXHIBITS_1-4.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_MSG_Forum_AB_987_Comment_Letter_EXHIBIT_5.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_MSG_Forum_AB_987_Comment_Letter_EXHIBITS_6-7.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190204-AB900_IBEC_MSG_Forum_AB_987_Comment_Letter_EXHIBITS_8-10.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190222-AB900_IBEC_Comment_Climate_Resolve.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190304-AB900_IBEC_NRDC.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190422-AB900_IBEC_MSG_Supp_Lette_re_IBEC_App_Tracking_No-2018021056.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190422-AB900_IBEC_MSG_Supp_Lette_re_IBEC_App_Tracking_No-2018021056.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190621-IBEC_Comment_NRDC_Clippers_response_6-21-19.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-AB900_Inglewood_Comment_Opposition_to_Supplemental_Application.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-AB900_Inglewood_Comment_resident_letters.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-AB900_Inglewood_Comment_Resident_Letters_1.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-AB900_Inglewood_Comment_Resident_Letters_2.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-Final_Inglewood_Community_Letters.pdf, http://opr.ca.gov/ceqa/docs/ab900/20190628-MSG_AB_987_Letter_re_Supplemental_Application_with_exhibits.pdf, <http://opr.ca.gov/ceqa/docs/ab900/20190628-IBEC.pdf>, http://opr.ca.gov/ceqa/docs/ab900/20190729-Public_Counsel_letter_RE_AB_987_Inglewood_Arena_Project.pdf,

This letter is also an **Advance Notice Request** that the City of Inglewood Department of City Planning, the City Clerk's office, and all other commissions, bodies and offices, provide this office with advance written notice of any and all meetings, hearings and votes in any way related to the above-referenced proposed Projects and any projects/entitlements/actions related to any and all events or actions involving these Projects.

Your obligation to add this office to the email and other notification lists includes, but is not limited to, all notice requirements found in the Public Resources Code and Inglewood Municipal Code. Some code sections that may be relevant include Public Resources Code Sections 21092 and 21092.2.

This Advance Notice Request is also based on Government Code § 54954.1 and any other applicable laws, and is a formal request to be notified in writing regarding the Projects, any invoked or proposed CEQA exemptions, any public hearings related to the Draft or Final EIR for the IBEC project, together with a copy of the agenda, or a copy of all the documents constituting the agenda packet, of any meeting of an advisory or legislative body, by email and mail to our office address listed herein. We further request that such advance notice also be provided to us via email specifically at: Robert@RobertSilversteinLaw.com; Esther@RobertSilversteinLaw.com; Naira@RobertSilversteinLaw.com; and Veronica@RobertSilversteinLaw.com.

http://opr.ca.gov/ceqa/docs/ab900/20190903-AB900_IBEC_Community_Letters.pdf,
http://opr.ca.gov/ceqa/docs/ab900/20190903-AB900_IBEC_Inglewood_Community_Letters-2.pdf,
http://opr.ca.gov/ceqa/docs/ab900/20190909-AB900_IBEC_MSG_OPR_Letter_September_2019_with_exhibits.pdf,
http://opr.ca.gov/ceqa/docs/ab900/20191112-AB900_IBEC_AB987_Inglewood_Residents_Against_Takings_and_Evictions%20.pdf,
http://opr.ca.gov/ceqa/docs/ab900/20191114-Barbara_Boxer_GHG_Emissions_Commitment_Letter.pdf,
http://opr.ca.gov/ceqa/docs/ab900/20191127-AB900_IBEC_AB987_Resident_Letters_Supplement_to_GHG_Emissions_Commitment.pdf, http://opr.ca.gov/ceqa/docs/ab900/20191127-AB900_IBEC_AB987_Resident_Letters_Supplement_to_GHG_Emissions_Commitment_2.pdf, http://opr.ca.gov/ceqa/docs/ab900/20191127-AB900_IBEC_AB987_MSG_Forum_Supplement_to_GHG_Emissions_Commitment.pdf, http://opr.ca.gov/ceqa/docs/ab900/20191205-AB987_IBEC_Comment_MSG_Forum.pdf.

Finally, to the extent that an advance written request is required for any and all City hearings regarding the above-referenced project to be recorded and/or transcribed, this letter shall constitute that advance written request. Please include this letter in the record for this matter.

Please, acknowledge receipt of the Advance Notice Request above.

Please also provide a current time line of all scheduled and anticipated events, including hearings or approvals of any type, related to the Projects.

II. OBJECTIONS TO THE LACK OF ADEQUATE AND CONSISTENT NOTICE AND REQUEST TO RESCHEDULE THE APRIL 13, 2020 HEARING.

On April 13, 2020, our office came across the City's *special* meeting agenda for the Planning Commission's Special Meeting on April 13, 2020, at 7:00 p.m. The agenda included Items 5(d) and 5(e) related to the Projects – i.e., amendments to the General Plan.

Based on information we have obtained, the City of Inglewood (“City”) is closed for COVID-19 reasons effective April 13 through April 27, 2020. Yet we were informed at approximately 6:00 p.m. tonight that despite the shutdown of City Hall, this Planning Commission hearing is proceeding nonetheless. That is an outrage to the concept of transparency and public participation.

We hereby object to the City's short imposed deadlines, special meetings, inadequate and inconsistent notices, and particularly, to the notice of the special meeting on April 13, 2020 during this time of the COVID-19 crisis. Moving forward with the Projects would also be in violation of the Brown Act's open meetings requirements and any decision taken today will be invalid.

We therefore request that the City reschedule the Special Meeting of April 13, 2020 and properly circulate the notice and all documents related to the Projects, including but not limited to the drafts of the Land Use and Environmental Justice Elements, to afford meaningful opportunity to the public and public agencies to comment on the proposed amendments to the General Plan – prior to any approval. The City's failure to reschedule and duly circulate the documents prior to the respective approvals of the Projects will constitute an abuse of discretion and failure to proceed in a manner required by law.

We also request that the City postpone any action or hearing on General plan amendments until and unless 90 days after the stay-at-home orders have been lifted by the California Governor. State and Planning and Zoning laws necessitate public participation for all actions, whereas the presently-utilized remote participation is often disrupted because of connection problems. The City should not take advantage of these unfortunate times, where people are fighting against the virus and some people are fighting for their lives, to rush through projects of such magnitude as amendments to the City's General Plan.

We also object to the City's imposition of strict deadlines for non-essential projects during the COVID-19 crisis given that – as evidenced by the recent letter of the League of California Cities to the Governor asking for tolling of all deadlines – city staffing shortages affect the efficiency of their work. We request that the City toll and extend its deadlines for public comment period on all environmental documents, including the Notices of Exemption for the Projects, until after the COVID-19 crisis is contained and the Governor lifts stay-at-home orders.

III. LACK OF MEANINGFUL OPPORTUNITY FOR PUBLIC PARTICIPATION PARTICULARLY FOR COVID-19 REASONS.

The City cannot approve the Projects or Notices of Exemption or related findings because it cannot make a finding that those are consistent with the City's General Plan, as the City has not duly circulated the documents for the public to review and comment upon.

Further, the City may not be able to satisfy the public participation requirement under Cal. Gov't Code § 65351, which provides: "During the preparation or amendment of the general plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate."

To the extent that the Projects, specifically, the General Plan amendments, are also interrelated with and being piecemealed from the IBEC project and its DEIR, the Projects will unavoidably facilitate or be used in furtherance of the IBEC project. In turn, the City may not rely on Categorical Exemptions to approve the Projects because doing so would facilitate the IBEC project, which project will have significant, unmitigable impacts. In other words, the use of Categorical Exemptions is facially improper because the Projects are being used to facilitate and expedite approval of the IBEC project and its DEIR. Accordingly, the approval of the instant Projects will cause or contribute to direct or

indirect physical impacts to the environment. Piecemealing the Projects out of the IBEC project and its review is independently a violation of CEQA.

IV. THE PROPOSED LAND USE AND ENVIRONMENTAL JUSTICE ELEMENTS ARE INTERRELATED WITH THE IBEC PROJECT AND THEREFORE ARE ILLEGALLY PIECEMEALING FROM IT.

These rushed proposed General Plan amendments come at a time when the Clippers IBEC project is being processed and promoted. The IBEC project itself requires zoning changes and amendments to the General Plan's Land Use Element.

The IBEC project has been severely criticized for its 42 environmental adverse impacts, including GHG emissions by bringing in millions of cars, causing severe traffic impacts, and adversely impacting the disadvantaged community of Inglewood, including their health and safety.

The IBEC project has been criticized for its conflicts with environmental justice principles.

Therefore, it appears that the City's efforts to amend the General Plan and include Land Use Element Amendments and the Adoption of an Environmental Justice Element on such a rushed basis, without adequate process for the public, and with zero environmental review in an obvious effort to piecemeal this issue away from where it should be analyzed as part of the IBEC project CEQA review, aims to further the IBEC project without properly and timely disclosing that purpose to the public.

V. THE LAND USE ELEMENT AMENDMENT MAY NOT BE ADOPTED DUE TO LACK OF A CIRCULATED DOCUMENT FOR PUBLIC REVIEW AND COMMENT.

The draft Land Use Element amendment was not available online or was not locatable in a place on the City's website that the public would easily or logically identify. Therefore, it was impossible for the public to see the amendments to be able meaningfully to comment on them. The proposed amendments may not be adopted on this additional ground.

VI. CEQA EXEMPTIONS ARE INAPPLICABLE FOR THE GENERAL PLAN AMENDMENTS AND THE CITY HAS NOT MET ITS BURDEN TO INVOKE THE EXEMPTION.

The City's invoked Exemptions for the proposed Projects - i.e., general plan amendments and adoption of the elements – are in error. Pursuant to the Notices, the City invokes Categorical Exemptions under CEQA Guidelines Sections 15061(b)(3) and 15060(c)(2), by claiming a “common sense” exemption.

Guidelines Section 15061(b)(3) reads:

“(3) The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with **certainty** that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” (Emphasis added.)

Based on the quoted language, CEQA requires certainty that there is no possibility that the activity in question may have a significant effect on the environment. There cannot be such certainty where the proposal is to “clarify” the densities in the Land Use Element, where the draft Land Use Element amendment was never properly circulated to the public, and where – in the case of the common sense exemption – it is the duty and burden of the agency to prove with certainty that the Projects will have no environmental impacts.

Moreover, to the extent the Projects here are interrelated to the IBEC project and facilitate it or its components, as clearly appears to be the case, the Projects may not invoke any common sense exemption at all.

The Projects cannot be approved using categorical exemptions since it is impossible for the City to demonstrate the “certainty” of no potential environmental impacts. Exemptions from CEQA's requirements are to be construed narrowly in order to further CEQA's goals of environmental protection. See Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster (1997) 52 Cal.App.4th 1165, 1220. Projects may be exempted from CEQA only when it is indisputably clear that the cited exemption applies. See Save Our Carmel River v. Monterey Peninsula Water Management Dist. (2006) 141 Cal.App.4th 677, 697.

VII. CONCLUSION.

We respectfully request that the City cancel the Planning Commission of April 13, 2020 related to the Projects, duly circulate the draft amendments to the public for public comment, conduct meaningful environmental review, including as part of a recirculated IBEC project Draft EIR, and not further process the subject Projects as stand-alone approvals, much less based upon categorical exemptions under CEQA.

Very truly yours,

/s/ Robert Silverstein

ROBERT P. SILVERSTEIN

FOR

THE SILVERSTEIN LAW FIRM, APC

RPS:vl

EXHIBIT 2

The direction of outbound truck trips would be determined by the destination of the truck, especially during demolition when trucks would be transporting demolition materials to recycling facilities or landfills. Outbound trucks hauling construction trash would be traveling to Gardena, metal iron and scrap would be transported to Los Angeles, and concrete and asphalt would be transported to Irwindale.

Construction Employment

Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business and many construction workers are highly specialized (i.e., crane operators, steel workers, masons, etc.). Thus, construction workers commute to job sites throughout the region that may change several times a year dictated by the demand for their specific skills. The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

During construction activities, there would be a minimum of 35 construction workers on the Project Site at any one time, with a maximum number of 1,175 construction workers on the Project Site at any one time. Throughout Project construction, the number of construction workers on site would ebb and flow to match the intensity of each stage of construction.

2.6 Actions

Implementation of the Proposed Project is anticipated to require, but may not be limited to, the following actions by the City of Inglewood:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Inglewood.
- Adoption of a Mitigation Monitoring and Reporting Plan, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the Proposed Project's significant effects on the environment.
- Adoption of CEQA findings of fact, and for any environmental impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.
- Approval of amendments to the General Plan's Land Use and Circulation Elements, with conforming map and text changes to reflect the plan for the Proposed Project, including:
 - Redesignation of certain properties in the Land Use Element from Commercial to Industrial;
 - Addition of specific reference to integrated sports and entertainment facilities and related and ancillary uses on properties in the Industrial land use designation text;
 - Updating Circulation Element maps and text to reflect vacation of portions of West 101st Street and West 102nd Street and to show the location of the Proposed Project; and

- Updating Safety Element map to reflect the relocation of the municipal water well and related infrastructure.
- Approval of a Specific Plan Amendment to the Inglewood International Business Park Specific Plan to exclude properties within the Project Site from the Specific Plan Area.
- Approval of amendments to Chapter 12 and Chapter 5 of the Inglewood Municipal Code, including:
 - Text amendments to create an overlay zone establishing development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, noise regulations, parking regulations, public art requirements, site plan and design review processes, and other land use controls; and
 - Conforming Zoning Map amendments applying the overlay zone to the Project Site or portions thereof.
- Approval of the vacation of portions of West 101st Street and West 102nd Street, and adoption of findings in connection with that approval.
- Approval of right-of-way to encroach on City streets.
- Approval of a Disposition and Development Agreement (DDA) by the City of Inglewood governing terms of disposition and development of property.
- Approval of a Development Agreement (DA) addressing community benefits, vesting entitlements for the Proposed Project, and establishing IBEC Project-specific Design Guidelines to address certain design elements, including building orientation, massing, design and materials, plaza treatments, landscaping and lighting design, parking and loading design, pedestrian circulation, signage and graphics, walls, fences and screening, and similar elements.
- Approval of subdivision map(s) or lot line adjustments to consolidate properties and/or adjust property boundaries within the Project Site.
- Approval of conditions of approval with respect to the requirements of Assembly Bill 987.
- Approval of any other conditions of approval deemed necessary and appropriate by the City.
- Any additional actions or permits deemed necessary to implement the Proposed Project, including demolition, grading, foundation, and building permits, any permits or approvals required for extended construction hours, tree removal permits, and other additional ministerial actions, permits, or approvals from the City of Inglewood that may be required.

Additionally, if the project applicant is unable to acquire privately-owned, non-residential parcels within the Project Site, the City, in its sole discretion, may consider the use of eminent domain to acquire any such parcels, subject to applicable law, and the imposition of adequate controls necessary to ensure that the public purpose and use for which they were acquired are protected.

In addition to approvals by the City of Inglewood, approvals or actions by other agencies or entities would include, but not be limited to, the following:

- Determination of consistency with the LAX Airport Land Use Plan by the Los Angeles County Airport Land Use Commission.

- Issuance of permits to allow for municipal water well relocation by the Los Angeles County Department of Public Health.
- Review of the Proposed Project by the FAA under 14 Code of Federal Regulations Part 77 for issuance of a Determination of No Hazard.

Additional approvals or permits may also be required from federal, State, regional, or local agencies, including but not limited to the following:

- Los Angeles Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- Los Angeles County Fire Department;
- Los Angeles County Metro; and
- California Department of Transportation.

EXHIBIT 3

EXHIBIT A

TEXT AMENDMENTS TO THE INGLEWOOD GENERAL PLAN

Added text is shown in **bold underline**; removed text is shown in **~~bold strikethrough~~**.

Section 1.

Land Use Element “Section II – Statement of Objectives” for “Industrial” in Subsection D on pages 7 through 8 is amended to read as follows:

D. Industrial

- Provide a diversified industrial base for the City. Continue to improve the existing industrial districts by upgrading the necessary infrastructure and by eliminating incompatible and/or blighted uses through the redevelopment process.

- Continue the redevelopment of Inglewood by promoting the expansion of existing industrial firms and actively seek the addition of new firms that are environmentally non-polluting.

- Increase the industrial employment opportunities for the city’s residents.

- **Promote the development of sports and entertainment facilities and related uses on underutilized land, in appropriate locations, creating economic development and employment opportunities for the City’s residents.**

Land Use Element “Section VI – Future Land Uses” for “Industrial Land Use” in Subsection C on pages 71 through 74 is amended to read as follows:

C. Industrial Land Use

Usually there are three factors involved in the location of industrial land: infrastructure, compatibility of use, and proximity to an adequate labor force.

[intervening text intentionally omitted]

Industry should be compatible with surrounding land uses. Compact industrial locations

such as an "industrial park" place industries adjacent to other industries, thereby minimizing conflict with residential and commercial areas. In some cases, industrial uses may be placed where residential or commercial land uses are not desirable, such as the area which is under the eastern end of the flight path of Los Angeles International Airport. The Element proposes that the area in the City of Inglewood generally bounded by Crenshaw on the east, La Cienega on the west, Century on the north and 104th Street on the south be designated as industrial from the present residential and commercial. This area is an extremely undesirable location for residential usage because it is severely impacted by jet aircraft noise. The area should be developed with industrial park, commercial, ~~and/or~~ office park ~~uses~~, and/or sports and entertainment facilities, and related uses, utilizing planned assembly district guidelines, or, in the case of sports and entertainment facilities and related uses, project-specific design guidelines in lieu of the planned assembly district guidelines, to insure both the quality of the development and to encourage its compatibility with surrounding uses.

[intervening text intentionally omitted]

Those industrial areas which front along major arterials such as La Cienega, Florence, or Century will likely be developed for industrial/commercial/office uses, or sports and entertainment facilities and related uses.

[intervening text intentionally omitted]

As the construction of the Century Freeway along the City's southern boundary progresses, the highly noise impacted area between Century and 104th which is west of Crenshaw should be recycled from its present residential uses to more appropriate industrial/commercial/office uses, or sports and entertainment facilities and related uses. Irrespective of market forces, the City must promote and assist in upgrading of existing industrial uses.

Section 2.

Circulation Element Section on "Street Classification Collectors" (within "Part Two – Circulation Plan" in Subpart 4 on pages 20 through 21) is amended to read as follows:

4. COLLECTORS.

~~35.~~ 102nd Street (east of Prairie Avenue)

~~36~~ 35. 104th Street

~~37~~ 36. 108th Street (Prairie Avenue to Crenshaw Boulevard)

Circulation Element Section on “Traffic Generators” within “Part Two – Circulation Plan” on page 22 is amended to read as follows:

Certain facilities or areas in and near Inglewood can be identified as being the destination of significant numbers of vehicles:

[Nos. 1 – 7 intentionally omitted]

8. Inglewood Basketball and Entertainment Center. The sports and entertainment arena can accommodate approximately 18,500 patrons, and includes parking serving the arena and related uses for approximately 4,125 vehicles, in addition to complementary transportation and circulation facilities.

Circulation Element Section on “Truck Routes” within “Part Two – Circulation Plan” on page 28 is amended to read as follows:

The purpose of designated truck routes is to restrict heavy weight vehicles to streets constructed to carry such weight, in addition to keeping large vehicles--with their potentially annoying levels of noise, vibration and fumes--from residential neighborhoods. With the exception of two routes, all designated truck routes are along arterial streets. One exception is East Hyde Park Boulevard and Hyde Park Place which have street widths too narrow to be classified an arterial route but which serve various small light manufacturing and heavy commercial businesses located in northeast Inglewood. The second exception is 102nd Street

(between ~~Prairie~~Doty Avenue and Yukon Avenue) which serves the new manufacturing and air freight businesses being developed in the Century Redevelopment Project area.

EXHIBIT B-1

MAP AMENDMENT TO THE LAND USE ELEMENT
OF THE INGLEWOOD GENERAL PLAN

Land Use Element “Land Use Map” is amended in its entirety (as depicted below) to show that certain [redacted]-acre area located adjacent to S. Prairie Avenue, just south of W. Century Boulevard, comprised of Parcels [redacted] [insert APNs] to be designated as “Industrial”.

Land Use Element “Land Use Map”

[image of amended map]

EXHIBIT B-2

**MAP AMENDMENTS TO THE CIRCULATION ELEMENT
OF THE INGLEWOOD GENERAL PLAN**

Section 1.

The Circulation Element “Street Classification” Map on page 17 is amended in its entirety (as depicted below) to remove the vacated portions of 101st and 102nd Streets as follows:

[image of amended map]

Section 2.

The Circulation Element “Traffic Generators” Map on page 23 is amended in its entirety (as depicted below) to add the location of the Project site as follows:

[image of amended map]

Section 3.

The Circulation Element “Designated Truck Routes” Map on page 29 is amended in its entirety (as depicted below) to remove the vacated portion of 102nd Street as follows:

[image of amended map]

EXHIBIT B-3

**MAP AMENDMENT TO THE SAFETY ELEMENT
OF THE INGLEWOOD GENERAL PLAN**

Safety Element Water Distribution System Map on page 37 is supplemented (as depicted below) to show the relocation of a water well and accompanying pipelines as follows:

[image of supplemental map]

EXHIBIT 4

units necessitating the construction of replacement housing elsewhere.²³ Therefore, this impact is considered **less than significant**.

Indirect Displacement

Several comments on the Notice of Preparation requested that the City consider the potential for the Proposed Project to indirectly cause displacement of housing and residents as a result of it causing the process of gentrification. The City undertook a study to determine if there is evidence to suggest that gentrification and indirect housing displacement are foreseeable socioeconomic effects pursuant to development of the Proposed Project (see Appendix S).²⁴

As described above, in general CEQA does not require analysis of socioeconomic issues such as gentrification, displacement, environmental justice, or effects on “community character.” The CEQA Guidelines state, however, that while the economic or social effects of a project are not appropriately treated as significant effects on the environment, it is proper for an EIR to examine potential links from a Proposed Project to physical effects as a result of anticipated economic or social changes.

Gentrification is a widely studied and discussed process. Although there is no single definition for the term, the process of gentrification is commonly perceived to be an influx of new, higher-income residents, into a traditionally low-income neighborhood. Displacement has been defined as the process that occurs “when any household is forced to move from its residence by conditions that affect the dwelling or immediate surroundings, and which:

1. Are beyond the household’s reasonable ability to control or prevent;
2. Occur despite the household’s having met all previously-imposed conditions of occupancy; and
3. Make continued occupancy by that household impossible, hazardous or unaffordable.”²⁵

Academic studies conclude that the process of gentrification frequently has both positive and negative effects depending on specific neighborhood characteristics. These studies also show that the link between the process of gentrification and the displacement of existing residents is tenuous and difficult to demonstrate.

In considering the potential for gentrification and displacement effects associated with the Proposed Project, it is notable that a series of land use changes have been occurring in Inglewood, set in motion as many as 10 years ago in 2009. Some of these changes, especially the HPSP and Transit Oriented Development plans, are indicative of City expectations and desires for growth and new development. These plans and investments have been pursued because they are perceived as having an overall benefit on the City. There is a concern that such plans and investments may result in

²³ For additional discussion related to growth-inducing effects or urban decay, refer to Chapter 4, Other CEQA Required Considerations.

²⁴ ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019.

²⁵ Miriam Zuk, Ariel H. Bierbaum, Karen Chapple, Karolina Gorska, and Anastasia Loukaitou-Sideris, “Gentrification, Displacement, and the Role of Public Investment.” Available: <https://journals.sagepub.com/doi/abs/10.1177/0885412217716439>. Published in *Journal of Planning Literature*, 2018, 33(I).

EXHIBIT 5



Agenda Center

View current agendas and minutes for all boards and commissions. Previous years' agendas and minutes can be found in the [Document Center](#). [Adobe](#)

[Reader](#) may be required to view some documents.



Tools

[RSS](#)

[Notify Me®](#)

▼ Advisory Committee for Naming or Renaming a Public Facility

[2020](#) [2019](#)

Agenda

Minutes

Download

Feb (February) 19, 2020 — Posted Feb (February) 14, 2020 6:59 PM

Advisory Committee Agenda

▼ Arts Commission

[2019](#) [2018](#) [2017](#) [View More](#)

Agenda

Minutes

Download

Dec (December) 18, 2019

December 2019



Nov (November) 20, 2019

November 20, 2019

Oct (October) 16, 2019

October 2019










Sep (September) 18, 2019

September 18, 2019

Aug (August) 15, 2019







August 15, 2019



Agenda	Minutes	Download
<u>Jul (July) 17, 2019</u> <i>July 2019</i>		
<u>Jun (June) 19, 2019</u> <i>June 19, 2019</i>		
<u>May (May) 15, 2019</u> <i>May 15, 2019</i>		
<u>Apr (April) 17, 2019</u> <i>April 17, 2019</i>		
<u>Mar (March) 20, 2019</u> <i>March 20, 2019</i>		
<u>Feb (February) 20, 2019</u> <i>February 20, 2019</i>		
<u>Jan (January) 16, 2019</u> <i>January 16, 2019</i>		

▼ Aviation Commission

2017

Agenda	Minutes	Download
<u>Sep (September) 20, 2017</u> <i>Aviation Commission</i>		
<u>Aug (August) 16, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Jul (July) 19, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Jun (June) 21, 2017</u> <i>Aviation Commission Meeting</i>		
<u>May (May) 17, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Apr (April) 19, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Mar (March) 15, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Feb (February) 15, 2017</u> <i>Aviation Commission Agenda</i>		
<u>Jan (January) 18, 2017</u> <i>Aviation Commission Agenda</i>		

▼ Citizen Police Oversight Commission

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda

Minutes

Download

Mar (March) 11, 2020 — Posted Mar (March) 9, 2020 4:19 PM
Meeting Canceled

Feb (February) 12, 2020 — Posted Feb (February) 12, 2020 2:58 PM
Meeting Canceled

Jan (January) 8, 2020 — Posted Jan (January) 8, 2020 7:25 AM
Meeting Canceled

▼ City Council

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda

Minutes

Download

Apr (April) 28, 2020 — Posted Apr (April) 24, 2020 11:36 AM
4-28-20 City Council Agenda (No Meeting)

Apr (April) 21, 2020 — Posted Apr (April) 16, 2020 9:01 PM
04-21-20 City Council Agenda

Apr (April) 14, 2020 — Posted Apr (April) 10, 2020 4:58 PM
4-14-20 City Council Agenda (No Meeting)

Apr (April) 7, 2020 — Posted Apr (April) 2, 2020 7:23 PM
04-07-20 City Council Agenda

Apr (April) 7, 2020 — Posted Apr (April) 6, 2020 2:13 PM
04-07-2020 City Council Agenda (Special Meeting)

Mar (March) 31, 2020 — Posted Mar (March) 27, 2020 4:03 PM
03-31-20 City Council Agenda (No Meeting)

Mar (March) 27, 2020 — Posted Mar (March) 26, 2020 9:58 AM
03-27-2020 City Council Agenda (Special Meeting)

Mar (March) 24, 2020 — Posted Mar (March) 20, 2020 9:36 PM
03-24-20 City Council Agenda

Mar (March) 17, 2020 — Posted Mar (March) 13, 2020 8:38 PM
03-17-20 City Council Agenda

Mar (March) 10, 2020 — Posted Mar (March) 5, 2020 5:51 PM
03-10-20 City Council Agenda



Mar (March) 4, 2020 — Posted Mar (March) 4, 2020 2:14 PM
03-04-2020 City Council Agenda (Special Meeting)



Mar (March) 3, 2020 — Posted Feb (February) 28, 2020 5:15 PM
03-3-2020 City Council Agenda (No Meeting)

Agenda	Minutes	Download
<u>Feb (February) 25, 2020</u> — Posted <u>Feb (February) 21, 2020 11:32 AM</u> <i>02-25-20 City Council Agenda</i>		
<u>Feb (February) 18, 2020</u> — Posted <u>Feb (February) 14, 2020 6:41 PM</u> <i>02-18-2020 City Council Agenda (No Meeting)</i>		
<u>Feb (February) 11, 2020</u> — Posted <u>Feb (February) 6, 2020 8:13 PM</u> <i>02-11-20 City Council Agenda</i>		
<u>Feb (February) 4, 2020</u> — Posted <u>Jan (January) 31, 2020 6:19 PM</u> <i>02-04-20 City Council Agenda</i>		
<u>Jan (January) 28, 2020</u> — Posted <u>Jan (January) 23, 2020 7:37 PM</u> <i>01-28-20 City Council Agenda</i>		
<u>Jan (January) 21, 2020</u> — Posted <u>Jan (January) 17, 2020 5:16 PM</u> <i>01-21-2020 City Council Agenda (No Meeting)</i>		
<u>Jan (January) 14, 2020</u> — Posted <u>Jan (January) 9, 2020 10:05 PM</u> <i>01-14-20 City Council Agenda</i>		
<u>Jan (January) 7, 2020</u> — Posted <u>Jan (January) 2, 2020 5:00 PM</u> <i>01-07-2020 City Council Agenda (No Meeting)</i>		




▼ Civil Service Board of Review







[2011](#) [2010](#)

Agenda	Minutes	Download
<u>Feb (February) 16, 2011</u> <i>Civil Service Board of Review Regular Meeting Agenda (PDF)</i>		
<u>Feb (February) 15, 2011</u> <i>Civil Service Board of Review Regular Meeting Agenda (PDF)</i>		

▼ Claims Review Committee

[2020](#) [2019](#) [2018](#)

Agenda	Minutes	Download
<u>May (May) 4, 2020</u> — Posted <u>Apr (April) 29, 2020 10:12 AM</u> <i>Claims Review Committee Meeting</i>		
<u>Apr (April) 27, 2020</u> — Posted <u>Apr (April) 21, 2020 9:47 AM</u> <i>Claims Review Committee Meeting</i>		
<u>Apr (April) 6, 2020</u> — Posted <u>Apr (April) 3, 2020 9:58 AM</u> <i>Claims Review Committee Meeting</i>		
<u>Mar (March) 23, 2020</u> — Posted <u>Mar (March) 19, 2020 9:35 PM</u> <i>Claims Review Committee Meeting</i>		

Agenda	Minutes	Download
<u>Mar (March) 2, 2020</u> — Posted Feb (February) 27, 2020 9:34 PM <i>Claims Review Committee Meeting</i>		
<u>Feb (February) 24, 2020</u> — Posted Feb (February) 21, 2020 11:25 AM <i>Claims Review Committee Meeting</i>		
<u>Feb (February) 10, 2020</u> — Posted Feb (February) 6, 2020 6:33 PM <i>Claims Review Committee Meeting</i>		
<u>Feb (February) 3, 2020</u> — Posted Jan (January) 30, 2020 4:49 PM <i>Claims Review Committee Meeting</i>		
<u>Jan (January) 27, 2020</u> — Posted Jan (January) 24, 2020 8:29 AM <i>Claims Review Committee Meeting</i>		
<u>Jan (January) 13, 2020</u> — Posted Jan (January) 2, 2020 6:40 AM <i>Claims Review Committee Meeting</i>		

▼ **Council District 1**

2014

Agenda	Minutes	Download
<u>Apr (April) 26, 2014</u> <i>Council District 1 Town Hall Meeting Agenda (PDF)</i>		

▼ **Council District 2**

2014

Agenda	Minutes	Download
<u>May (May) 8, 2014</u> <i>Council District 2 Town Hall Meeting Agenda (PDF)</i>		

▼ **Council District 4**

2018 **2017** **2016** **View More**

Agenda	Minutes	Media	Download
<u>Jan (January) 24, 2018</u> <i>Council District 4 Town Hall Meeting Video (No Agenda)</i>			

▼ **Finance Authority**













2020 **2019** **2018** **View More**

Agenda	Minutes	Download
<u>Mar (March) 17, 2020</u> — Posted Mar (March) 13, 2020 8:42 PM <i>03-17-20 Finance Authority Agenda</i>		

Agenda	Minutes	Download
<u>Feb (February) 25, 2020</u> — Posted <u>Feb (February) 21, 2020 11:49 AM</u> <i>02-25-20 Finance Authority Agenda</i>		
<u>Feb (February) 11, 2020</u> — Posted <u>Feb (February) 6, 2020 8:34 PM</u> <i>02-11-20 Finance Authority Agenda</i>		
<u>Jan (January) 28, 2020</u> — Posted <u>Jan (January) 23, 2020 7:54 PM</u> <i>01-28-20 Finance Authority Agenda</i>		
<u>Jan (January) 14, 2020</u> — Posted <u>Jan (January) 9, 2020 10:23 PM</u> <i>01-14-20 Finance Authority Agenda</i>		

▼ **Housing Authority**

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda	Minutes	Download
<u>Apr (April) 21, 2020</u> — Posted <u>Apr (April) 16, 2020 9:17 PM</u> <i>04-21-20 Housing Authority Agenda</i>		
<u>Apr (April) 7, 2020</u> — Posted <u>Apr (April) 2, 2020 7:35 PM</u> <i>04-07-20 Housing Authority Agenda</i>		
<u>Apr (April) 7, 2020</u> — Posted <u>Apr (April) 6, 2020 2:27 PM</u> <i>04-07-2020 Housing Authority Agenda SPECIAL MEETING</i>		
<u>Mar (March) 24, 2020</u> — Posted <u>Mar (March) 20, 2020 9:57 PM</u> <i>03-24-20 Housing Authority Agenda</i>		
<u>Mar (March) 17, 2020</u> — Posted <u>Mar (March) 13, 2020 8:48 PM</u> <i>03-17-20 Housing Authority Agenda</i>		
<u>Mar (March) 10, 2020</u> — Posted <u>Mar (March) 5, 2020 5:57 PM</u> <i>03-10-20 Housing Authority Agenda</i>		
<u>Mar (March) 4, 2020</u> — Posted <u>Mar (March) 3, 2020 2:14 PM</u> <i>03-04-2020 Housing Authority Agenda SPECIAL MEETING</i>		
<u>Feb (February) 25, 2020</u> — Posted <u>Feb (February) 21, 2020 11:46 AM</u> <i>02-25-20 Housing Authority Agenda</i>		
<u>Feb (February) 11, 2020</u> — Posted <u>Feb (February) 6, 2020 8:18 PM</u> <i>02-11-20 Housing Authority Agenda</i>		
<u>Feb (February) 4, 2020</u> — Posted <u>Jan (January) 31, 2020 6:23 PM</u> <i>02-04-20 Housing Authority Agenda</i>		
<u>Jan (January) 28, 2020</u> — Posted <u>Jan (January) 23, 2020 7:47 PM</u> <i>01-28-20 Housing Authority Agenda</i>		
<u>Jan (January) 14, 2020</u> — Posted <u>Jan (January) 9, 2020 10:18 PM</u> <i>01-14-20 Housing Authority Agenda</i>		

▼ Joint Powers Authority

[2020](#) [2019](#)

Agenda

Minutes

Download

Mar (March) 24, 2020 — Posted Mar (March) 20, 2020 9:38 PM
03-24-20 Joint Powers Authority Agenda

Mar (March) 17, 2020 — Posted Mar (March) 13, 2020 8:45 PM
03-17-20 Joint Powers Authority Agenda

Feb (February) 25, 2020 — Posted Feb (February) 21, 2020 11:54 AM
02-25-20 Joint Powers Authority Agenda



Feb (February) 11, 2020 — Posted Feb (February) 6, 2020 8:38 PM
02-11-20 Joint Powers Authority Agenda



Jan (January) 28, 2020 — Posted Jan (January) 23, 2020 7:40 PM
01-28-20 Joint Powers Authority Agenda



Jan (January) 14, 2020 — Posted Jan (January) 9, 2020 10:20 PM
01-14-20 Joint Powers Authority Agenda



▼ Library Board

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda

Minutes

Download

Feb (February) 26, 2020
February 26, 2020



Jan (January) 22, 2020 — Posted Jan (January) 21, 2020 9:14 AM
January 22, 2020

▼ Oversight Board

[2018](#) [2017](#) [2016](#) [View More](#)

Agenda

Minutes

Download

Aug (August) 21, 2018 — Posted Aug (August) 16, 2018 12:45 PM
Oversight Board Agenda August 21, 2018

Jun (June) 27, 2018
Notice to Public of Proposed Action

Jun (June) 27, 2018
06/27/2018 Special Meeting Agency Oversight Board

Jan (January) 31, 2018
Oversight Board Agenda January 31, 2018

▼ Park & Recreation Commission

[2019](#) [2018](#) [2017](#) [View More](#)

Agenda

Minutes

Download

Oct (October) 3, 2019 — Posted Oct (October) 21, 2019 10:45 AM
October 3, 2019

Oct (October) 3, 2019 — Posted Oct (October) 21, 2019 10:26 AM
10/3/2019

Sep (September) 5, 2019 — Posted Sep (September) 25, 2019 11:31 AM
September 5, 2019 - No Meeting

Aug (August) 1, 2019
August 1, 2019



Jul (July) 4, 2019 — Posted Sep (September) 25, 2019 11:33 AM
July 4, 2019 - No Meeting

Jun (June) 6, 2019
June 6, 2019



May (May) 2, 2019 — Posted Sep (September) 25, 2019 11:33 AM
May 2, 2019 - No Meeting

Apr (April) 4, 2019
April 4, 2019



Mar (March) 7, 2019
March 7, 2019



Feb (February) 7, 2019
February 7, 2019



Jan (January) 3, 2019 — Amended Feb (February) 25, 2019 3:20 PM
January 3, 2019



▼ **Parking & Traffic Commission**

2019 **2018** **2017** **View More**

Agenda

Minutes

Download

Jun (June) 26, 2019 — Posted Jun (June) 17, 2019 3:00 PM
Meeting Cancelled

May (May) 22, 2019 — Posted May (May) 20, 2019 9:23 AM
Parking and Traffic Commission Meeting Agenda



Apr (April) 24, 2019 — Posted Apr (April) 23, 2019 11:07 AM
04/24/19 Parking and Traffic Commission Meeting

Mar (March) 27, 2019 — Posted Mar (March) 25, 2019 4:05 PM
Parking and Traffic Commission Agenda



Feb (February) 27, 2019 — Posted Feb (February) 25, 2019 3:40 PM
Parking and Traffic Commission Agenda



Agenda

Minutes

Download

Jan (January) 23, 2019 — Posted Jan (January) 16, 2019 8:07 AM*Parking and Traffic Commission Meeting Agenda***▼ Parking Authority****2020****2019****2018****View More**

Agenda

Minutes

Download

Mar (March) 24, 2020 — Posted Mar (March) 20, 2020 9:50 PM*03-24-20 Parking Authority Agenda***Mar (March) 17, 2020** — Posted Mar (March) 13, 2020 8:40 PM*03-17-20 Parking Authority Agenda***Feb (February) 25, 2020** — Posted Feb (February) 21, 2020 11:57 AM*02-25-20 Parking Authority Agenda***Feb (February) 11, 2020** — Posted Feb (February) 6, 2020 8:29 PM*02-11-20 Parking Authority Agenda***Jan (January) 28, 2020** — Posted Jan (January) 23, 2020 7:57 PM*01-28-20 Parking Authority Agenda***Jan (January) 14, 2020** — Posted Jan (January) 9, 2020 10:15 PM*01-14-20 Parking Authority Agenda***▼ Permits & License Committee****2020****2019****2018**

Agenda

Minutes

Download

Apr (April) 9, 2020 — Posted Apr (April) 6, 2020 11:41 AM*Permits & License Committee Meeting***Apr (April) 9, 2020** — Posted Apr (April) 8, 2020 1:08 PM*Permits & License Committee Special Meeting***Mar (March) 26, 2020** — Posted Mar (March) 24, 2020 9:20 AM*Permits & License Committee Meeting***Mar (March) 12, 2020** — Posted Mar (March) 9, 2020 3:47 PM*Permits & License Committee Meeting***Mar (March) 12, 2020** — Posted Mar (March) 11, 2020 10:50 AM*Permits & License Committee Special Meeting***Feb (February) 27, 2020** — Posted Feb (February) 24, 2020 9:45 AM*Permits & License Committee Meeting***Feb (February) 13, 2020** — Posted Feb (February) 10, 2020 2:52 PM*Permits & License Committee Meeting*

Agenda

Minutes

Download

Feb (February) 6, 2020 — Posted Feb (February) 5, 2020 12:23 PM*Permits & License Committee Meeting***Jan (January) 23, 2020** — Posted Jan (January) 21, 2020 8:48 AM*Permits & License Committee Meeting***Jan (January) 9, 2020** — Posted Dec (December) 17, 2019 1:45 PM*Permits & License Committee Meeting***▼ Planning Commission****2020** **2019** **2018** **View More**

Agenda

Minutes

Download

May (May) 6, 2020 — Posted Apr (April) 30, 2020 6:25 PM*2020 05 06 May PC Agenda Page***May (May) 6, 2020** — Posted Apr (April) 30, 2020 8:05 PM*2020 05 06 May PC Agenda Packet***Apr (April) 13, 2020** — Posted Apr (April) 9, 2020 6:42 PM*2020 04 13 April Special PC Agenda Page***Apr (April) 13, 2020** — Posted Apr (April) 9, 2020 6:44 PM*2020 04 13 April Special PC Agenda Packet***Apr (April) 1, 2020** — Posted Apr (April) 1, 2020 2:47 PM*No Planning Commission Meeting***Mar (March) 11, 2020** — Posted Mar (March) 5, 2020 6:05 PM*2020 03 11 March PC Agenda Packet***Mar (March) 4, 2020** — Posted Feb (February) 28, 2020 4:11 PM*No Planning Commission Meeting...***Feb (February) 5, 2020** — Posted Jan (January) 31, 2020 6:03 PM*2020 02 05 February PC Agenda Page***Feb (February) 5, 2020** — Posted Jan (January) 31, 2020 6:56 PM*2020 02 05 Feb PC Agenda Packet***Jan (January) 15, 2020** — Posted Jan (January) 6, 2020 4:22 PM*2020 01 15 Special Planning Commission Meeting Cancelled***▼ Senior Center Advisory Committee****2017** **2016** **2015**

Agenda

Minutes

Download

Feb (February) 13, 2017*February 2017*

▼ South Bay Cities Service Council

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda

Minutes

Download

[Mar \(March\) 13, 2020](#) — Posted [Mar \(March\) 9, 2020 12:40 PM](#)
South Bay Cities Service Council Regular Meeting Agenda (PDF)

[Feb \(February\) 4, 2020](#) — Posted [Jan \(January\) 29, 2020 1:51 PM](#)
South Bay Cities Service Council Regular Meeting Agenda (PDF)

[Jan \(January\) 10, 2020](#) — Posted [Jan \(January\) 6, 2020 9:24 AM](#)
South Bay Cities Service Council Regular Meeting Agenda (PDF)

▼ Successor Agency

[2020](#) [2019](#) [2018](#) [View More](#)

Agenda

Minutes

Download

[Apr \(April\) 21, 2020](#) — Posted [Apr \(April\) 16, 2020 9:15 PM](#)
04-21-20 Successor Agency Agenda

[Apr \(April\) 7, 2020](#) — Posted [Apr \(April\) 2, 2020 7:31 PM](#)
04-07-20 Successor Agency Agenda

[Mar \(March\) 24, 2020](#) — Posted [Mar \(March\) 20, 2020 10:06 PM](#)
03-24-20 Successor Agency Agenda

[Mar \(March\) 17, 2020](#) — Posted [Mar \(March\) 13, 2020 8:51 PM](#)
03-17-20 Successor Agency Agenda

[Mar \(March\) 10, 2020](#) — Posted [Mar \(March\) 5, 2020 5:54 PM](#)
03-10-20 Successor Agency Agenda



[Feb \(February\) 25, 2020](#) — Posted [Feb \(February\) 21, 2020 11:43 AM](#)
02-25-20 Successor Agency Agenda



[Feb \(February\) 11, 2020](#) — Posted [Feb \(February\) 6, 2020 8:21 PM](#)
02-11-20 Successor Agency Agenda



[Feb \(February\) 4, 2020](#) — Posted [Jan \(January\) 31, 2020 6:21 PM](#)
02-04-20 Successor Agency Agenda



[Jan \(January\) 28, 2020](#) — Posted [Jan \(January\) 23, 2020 7:44 PM](#)
01-28-20 Successor Agency Agenda



[Jan \(January\) 14, 2020](#) — Posted [Jan \(January\) 9, 2020 10:07 PM](#)
01-14-20 Successor Agency Agenda



▼ Youth Commission

[2017](#) [2016](#)

Agenda

Minutes

Download

Agenda

Minutes

Download

Aug (August) 17, 2017

August 2017



Jul (July) 20, 2017

July 2017

Jun (June) 15, 2017

June 2017



May (May) 18, 2017

May 2017



Apr (April) 20, 2017

April 2017



Mar (March) 16, 2017

March 2017



Feb (February) 16, 2017

February 2017



Jan (January) 19, 2017

January 2017



Inglewood CA

ABOUT THE CITY

BUSINESS

HELPFUL LINKS USING THIS SITE

Select Language ▼

What's New

Community

Departments

City Hall

Services

How Do I...

Privacy

Contact Us

Readers & Viewers

Accessibility

Copyright Notices

Site Map

EXHIBIT 6



Los Angeles Wave, founded in 1912, the leading source of weekly local news, entertainment, business, style and sports news.



Home > Local News > News > West Edition > Inglewood seeks to improve air quality, housing



Lead Story West Edition

Inglewood Seeks To Improve Air Quality, Housing

📅 February 21, 2019 🧑 John W. Davis, Contributing Writer 👁 1795 Views

INGLEWOOD — Affordable housing, good air quality and better transportation options are among the focal points in a new city initiative designed to improve the quality of life for local residents into the 21st century.

The program is designed to improve the future of the city and its residents by ensuring that new development and major city initiatives address key areas such as health, housing, air quality and transportation, officials said.

The new initiative will become part of an environmental justice element in the city's master plan, officials said.

The city's general plan has not been updated since a wave of development swept into Inglewood following the announcement of the multi-billion dollar L.A. Rams and Chargers Stadium and Entertainment District at Hollywood Park and the proposed Los Angeles Clippers Arena next to the recently renovated Forum.

"When they made the general plan last time, they didn't have these things in mind. The goals were much more modest," Mayor James T. Butts Jr. said. "We as a community have much greater aspirations and we will also not let anyone determine how big we can be. We will determine that."

For Inglewood resident Julie LaBeach, the new focus is well timed. As an Inglewood renter, LaBeach said she was recently hit with a proposed rent increase of more than 100 percent.

"I've lived in Inglewood for 20 years. I work nearby... and we don't want to leave, we like it here," LaBeach said.

LaBeach was one of a handful of residents whose rent more than doubled before Butts intervened — when the increase went viral online — and negotiated the increase down to a 30 percent.

"I am so thankful that the mayor has taken notice," LaBeach said.

The goal of environmental justice is to provide equal access to a healthy environment for all residents of a community. Officials say they are committed to developing policies and programs that positively affect environments where city residents live, work and play.

Residents attended a public workshop recently wherein they discussed how environmental justice affects Inglewood. After nearly an hour of brainstorming, residents agreed that more affordable housing for working class residents and not just low-income housing should be the city's top priority.

Other residents suggested launching a weekly farmer's market to increase access to healthy food options. Others suggested that city officials start a text alert program intended to improve community engagement.

City planners said the environmental justice program will set goals, policies and objectives to ensure that new development and major initiatives take a diversity of opinions into account and consider the effect of minority and disadvantaged populations.

Officials said they will continue to meet with residents and conduct social media outreach to get more public input before preparing a final environmental justice element draft this summer.

"We're very proud of what we're doing [and] we're very proud of the community support that we have because we can't do this alone," said Councilman Alex Padilla, who represents Inglewood's 2nd district.


LaBeach said she's pleased that the city is reaching out to residents, but said she believes environmental justice comes down to one thing: protecting the people.

"My number one concern is rent control," she said. "We're very proud of this city. We want to stay here. We want to benefit from the fruits of the improvements that are obviously coming."

 Share on Facebook

 Tweet on twitter

 Share on google+

 Pin to pinterest




 Tagged Councilman Alex Padilla, Inglewood Mayor James T. Butts Jr.

EXHIBIT 7



City of Inglewood
General Plan
Environmental Justice Element

April 2020



**City of Inglewood
General Plan
Environmental Justice Element**

City Council

James T. Butts, Jr., Mayor
George W. Dotson, Councilmember District 1
Alex Padilla, Councilmember District 2
Eloy Morales, Jr., Councilmember District 3
Ralph L. Franklin, Councilmember District 4

Planning Commission

Larry Springs, Chairperson
Patricia Patrick, Commissioner District 1
David Rice, Commissioner District 2
Aide Trejo, Commissioner District 3
Terry Coleman, Commissioner District 4

City Staff

Artie Fields, City Manager
Christopher E. Jackson, Sr., Economic & Community Development Director
Mindala Wilcox, Planning Manager
Fred Jackson, Senior Planner

Consultants



Civic Solutions
T&T Public Relations
Document All Stars

Contents

Section I : Introduction	1
Section II : Background	3
A. Environmental Justice.....	3
B. Disadvantaged Communities.....	3
Section III : Environmental Justice Issues in the City of Inglewood	8
A. Population Characteristics.....	8
B. Pollution Exposure.....	11
C. Housing Affordability and Displacement	12
Section IV : Goals and Policies	13
1: Meaningful Public Engagement.....	13
2: Land Use and the Environment	15
3: Mobility and Active Living	17
4: Access to Healthy Food	19
5: Healthy and Affordable Housing	21
6: Public Facilities	23
Section V : References	25

Appendices

- A Community Workshop Notes – January 17, 2019
- B Focus Group Meeting Notes – February 26, 2019

List of Tables

Table 1	CalEnviroScreen 3.0 Environmental Justice Factors (Indicators)	4
---------	--	---

List of Figures

Figure 1	CalEnviroScreen 3.0 Map, Inglewood, 2018	6
Figure 2	SB 535 Disadvantaged Communities, Inglewood, 2018.....	7
Figure 3	Inglewood Race/Ethnicity, 2018	8
Figure 4	Educational Attainment in Inglewood (2013-2017).....	9
Figure 5	Sensitive Populations in Inglewood and Los Angeles County	10





Section I: Introduction

The State of California defines Environmental Justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (*California Government Code §65040.12.e*). In practice, environmental justice seeks to minimize pollution and its effects on all communities, including disadvantaged communities, and ensure that residents have a say in decisions that affect their quality of life.

In 2016, the State of California passed Senate Bill 1000 (SB 1000) requiring cities and counties to address environmental justice in their general plans – their master plans for how the community will grow and develop over time. Cities and counties may choose to adopt a separate standalone Environmental Justice Element or address environmental policies throughout the General Plan. The City of Inglewood has decided to proactively adopt an Environmental Justice Element ahead of state-mandated deadlines to address important land use and equity issues throughout the City. The Element includes a comprehensive set of goals and policies aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. The Element will be used by the Inglewood City Council and the Planning Commission, other boards, commissions and agencies, developers, and the public in planning for the physical development of the City. As a General Plan element, the Environmental Justice Element is closely linked to the remainder of the General Plan and carries equal weight with the other General Plan elements.

But other than being required by state law, why should we plan for environmental justice? As outlined in the SB 1000 Implementation Toolkit (2017), planning for environmental justice can help correct some of the negative impacts that years of planning and environmental policies have had on disadvantaged communities.



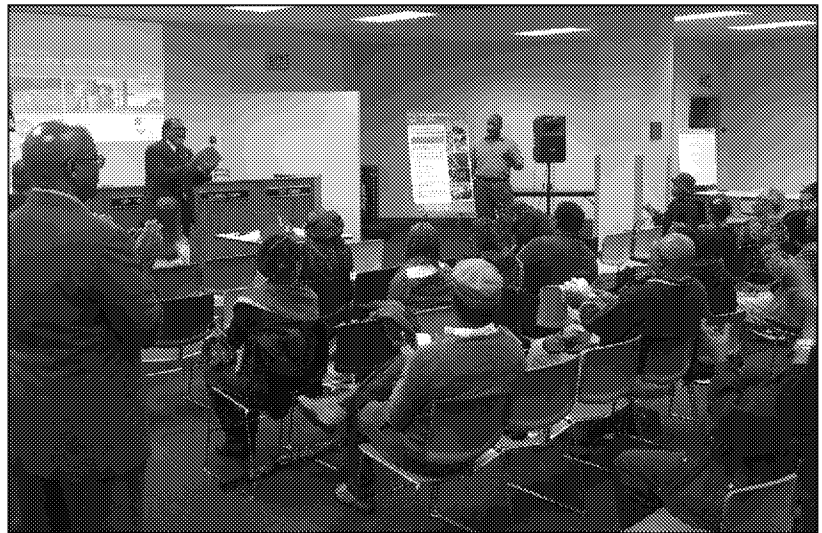
Also, as environmental justice and land use planning are closely related, it is important to consider equity issues when planning for the future growth and development of the City. And finally, environmental justice-based planning can help position the City to receive federal, state, and philanthropic resources that in turn can be used to benefit disadvantaged communities.

Public input was critical to the development of this Environmental Justice Element. The City conducted several outreach sessions to gain public input on environmental justice issues in the City and how they should be addressed. On January 17, 2019, a Community Workshop was conducted with more than 40 residents and other interested stakeholders in attendance. Additional input was provided at two Focus Group meetings conducted in English and Spanish on February 26, 2019. Participants provided valuable discussion on a variety of environmental equity topics including responses on the following key questions:

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
2. *What areas of the City have pollution and how could they be improved?*
3. *What barriers to mobility exist in the City and how could these be improved?*
4. *Is affordable and healthy food readily available? If not, how could it be improved?*
5. *What are the major issues regarding safe and affordable housing in the City?*
6. *What public facilities and programs are needed in underserved areas of the City?*

Further input was received through the City's website and at booths set up at the 2019 Martin Luther King Jr. Celebration and the 2019 Earth Day Festival. Appendices A and B include notes from the Workshop and Focus Group meetings.

The pages that follow provide a background on what environmental justice is, a summary of equity issues in the City of Inglewood, and the City's goals and policies related to achieving environmental justice.



Inglewood Environmental Justice Community Workshop, January 2019



Section II: Background

A. Environmental Justice

As outlined in Section I, *environmental justice* relates to the fair treatment of all people with respect to environmental laws, regulations, and policies. Environmental justice has also been described as the right for people to live, work, and play in a community free of environmental hazards. According to the U.S. EPA, environmental justice can be achieved when people have: 1) equal access to the public decision-making process, and 2) equal protection from environmental hazards. Access to the public decision-making process relates to whether all residents are aware of, and know how to participate in, decisions that affect their environment, such as a City Council hearing on a new industrial plant. Some members of the community may be very familiar with how to find out when an issue of importance will be considered by the City Council and how to present their opinions to the Council. However, other residents might not be aware how the City Council operates or know how to present their opinions. There may also be other barriers to their participation, such as not being fluent in English, or needing childcare to attend a City Council meeting at night. Environmental justice seeks to “level the playing field” and allow all members of the community to participate in decisions that affect their environment.

The second objective to achieving environmental justice involves everyone having the same level of protection from environmental hazards. In many communities, there are areas that have a clean environment and high quality of life compared to other areas that may face environmental pollution and lack beneficial resources, such as parks and sidewalks. The second types of areas are often occupied by low-income residents who may lack resources and the ability to influence their environment. These areas are called “disadvantaged communities” and are required to be addressed in the general plan.

B. Disadvantaged Communities

According to the California Environmental Protection Agency (CalEPA), disadvantaged communities are those disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. As a result, they are more likely to suffer from a lower quality of life and increased health problems than more affluent areas. Because disadvantaged communities are often subject to disproportionate environmental burdens, SB 1000 requires that a city or county general plan include all of the following.

- A. Objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity. (*Goals and Policies Sections 2, 3, 4 & 6*)
- B. Objectives and policies to promote civil engagement in the public decision-making process. (*Goals and Policies Section 1*)
- C. Objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities. (*Goals and Policies Sections 3 & 6*)



Disadvantaged communities are eligible for state funding through the Cap-and-Trade Program, which limits emissions by major industries that contribute to greenhouse gas emissions and enables them to buy and sell allowances for emitting small amounts of pollution. State proceeds from the Cap-and-Trade Program are then used to fund California Climate Investments, an initiative that works to further reduce greenhouse gas emissions around the state. Two state laws, Senate Bill 535 (the California Global Warming Solutions Act of 2012) and Assembly Bill 1550 (the Greenhouse Gases Investment Plan of 2016) require that 25% of California Climate Investments be directed to disadvantaged communities with an additional 10% dedicated to low-income areas. Some of the proceeds go to benefit the public health, quality of life and economic opportunities of disadvantaged and low-income communities while other funding is directed to reduce pollution overall. Funding can be used for a variety of investments including affordable housing, public transportation and environmental restoration.

To identify disadvantaged communities within a city or county, CalEPA encourages the use of the CalEnviroScreen 3.0 Model. CalEnviroScreen is a computer-mapping tool published by the Office of Environmental Health Hazard Assessment (OEHHA) that identifies communities that are most affected by pollution and are especially vulnerable to its adverse effects. CalEnviroScreen uses several factors, called “indicators” that have been shown to determine whether a community is disadvantaged and disproportionately affected by pollution. These indicators fall into two main categories labeled “pollution burden” and “population characteristics.” Pollution burden indicators include exposure indicators that measure different types of pollution that residents may be exposed to, and the proximity of environmental hazards to a community. Population characteristics represent characteristics of the community that can make them more susceptible to environmental hazards. A summary of the CalEnviroScreen indicators and how they relate to environmental justice is outlined in Table 1.

Table 1 CalEnviroScreen 3.0 Environmental Justice Factors (Indicators)

Category	Indicator	Rationale
Pollution Burden	<ul style="list-style-type: none"> • Air Quality – Ozone • Air Quality – Fine Particulate Matter (PM_{2.5}) • Air Quality – Diesel Particulate Matter (PM₁₀) • Drinking Water Contaminants • Pesticide Use • Toxic Releases from Facilities • Traffic Density • Cleanup Sites • Groundwater Threats • Hazardous Waste Generators and Facilities • Impaired Water Bodies • Solid Waste Sites and Facilities 	Exposure to hazardous substances can cause and/or worsen certain health conditions. Children, the sick and elderly are particularly vulnerable to the effects of pollution.
Population Characteristics	<ul style="list-style-type: none"> • Educational Attainment • Housing Burden • Linguistic Isolation • Poverty • Unemployment • Asthma • Cardiovascular Disease • Low Birth Weight Infants 	People with lower income levels, educational attainment and fluency in English tend live in areas that are more affected by air pollution and other environmental toxins. In addition, certain health conditions may be caused or worsened by toxins in the environment.

Source: CalEPA/OEHHA, CalEnviroScreen 3.0



Using data from a variety of sources, CalEnviroScreen 3.0 ranks census tracts for each of the indicators outlined above and converts these scores to percentiles that can be compared with other areas throughout the state. The combined CalEnviroScreen map for the City of Inglewood is outlined in Figure 1.

CalEnviroScreen ranks several census tracts in the City of Inglewood in the top 25% of census tracts in California with the highest pollution burden and socioeconomic vulnerabilities. Census tracts in the City of Inglewood range in percentile from 49% to 98% with a City average of 79%. Lower scores tend to be located in the northern and eastern limits of the community, while higher scores are located to the west, southwest, and south. While some of the numbers and the City average may be at the higher end of the range, it is important to note that Inglewood is not unique in the region. Many other cities in the metropolitan Los Angeles area and the South Bay have a similar pollution burden and vulnerability because they have similar conditions to Inglewood. The important point is to acknowledge the factors that influence environmental justice and take proactive measures to address them.

CalEPA also uses CalEnviroScreen 3.0 to map disadvantaged communities under SB 535. Disadvantaged communities include those census tracts with CalEnviroScreen percentiles of 75% to 100% compared to other areas of the state. Figure 2 illustrates the census tracts in Inglewood that had a CalEnviroScreen score of 75% or above in 2019 and thus are considered disadvantaged by the state.

As shown on Figure 2, much of the City of Inglewood is considered disadvantaged based on the City's combined CalEnviroScreen 3.0 scores. As a result, much of the City of Inglewood is eligible for the state's SB 535 and AB 1550 set aside funding, which can be used for projects that benefit these communities.

CalEnviroScreen 3.0 is a useful tool to document and illustrate environmental equity issues in a given area. However, as conditions change over time, users are encouraged to utilize the latest maps and data available at the time. In addition, OEHHA periodically provides new updates to the model that further improve the science behind the model and can contain new and/or refined environmental justice indicators. The CalEnviroScreen website can be found at <https://oehha.ca.gov/calenviroscreen>.



Figure 1 CalEnviroScreen 3.0 Map, Inglewood, 2018

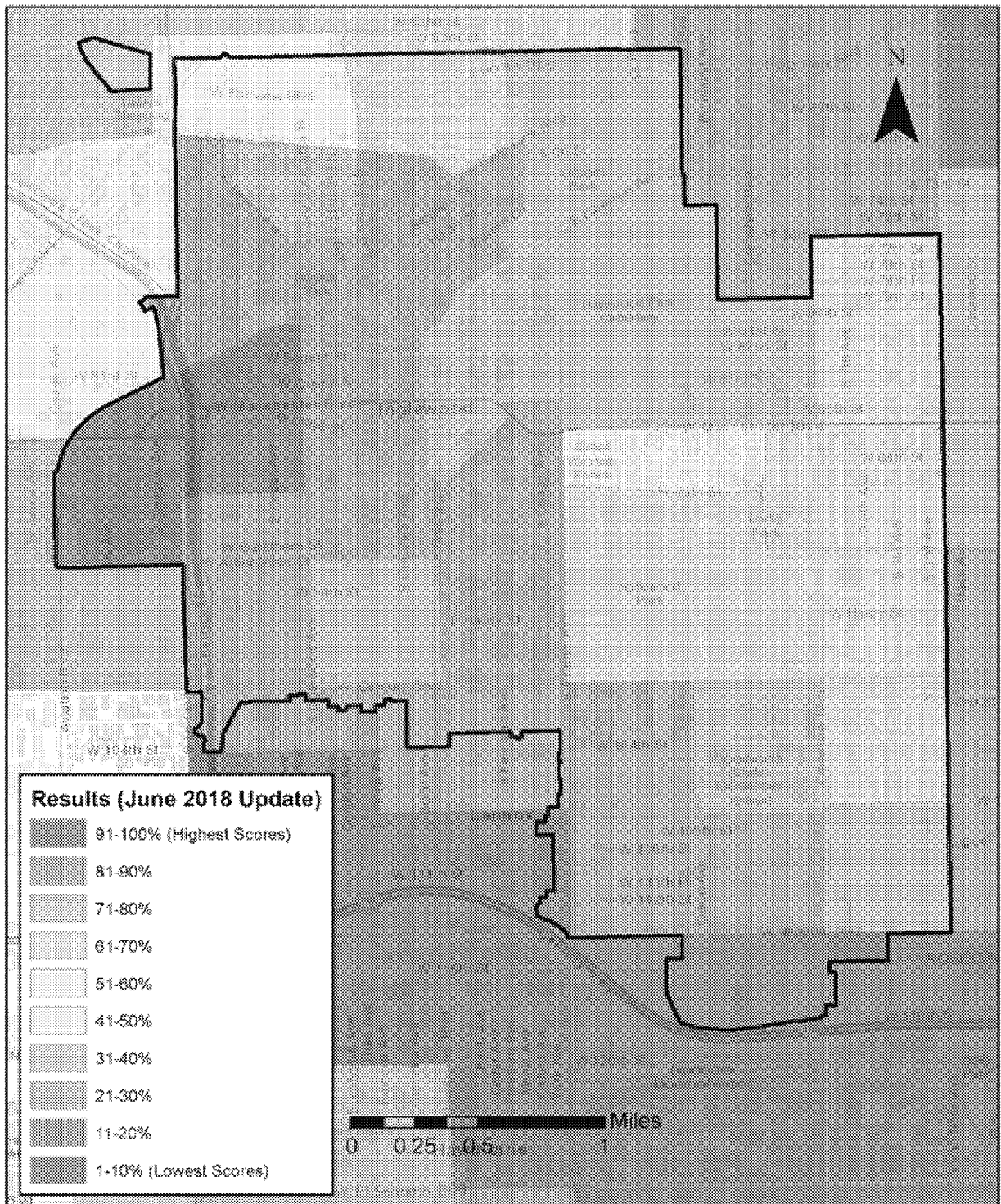
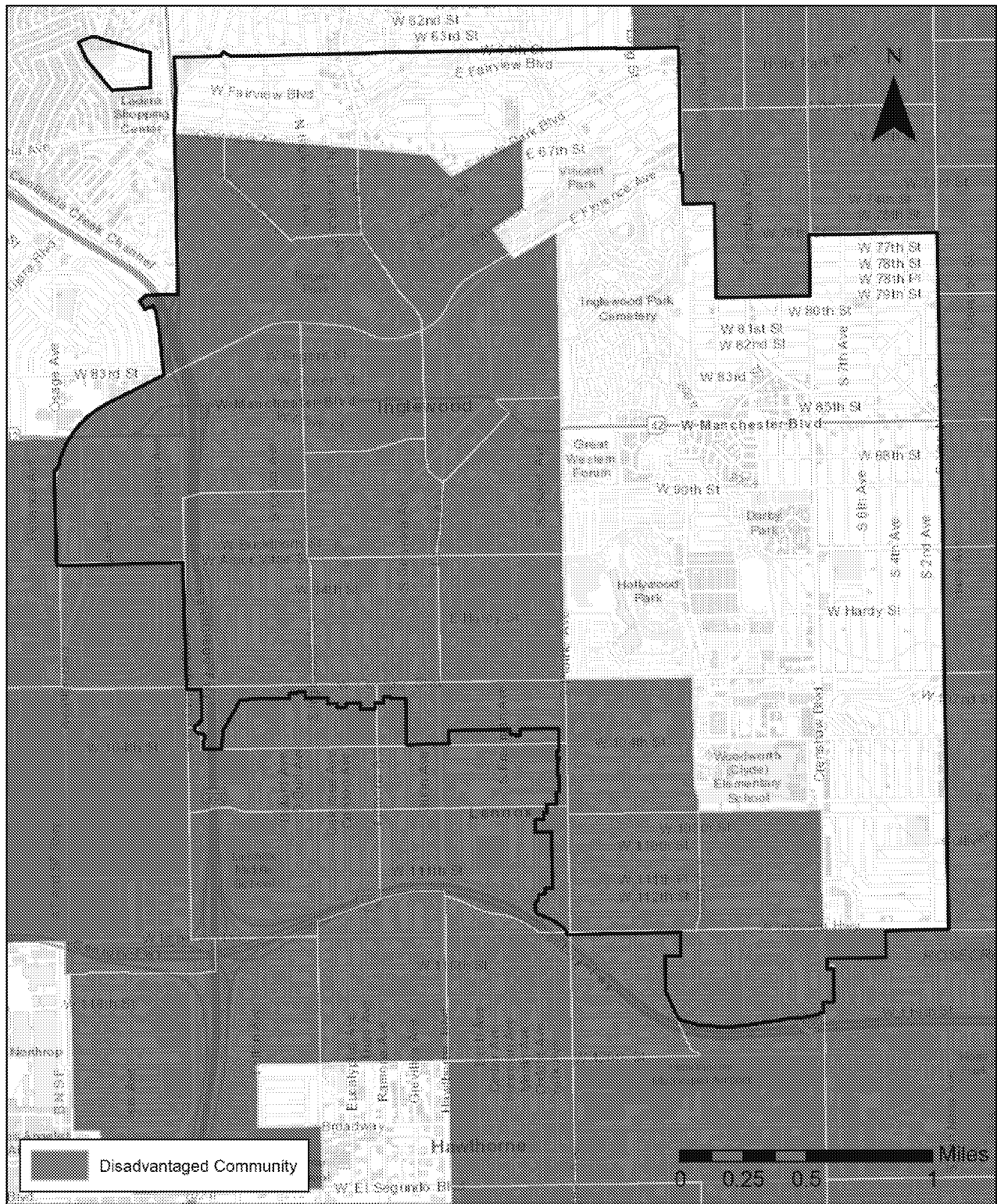


Figure 2 SB 535 Disadvantaged Communities, Inglewood, 2018



Source: EPA/OEHHA, CalEnviroScreen 3.0



Section III: Environmental Justice Issues in the City of Inglewood

As outlined in Section II, the burden of pollution is not equally shared. Minority and low-income populations often face a greater exposure to pollution and may also experience a greater response to pollution. The paragraphs below outline the primary sources of pollution affecting the City of Inglewood. In addition, they address housing affordability and displacement, which are also related to environmental justice. Finally, they outline some of the population characteristics that make the areas particularly vulnerable to pollution in the environment.

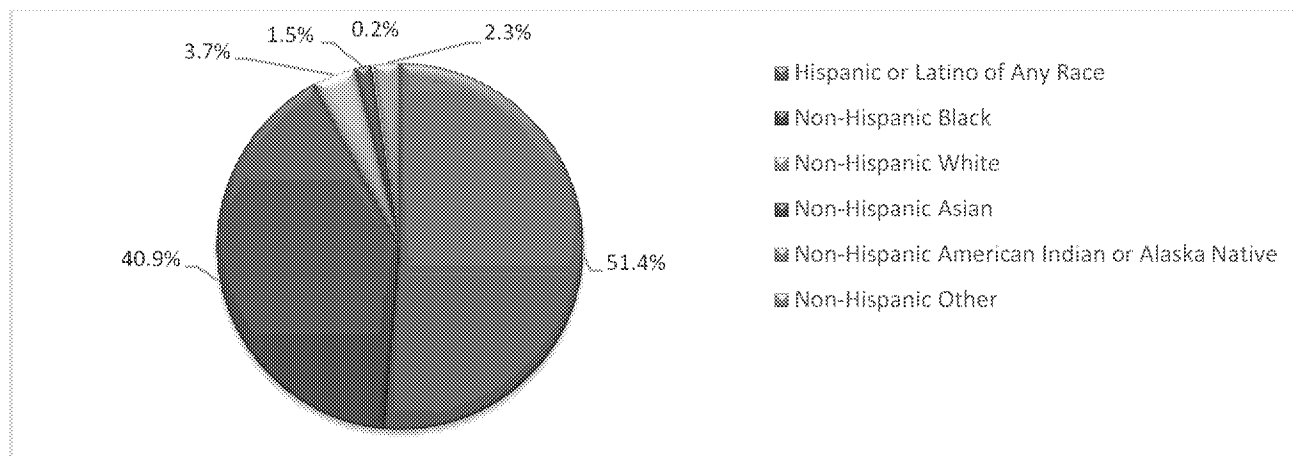
A. Population Characteristics

As previously identified, certain population characteristics can make an area more vulnerable to the negative effects of pollution. The paragraphs below describe some of the population characteristics in the City of Inglewood related to environmental justice.

Ethnicity/Race

In 2018, the City of Inglewood had a population of 113,559, representing 1.1% of the population of the County of Los Angeles. The City is a majority-minority area, meaning that one or more racial and/or ethnic minorities make up a majority of the population. In 2018, Hispanic and Latino residents made up 51.4% of the population and Black residents made up 40.9% of the population. Between 2000 and 2018, the City’s share of Hispanic and Latino residents increased from 46.0% to 51.4%, while the share of Black residents decreased from 46.4% to 40.9%. Figure 3 below illustrates the racial and ethnic breakdown of the City in 2018.

Figure 3 Inglewood Race/Ethnicity, 2018



Source: SCAG, Profile of the City of Inglewood, 2019



Linguistic Isolation

Linguistic isolation refers to people and households who do not speak English at home and/or do not speak English very well. Linguistically isolated residents may have difficulty accessing daily activities, social services, and health care. As such, they may not get the care and services they need, which may result in poorer health outcomes. In addition, linguistically isolated households may not hear or understand emergency announcements and thus may suffer negative consequences as a result. According to the American Community Survey (2017), 22.7% of Inglewood residents over age 5 speak English less than very well and are considered linguistically isolated.

Income/Poverty Levels

Income levels are an important socioeconomic factor related to environmental justice, because poor communities are more likely to be exposed to pollution. In addition, poor communities tend to be more susceptible to environmental pollution and suffer from greater health effects. In 2018, the median household income in the City of Inglewood was \$46,389, which is below the median household income of Los Angeles County of \$61,015. In addition, 20% of households fell below the poverty level in 2017 (U.S. Census Bureau). The poverty level is determined by the U.S. Census Bureau and varies based on household size. For a family of four on an annual basis, the 2017 federal poverty level was \$24,600.

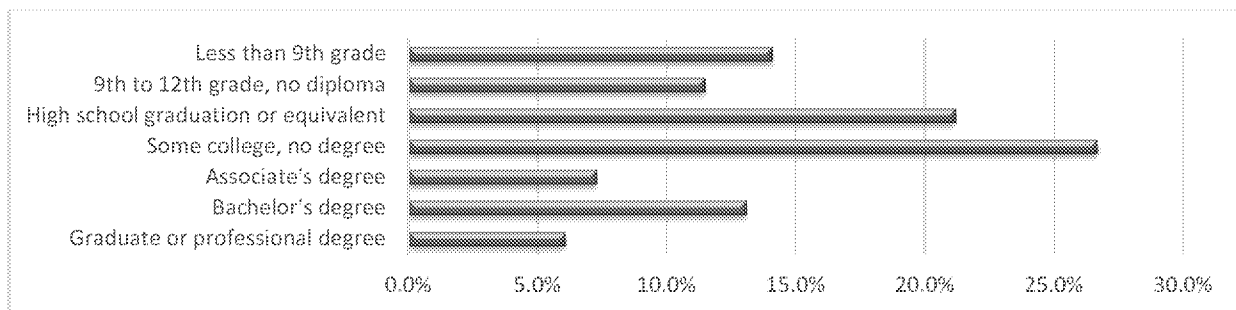
Unemployment

Rates of unemployment also contribute to whether a community is disadvantaged in terms of environmental justice. According to OEHHA, adults without jobs may lack health care and insurance, and poor health can make it harder to find a job and stay employed. In addition, poor health can be a source of financial and emotional stress, which in turn can cause or worsen health conditions. In 2017, the unemployment rate in the City of Inglewood was 6.4% (Los Angeles Almanac, 2017).

Educational Attainment

Educational attainment measures the highest level of education that an individual has completed. For the purposes of environmental justice, people with more educational attainment tend to have better health, live longer, and live in areas that are less affected by air pollution and other environmental toxins (OEHHA). In the City of Inglewood, 74.4% of the population 25 years of age or older have a high school diploma or equivalent, and 19.2% have a bachelor’s degree or higher. Figure 4 below provides a summary of educational attainment in the City of Inglewood.

Figure 4 Educational Attainment in Inglewood (2013-2017)



Source: American Community Survey, 2013-2017



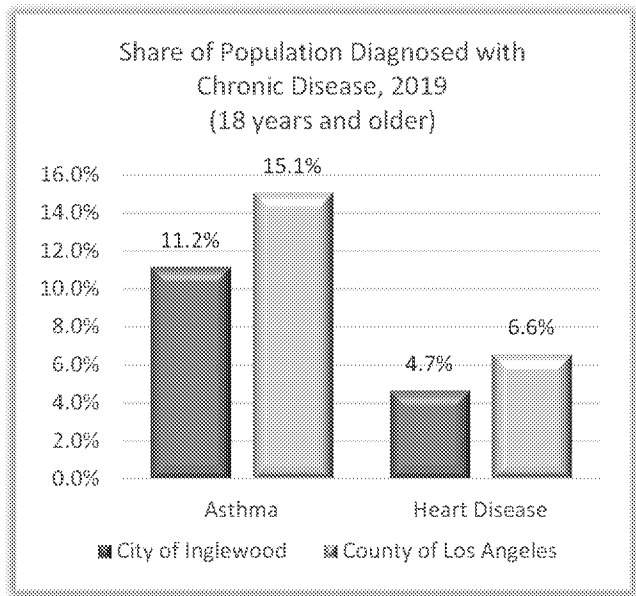
Housing Burden

According to SCAG, there were 37,018 total households in the City of Inglewood in 2018. Housing burden relates to households severely burdened by housing costs and is one of the factors used to identify disadvantaged communities in the City of Inglewood. Households experiencing severe housing burden include low-income households that spend over 50% of their household income on housing and utilities (CalEnviroScreen 3.0). Spending a greater amount on housing means that these households have fewer resources available for non-housing goods and may suffer from “housing-induced poverty.” According to the Community Health Profile prepared by Los Angeles, 30% of households in the City of Inglewood experienced a severe housing burden from 2011-2015.

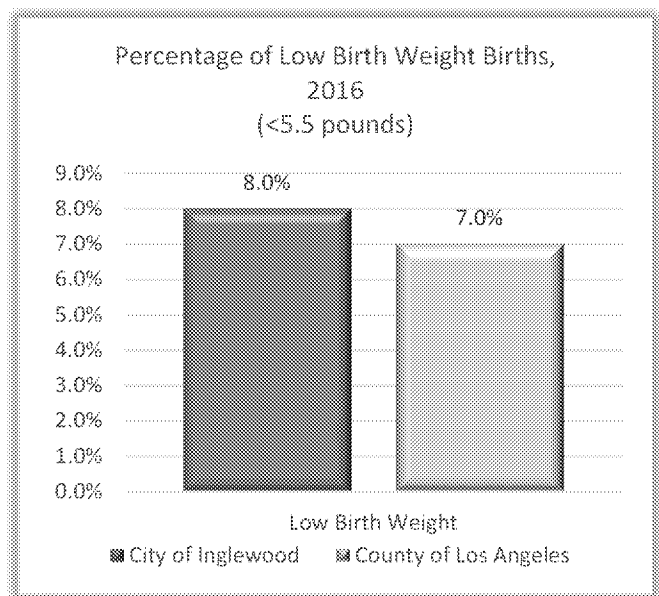
Sensitive Populations

The CalEnviroScreen 3.0 Sensitive Population Indicators include rates of asthma, heart disease, and low birth weight infants. Asthma can be triggered or worsened by air pollution, and people with asthma may be more prone to other respiratory diseases, such as the flu and pneumonia. Similarly, people with heart disease may be particularly sensitive to pollution, which may worsen cardiovascular conditions. Finally, low birth weight infants are those who weigh 5.5 pounds or less at birth. Low birth weight has been linked to disadvantaged communities where pollution levels may be higher and health care may not be readily available. In addition, low birth weight infants may be more susceptible to other health and developmental conditions later in life. Rates for asthma, heart disease, and low birth weight infants in the City of Inglewood and Los Angeles County are outlined below.

Figure 5 Sensitive Populations in Inglewood and Los Angeles County



Source: SCAG, Profile Report of the City of Inglewood, 2019



Source: Los Angeles County, City and Community Health Profiles, Inglewood, June 2018



B. Pollution Exposure

Air Quality

Air quality is an important environmental justice issue under SB 1000. Poor air quality can contribute to serious health problems including respiratory issues, worsening of asthma and cardiovascular disease, hospitalization and even premature death (California Air Resources Board, 2016). Disadvantaged communities are often disproportionately subjected to adverse air quality due to proximity to pollution generators such as industrial plants and freeways, and are also more likely to have underlying medical conditions that may be worsened by pollution.

The City of Inglewood is located in the South Coast Air Basin. The primary source of air pollution in the basin is mobile source emissions from cars and trucks traveling on local freeways and roadways. Levels of air pollution in the air basin have improved over the past few decades, primarily due to stricter emissions standards and cleaner fuels. However, the basin still remains one of the nation's most polluted. In 2018, the basin was in nonattainment for Ozone (1-hour and 8-hour), Particulate Matter (PM₁₀ and PM_{2.5}), and Lead, meaning that the basin did not meet federal and/or state standards for those pollutants (SCAG, 2016). Fuel combustion associated with motor vehicles, planes and ships is one of the primary sources of pollution in the basin.

Although air quality is generally regarded as a regional issue, there are also local contributors to air pollution in and near the City of Inglewood. The City straddles a portion of Interstate 405 (I-405) and borders Interstate 105 (I-105), both of which carry more than 250,000 vehicles per day in the vicinity of Inglewood. In addition, the City includes several major arterial roads, including Manchester Boulevard, La Cienega Boulevard, and Century Boulevard, which also carry high volumes of daily traffic. As outlined in the California Air Resources Handbook, higher levels of air pollution are present in proximity to high traffic roadways and can cause negative health effects within about 1,000 feet. In addition to vehicular air pollution, airplanes landing at Los Angeles International Airport fly over Inglewood and may be contributing to adverse air pollution in the City. A study published in the American Chemical Society's Environmental Science and Technology Journal (2014) found higher pollution levels within 9 square miles of the airport compared to other parts of Los Angeles.

Despite the presence of air pollution in the City, there are reasons to be optimistic. A greater awareness and emphasis on the health effects of various forms of pollution have led to more and improved rules and laws governing standards, emissions, and containment. In addition, and as outlined in the 2016 South Coast Air Quality Management Plan, improved technology continues to reduce pollution levels in the area.

Noise

Noise consists of unwanted or disturbing sounds. The U.S. Department of Housing and Urban Development (HUD) establishes noise standards to "protect citizens against excessive noise in their communities and places of residence." For residential areas, exterior noise levels are considered generally acceptable if they do not exceed a 65-decibel day-night average sound level (dB DNL). Interior residential noise levels should generally not exceed 45 dB DNL.

The City of Inglewood is affected by two primary sources of noise: airport operations and vehicular traffic. In terms of airport noise, two of the Los Angeles International Airport's landing paths travel directly over the City of Inglewood generating sound that affects area residents. For the past several decades the Federal



Airport Administration (FAA) and Los Angeles International Airports have given the City over \$400 million to purchase, demolish, or soundproof hundreds of homes. As of September 2019, 7,690 homes have been soundproofed. Soundproofing generally includes the installation of solid-core wood doors, double paned windows, as well as the installation of new air conditioning and heating systems. The City's Residential Sound Insulation Department administers these efforts. In addition, residents are encouraged to contact Los Angeles World Airports Noise Management to report excessive aircraft noise, short turns, low flying and after hour arrivals (midnight - 6:30 a.m.).

Roadways also increase levels of noise pollution within the City of Inglewood. In general, higher traffic volumes, higher speeds, and a higher percentage of trucks increase noise generated from a roadway. According to the Federal Highway Administration, highway noise levels may cause a noise problem for residents within approximately 500 feet from a highway, and the same is true within approximately 100 to 200 feet from less traveled roadways. Many homes in the City of Inglewood are located in close proximity to I-405, I-105, and other roadways that fall within these limits and may be affected by roadway noise.

Other Sources of Pollution

Based on CalEnviroScreen 3.0, the City of Inglewood has relatively low (good) percentile scores related to Drinking Water Contaminants, Pesticide Use, Clean-up Sites, Groundwater Threats, Hazardous Waste Generators and Facilities, Impaired Water Bodies and Solid Waste Sites and Facilities. This means that these pollutants are not a major source of concern in the City of Inglewood. However, the City has a combined Toxic Releases from Facilities percentile of 76, which means that it scores 76% higher for this indicator than other areas throughout California. This indicator is based on the U.S. Toxics Release Inventory (TRI), which tracks the management of certain toxic chemicals that can adversely affect health and the environment. Certain industries must report how each chemical is managed and/or released into the environment. The TRI data do not provide information on the public's exposure to these chemicals; rather, it reflects concentrations of modeled chemicals in the air over time. Due to the vast number of facilities using the identified chemicals throughout the metropolitan Los Angeles area, percentiles for this indicator are relatively high throughout the region.

C. Housing Affordability and Displacement

Housing displacement can occur when affordable housing is demolished to make way for new development and when communities with lower property values are converted into communities with higher values. Displacement can have positive and negative effects. Positive effects occur when physical and economic infrastructure improves the community as a whole, while negative outcomes occur when affordable housing is lost or unaffordable. Displacement is an environmental justice issue in that disadvantaged populations are particularly vulnerable and more likely to suffer its negative effects.

During the Community Workshop and Focus Group Meetings on the Environmental Justice Element in January and February of 2019, several residents indicated concern that rising property values and rents were forcing low-income and working class residents out of the community. However, in March 2019 the City of Inglewood adopted a Housing Protection Initiative to regulate rent increases and just cause evictions for certain covered residential rental units. Initially adopted as an interim emergency ordinance and later made permanent, the Initiative caps rent increases and provides relocation assistance for "no-fault" evictions.



Section IV: Goals and Policies

As the City's master plan for growth and development, the Inglewood General Plan is a broad policy document that sets forward how the City should evolve over time. It contains several elements, or chapters, that provide direction for land use and development decisions. Each element includes goals and policies related to specific topic areas. Goals are general statements outlining the City's values or intent for particular topics and are open-ended visionary expressions. Policies are statements that help guide the City's actions.

The Inglewood General Plan Environmental Justice Element sets forward goals and policies related to ensuring environmental justice in the City, particularly for disadvantaged communities. In adopting the Environmental Justice Element, the City has made a significant step forward in ensuring that decisions related to land use and development are made in an equitable manner and take into consideration the health and well-being of our most vulnerable populations.

The pages below outline the City's vision for key environmental justice topic areas. Each section includes an introduction to the topic, outlines key issues, and reviews the City of Inglewood's goals and policies related to that subject. The following topics are addressed:

- 1: *Meaningful Public Engagement*
- 2: *Land Use and the Environment*
- 3: *Mobility and Active Living*
- 4: *Access to Healthy Food*
- 5: *Healthy and Affordable Housing*
- 6: *Public Facilities*

1: *Meaningful Public Engagement*

The involvement of the public in decisions that affect their environment and quality of life is critical to any discussion of environmental justice. Residents and other stakeholders need to be aware of actions undertaken in a City that may have a lasting effect on them. In many cities, a small number of people are engaged in the City decision-making process with a large number not participating, because they were unaware of the issues, or lack the skills or abilities to be involved in a meaningful way. Environmental justice seeks to promote fairness in the public decision-making process by ensuring that all people, regardless of race, ethnicity, income, national origin or educational level, are informed and have the opportunity to express their viewpoints and influence environmental decisions.



As outlined in Section II, much of the City of Inglewood is considered disadvantaged due to a variety of socioeconomic and environmental factors. Disadvantaged populations are often disproportionately under-



represented in the decision-making process. Capacity building addresses the obstacles that some populations face in fully participating in decisions about environmental health. Disadvantaged populations in particular often lack the ability to effectively participate in environmental policy decisions. Some of the strategies available to build capacity include providing training to enable populations to access critical information and technical assistance to provide the skills to participate effectively.

During the Community Workshop and Focus Group meetings held on the Environmental Justice Element, residents were asked how the City can help disadvantaged persons become more engaged in the public decision-making process. Residents suggested a variety of methods including direct outreach, more and better use of technology and social media applications, as well as providing childcare at public hearings and other community events. Residents also indicated that greater effort should be made to involve the youth in civic affairs through outreach at schools, libraries, and colleges and other venues.

The City of Inglewood is committed to ensuring that all persons have the opportunity to participate in decisions that affect their environment, have their concerns considered in the process, and have the ability to influence decision making. In addition, the City is committed to taking appropriate actions to involve those affected by decisions. The City's overarching goal for Meaningful Public Engagement is as follows.

Goal: Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life.

Policies

Governance

- EJ-1.1 Ensure that all City activities are conducted in a fair, predictable, and transparent manner.
- EJ-1.2 Provide for clear development standards, rules and procedures consistent with the General Plan and the City's vision for its future.
- EJ-1.3 Conduct open meetings on issues affecting land use and the environment.
- EJ-1.4 Proactively engage the community in planning decisions that affect their health and well-being.
- EJ-1.5 Prioritize decisions that provide long-term community benefits.
- EJ-1.6 Periodically evaluate the City's progress in involving the broader community in decisions affecting the environment and quality of life.
- EJ-1.7 Coordinate outreach efforts between City Departments to avoid duplication and ensure that Inglewood community stakeholders receive notification and information.
- EJ-1.8 Educate decision makers and the public on principles of environmental justice.

Participation and Collaboration

- EJ-1.9 Promote capacity-building efforts to educate and involve traditionally underrepresented populations in the public decision-making process.
- EJ-1.10 Be aware of, and take measures to address, cultural considerations affecting involvement in the public realm.
- EJ-1.11 Conduct broad outreach on public hearings that affect the environment in languages used by the community.
- EJ-1.12 Inform the public on decisions that affect their environment using multiple communication methods, including traditional and online forms of communication.



- EJ-1.13 Provide written notices and other announcements regarding key land use and development issues in English and Spanish where feasible. For all other materials, note that verbal translation assistance is available.
- EJ-1.14 Offer interpretation services at key meetings and workshops on issues affecting the environment.
- EJ-1.15 Consider offering childcare at key meetings and workshops on environmental issues affecting entire neighborhoods and the City as a whole.
- EJ-1.16 Consider varying the time and date of key meetings and workshops, or holding multiple meetings and workshops, in order to ensure broad participation.
- EJ-1.17 Seek feedback on public decisions through traditional and online forms of communication, such as website, email, mobile phone apps, online forums, and podcasts.
- EJ-1.18 Partner with community-based organizations that have relationships, trust, and cultural competency with target communities to outreach on local initiatives and issues.

2: Land Use and the Environment

The key to quality of life is the ability to live in a healthful environment with clean air, potable water, nutritious food, and a safe place to live. However, the urban environment often brings environmental perils that can adversely affect our health. Environmental pollution has a major effect on the healthfulness of a community. Exposure to pollution occurs when people come into contact with contaminated air, food, water and soil, as well as incompatible noise levels. While it is important to reduce pollution in the environment for all residents, disadvantaged populations have traditionally borne a greater pollution burden than other communities. Likewise, sensitive populations within and around disadvantaged communities are more vulnerable to the effect of pollution than other populations.



During public meetings on the Environmental Justice Element, residents identified air pollution in general and noise associated with Los Angeles International Airport as being the most critical pollution issues facing Inglewood today. Other issues identified included air pollution caused by motor vehicles, dust emissions from construction sites, a proliferation of trash in the neighborhoods, and light pollution from digital signs. The City seeks to reduce the pollution burden faced by disadvantaged population and all sectors of the community as outlined in the following goal:



Goal: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.

Policies

General Environmental Health

- EJ-2.1 Incorporate compliance with state and federal environmental regulations in project approvals.
- EJ-2.2 Work with other agencies to minimize exposure to air pollution and other hazards in the environment.
- EJ-2.3 Ensure compliance with rules regarding remediation of contaminated sites prior to occupancy of new development.
- EJ-2.4 Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.
- EJ-2.5 Concentrate medium to high density residential development in mixed-use and commercial zones that can be served by transit.
- EJ-2.6 Ensure that zoning and other development regulations require adequate buffering between residential and industrial land uses.
- EJ-2.7 Regularly update IMC Chapter 12 Transportation Demand Management requirements to reflect current transportation technologies in support of alternative modes of transportation.
- EJ-2.8 Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.
- EJ-2.9 Work with the South Coast Air Quality Management District (SCAQMD), the Los Angeles International Airport (LAX) and other appropriate agencies to monitor and improve air quality in the City of Inglewood.
- EJ-2.10 Implement and periodically update the City's Energy and Climate Action Plan to improve air quality and reduce greenhouse gas emissions.
- EJ-2.11 Continue to enforce the City's Noise Ordinance to ensure compliance with noise standards.
- EJ-2.12 Place adequate conditions on large construction projects to ensure they do not create noise, dust or other impacts on the community to the extent feasible.
- EJ-2.13 Continue to reduce pollution entering the storm drain system through the incorporation of best management practices.
- EJ-2.14 Encourage smoke-free workplaces, multifamily housing, parks and other community spaces in order to reduce exposure to second-hand smoke.

Residential Uses and Other Sensitive Receptors

- EJ-2.15 Ensure that new development with sensitive uses minimizes potential health risks.
- EJ-2.16 Ensure that new development with sensitive land uses is buffered from stationary sources and mitigated from non-stationary sources of pollution.
- EJ-2.17 Require that proposals for new sensitive land uses minimize exposure to unhealthful air and other toxins through setbacks, barriers and other measures.
- EJ-2.18 Work with the Inglewood Unified School District to minimize environmental hazards in and around educational facilities.
- EJ-2.19 Educate residential property owners to retrofit their residential properties affected by adverse air quality or other toxins with air filters, ventilation systems, landscaping and/or other measures.



Industrial and Commercial Facilities

- EJ-2.20 Work with significant stationary pollutant generators to minimize the generation of pollution through all available technologies.
- EJ-2.21 Consider the effects on sensitive populations when building new roads, designating City-wide truck routes and siting industrial stationary sources.
- EJ-2.22 Work with industry to reduce emissions through the use of all available technologies.
- EJ-2.23 Work with companies that generate stationary source emissions to relocate or incorporate measures and techniques to reduce emissions.
- EJ-2.24 Encourage the use of low emission vehicles in City and transit fleets.
- EJ-2.25 Periodically review the City's truck routes to ensure they adequately direct trucks away from residential areas and other areas with sensitive receptors.
- EJ-2.26 Ensure that truck-dependent commercial and industrial uses incorporate the latest technologies to reduce diesel emissions.
- EJ-2.27 Enforce the state's 5-minute maximum idling limitation for sleeper diesel trucks and trucks with a gross vehicle weight rating over 10,000 pounds.

3: Mobility and Active Living

Opportunities for physical activity are critical for bringing equity to disadvantaged communities. The built environment plays a large role in determining whether communities have opportunities for physical activity, which in turn have an extremely large impact on health. People can develop a range of health issues without places to walk, play, and exercise, and disadvantaged communities can be impacted by fewer public investments in such facilities and infrastructure. This means there are often less opportunities for formal and informal recreation. A high level of physical activity in a community is directly related to the built environment through having places that encourage walking, biking and other forms of exercise such as parks, trails, open space, urban green spaces, and active transportation networks. Increased mobility options, green spaces, and recreational facilities will provide critical links and opportunities for active living in Inglewood.

At the Community Workshop and Focus Group Meetings held during the preparation of this Element, Inglewood residents noted that while the City is improving in bicycle and pedestrian friendly infrastructure, there is a need for far more safe places and to bike and walk. Residents identified concerns regarding bicycle lanes due to the close proximity of heavy, faster moving traffic, and in certain areas of the City sidewalks are torn up from tree roots and other damage, and in some areas, particularly on the east side of the City, there is a lack of sidewalks. More investment is needed in pedestrian and bicycle infrastructure. Implementation of the City of Inglewood's First/Last Mile Plan (2019) and Active Transportation & Safe Routes to School Plan will provide a bike boulevard and the addition of more bicycle lanes citywide where there is adequate right-of-way space.



In addition, residents identified a lack of public facilities and parks for athletics, including baseball/softball fields, track fields and other active recreational facilities. Many go outside the community to access active recreation and play fields. According to the Inglewood Health Profile prepared by Los Angeles County in 2018, Inglewood's available recreational space is less than one acre per 1,000 residents, which is far less than Los Angeles County, which is 8.10 acres per 1,000 residents. The best performing community in Los Angeles County provides over 50 acres of recreational space per 1,000 residents. The stark difference plays a critical role in the health and wellness of Inglewood's residents, and the City will continue to explore active recreation opportunities within the City, including the acquisition of additional property for parks, open space, and recreation centers, as well as joint use opportunities with schools.

Finally, urban greening can significantly contribute to the promotion of physical activity through the beautification of existing streets, trails, and walkways, and through new infrastructure, such as community gardens. Separate from traditional recreational facilities, urban green spaces allow areas for informal and formal recreation. Urban greening also has environmental benefits by reducing heat absorption, providing storm water management, and improving air quality. There are community-based planning efforts that have occurred and are underway that identify specific corridors in Inglewood for increased tree canopy and specific sites in the City for passive open spaces and community gardens. Increasing partnerships with these community groups and making these planning efforts part of the City's implementation priorities will further urban greening in Inglewood.

Goal: A community that promotes physical activity and opportunities for active living.

Policies

Access and Connectivity

- EJ-3.1 Support walking and bicycling by encouraging Complete Streets (bike lanes, traffic-calming measures, sidewalks separated from the roadway with tree planted landscaping), where feasible in the right-of-way, particularly in neighborhoods, Downtown, in transit-oriented districts.
- EJ-3.2 Facilitate pedestrian and bicycle access to parks and open space through infrastructure investments and improvements.
- EJ-3.3 Partner with the Inglewood Unified School District and non-profit organizations to improve access to bicycles, helmets, and related equipment for lower income families.
- EJ-3.4 Require the provision of on-site bicycle facilities in new large-scale development projects.
- EJ-3.5 Partner with transit agencies to ensure that parks and recreational facilities are accessible to low-income and minority populations.
- EJ-3.6 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.
- EJ-3.7 Encourage new specific plans and development projects be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.
- EJ-3.8 Support implementation of the City's Active Transportation Plan to create a network of safe, accessible and appealing pedestrian and bicycle facilities and environments.



- EJ-3.9 Employ appropriate traffic calming measures in areas where pedestrian travel is desirable but is unappealing due to traffic conditions.

Urban Greening

- EJ-3.10 Identify and implement specific green infrastructure projects in Inglewood.
- EJ-3.11 Encourage the planting of street trees and other landscaping in the public right-of-way and other public spaces.
- EJ-3.12 Identify vacant lots and underutilized public land that can be used for neighborhood-run community gardens.

4: Access to Healthy Food

Goal: Healthy, affordable and culturally appropriate food is readily available to all members of the community.

To ensure the health and well-being of a community, it is essential that all community members have access to healthy food. This means having proximity and ability to travel to a food source that offers affordable, nutritionally adequate, and culturally appropriate food. Ensuring adequate food access is challenging in many communities in California. Low-income areas often lack supermarkets with a large selection of healthy foods. As a result, many residents in California, including Inglewood, do not have access to nutritional foods, which in turn exacerbates public health challenges.

During the outreach conducted as part of the planning process for this Element, members of the Inglewood community communicated their thoughts and concerns about food access. Participants felt that healthy and affordable food was not easily accessible in Inglewood – it exists but is not easily found. Many regularly travel to neighboring cities (Manhattan Beach, Westchester, Torrance, and Culver City) to get to a market they like. There are areas of the City, particularly in the east side of the City, that lack markets or grocers with fresh produce. According to the Inglewood Health Profile prepared by Los



Angeles County in 2018, only 64% of residents live close to a grocery store (within one-half mile or less). Workshop participants explained that there are some small, local grocers who provide fresh food with organic options, but they are not well known, nor well-advertised. Others expressed that fresh food options are simply not affordable, which further facilitates residents' choices to eat at the abundance of low-cost fast food restaurants in the community. Overall, there is a need for more affordable, fresh food within convenient walking distance to the residents of Inglewood. Participants feel that the City is lacking in grocery



stores that offer healthy choices, including organic and non-GMO food, and markets that accept CalFresh and EBT cards.

For several years, a monthly certified Farmers Market was held in Downtown Inglewood on Market Street and Manchester Boulevard that was organized and facilitated by a community organization and the City of Inglewood. This market closed in 2017. Many residents expressed the need for a local farmers market similar to those in Torrance and Culver City. Local farmers' markets provide fresh produce to community residents, support small farmers, serve as community gathering places, and revitalize community centers and downtown areas. Local governments can promote healthy eating and active living in their communities by supporting local farmers' markets. Land use policies and supportive regulations can help create opportunities for one or more farmers' markets to return to Inglewood and ensure their long-term viability. In an effort to further facilitate farmers markets, in 2013 the City adopted a code amendment to allow farmers markets in the Civic Center zone, by right.

Goal: Healthy, affordable and culturally appropriate food is readily available to all members of the community.

Policies

Affordable and Nutritious Food

- EJ-4.1 Address whether zoning allows providers of fresh produce (grocery stores, farmers markets, produce stands) to locate within three-quarters of a mile of all residences in the City.
- EJ-4.2 Encourage the development of healthy food establishments in areas with a high concentration of fast food establishments, convenience stores, and liquor stores. For example, through updated Zoning regulations, tailor use requirements to encourage quality, sit down restaurants, in areas that lack them.
- EJ-4.3 Encourage healthy food options at all municipal buildings and at City events where food is made available by the City.
- EJ-4.4 Maximize multimodal access to fresh food by encouraging grocery stores, healthy corner stores, and outdoor markets at key transit nodes and within new transit-oriented development projects.
- EJ-4.5 Allow farmers' markets to operate in the City where appropriate.
- EJ-4.6 Encourage existing liquor stores, convenience stores, and ethnic markets located in or within one-half mile of residences to stock fresh produce and other healthy foods.
- EJ-4.7 Promote the use of food assistance programs at farmers' markets.
- EJ-4.8 Further study and address the location and amount of fast food restaurants in the City and develop land use regulations that limit fast food retailers where there is an overabundance.
- EJ-4.9 Promote city-wide messaging about healthy eating habits and food choices.
- EJ-4.10 Review applications for off-sale alcohol licenses to ensure that over concentrations of off-sale alcohol do not occur in or near residential areas.



Urban Agriculture

- EJ-4.11 Encourage and simplify the process of developing community gardens within or adjacent to neighborhoods and housing development sites.
- EJ-4.12 Through updated zoning regulations, allow community gardens as an amenity in required open space areas of new multifamily and mixed-use development projects.
- EJ-4.13 Explore opportunities for community-supported agriculture within the community.
- EJ-4.14 Identify properties, vacant and developed, that are suitable for community gardens, and work with landowners to determine interest and availability.
- EJ-4.15 Facilitate the installation of community gardens at senior centers, particularly those that provide meals to seniors.
- EJ-4.16 Educate the public on how to grow and maintain a private or community edible garden.

5: Healthy and Affordable Housing

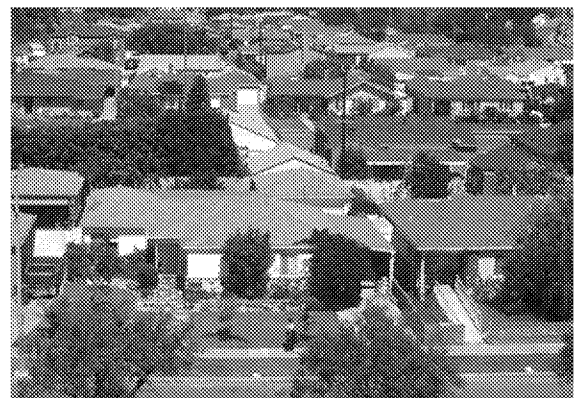
Housing affordability is a major concern for many Los Angeles County residents. Housing constitutes the single largest monthly expense for most people, and among homeowners, their homes are often their largest financial assets. Given the high cost of housing in Los Angeles County, many residents spend a sizable portion of their incomes on housing.

As outlined in Section III, the term “severe housing burden” is defined as housing expenses totaling 50% or more of monthly income, and housing burden disproportionately affects low-income individuals, renters, and disadvantaged communities. Housing burden can negatively impact health by causing significant stress and limiting the amount of money people have available to spend on other necessities, such as food, healthcare or recreation. The City of Inglewood has a history of supporting and providing affordable housing for Inglewood residents, nonetheless rental rates in Los Angeles County are continuing to rise and although the City of Inglewood still has lower rents than comparably sized cities in the region, the ability of some residents to pay is decreasing significantly. According to the Inglewood Health Profile prepared by Los Angeles County in 2018, 65% of Inglewood residents rent their homes, compared to only 56% county-wide. In addition, 30% of households in Inglewood experience a severe housing burden, which is also more than the Los Angeles County average.

At the Community Workshop and Focus Group Meetings held for this planning process, increasing rents and housing burden was the most critical issue, and residents are increasingly being priced out of Inglewood. Providing protections for low-income renters, particularly as property values and rents in Inglewood continue to increase, is a top priority for the City. As such, in 2019 the City implemented rent stabilization and just cause eviction ordinance.

The high cost of housing can also affect health by limiting housing choices for lower income residents to less healthful units. Living in poor quality housing can increase exposure to environmental hazards, such as lead, molds, and vermin.

Lead exposure during childhood is a particular concern as it can adversely impact brain development.



Exposure to molds and cockroaches can worsen underlying respiratory conditions, such as asthma in children. In addition, much of the housing in Inglewood may be next to or near sources of pollution, such as the I-105 and I-405 freeways and the Los Angeles International Airport, further impacting air quality and producing high noise levels.

Goal: A City with safe and sanitary housing conditions and affordable housing options.

Policies

Housing Conditions

- EJ-5.1 Investigate incorporating a healthy homes inspection into existing code enforcement inspection procedures to identify and require remedy of pollutants.
- EJ-5.2 Ensure new residential building and site design provides good moisture control through proper site drainage, roof drainage, natural ventilation (and mechanical where necessary), and sound plumbing systems.
- EJ-5.3 Identify funding for education and remediation of lead and other housing hazards to benefit low-income families.
- EJ-5.4 In addition to the requirements of the Building Code, encourage the use of green, healthy building materials that are toxin free in residential construction.
- EJ-5.5 Raise awareness about how to minimize risks associated with lead-based paint.
- EJ-5.6 Educate and/or provide resources for weatherization measures that can improve housing conditions and reduce mold.
- EJ-5.7 Support collaborations between public health professionals, environmental health inspectors, and building departments to connect clients with professionals who can assess and address multiple aspects of housing that affect health and safety.
- EJ-5.8 Promote efficient public outreach programs to enhance the rehabilitation of substandard housing.
- EJ-5.9 Utilize federal, state, local and private funding programs offering low interest loans or grants, and private equity for the rehabilitation of rental properties for lower income households.

Housing Affordability and Displacement

- EJ-5.10 Encourage the retention of rent stabilization and just cause eviction policies in the City.
- EJ-5.11 Promote equitable transit-oriented development that includes both affordable and market rate housing.
- EJ-5.12 Support the development of housing to meet the needs of large households.
- EJ-5.13 Support programs to prevent against violation of tenants' rights through education and outreach.
- EJ-5.14 Study and assess the efficacy of a variety of additional anti-displacement strategies, and implement selected strategies, to maintain and increase the availability of affordable housing:
 - a. Inclusionary zoning – create requirements to promote the construction of affordable housing in conjunction with market-rate development.



- b. No net loss of affordable housing (within one-half mile of Metro Light Rail Stations – both income restricted and existing affordable housing based on 2020 Inglewood rental levels).
- c. Jobs-housing linkage fees.
- d. Value capture strategies - create a fund that leverages developer fees and other fees to fund new affordable housing projects.
- e. Developments dedicated to affordable and workforce housing, including limited-equity housing cooperatives, community land trusts, nonprofit-run housing, or city-owned lands that provide affordable housing.

6: Public Facilities

State law defines “public facilities” as public improvements, services and community amenities that benefit the community. They include facilities such as streets and roads, government buildings, schools, and public open space. Public improvements and programs also benefit the community and include amenities such as new development projects, recreation programs, and streetscape improvements. Public facilities are often directed to more affluent areas of the community where residents typically have a greater say in decisions that affect their environment. Disadvantaged communities have traditionally had fewer public investments in their neighborhoods, and also less access to public decision makers who decide where new facilities are placed.

At the Community Workshop and Focus Group meetings held for the Environmental Justice Element, residents indicated that there aren’t enough parks, community centers and active recreation centers, particularly those that are free of charge and with restroom facilities. In fact, some residents stated they frequent community centers in nearby cities. In addition, residents addressed programming needs and identified the need for more and better youth programs, affordable daycare and mentorship programs. Finally, residents identified the need for facilities outside the direct control of the City, such as hospitals and better schools.

SB 1000 calls for cities and counties to develop policies and programs that prioritize facilities that benefit disadvantaged communities. In evaluating a new public facility, the jurisdiction should ensure it has a measurable benefit to the community and address whether it is particularly advantageous to disadvantaged communities. As such, the City of Inglewood’s goal related to Public Facilities is as follows.

Goal: Adequate and equitably distributed public facilities are available in the community.

Policies

- EJ-6.1 Ensure the City provides equitable public improvements and community amenities to all areas of the City.
- EJ-6.2 Prioritize the City’s capital improvement program to address the needs of disadvantaged communities.
- EJ-6.3 Plan for the future public improvement and service needs of underserved communities.
- EJ-6.4 Provide a park system that provides all residents with access to parks, community centers, sports fields, trails and other amenities.



- EJ-6.5 Acquire additional property for active recreational activities (e.g., sports fields, tracks) for use by Inglewood residents.
- EJ-6.6 Provide ongoing infrastructure maintenance in existing residential neighborhoods through the capital improvement program.
- EJ-6.7 Require that new development pays all applicable development fees to ensure it pays its fair share of public facilities and service costs.
- EJ-6.8 Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.
- EJ-6.9 Work with the Inglewood Unified School District to analyze joint use agreements at local schools to enable recreational fields to be used by the community after school hours.
- EJ-6.10 Coordinate with the Inglewood Unified School District, transit agencies and other public agencies to provide adequate public facilities, improvements and programs to the City of Inglewood.



Section V: References

- Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind.
Environ Sci Technol. 2014 Jun 17;48(12):6628-35. Epub 2014 May 29.
- California Air Resources Board:
Funding Guidelines for Agencies that Administer California Climate Investments; August 2018.
- California Environmental Protection Agency:
Environmental Justice website, <https://calepa.ca.gov/envjustice>, accessed various dates 2019.
- California Environmental Protection Agency:
Office of Environmental Health Hazard Assessment (OEHHA), CalEnviroScreen 3.0,
<https://oehha.ca.gov/calenviroscreen> website accessed various dates, 2019.
- California Environmental Protection Agency and California Air Resources Board:
Air Quality and Land Use Handbook, A Community Health Perspective; April 2005.
- California Environmental Justice Alliance and Placeworks:
SB 1000 Implementation Toolkit: Planning for Healthy Communities. October 2017.
- City of Inglewood:
Active Transportation & Safe Routes to School Plan, June 2018.
- City of Inglewood:
Envision Inglewood, June 2018.
- City of Inglewood:
General Plan.
- Federal Highway Administration:
Three-Part Approach to Highway Traffic Noise Abatement,
https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide01.cfm, website accessed July 2019.
- Los Angeles Almanac:
Labor Force & Unemployment By City & Unincorporated Community, September 2017,
<http://www.laalmanac.com/employment/em03.php>.
- Los Angeles Metro and the City of Inglewood:
Inglewood First/Last Mile Plan, January 2019.
- Los Angeles County Department of Public Health:
City and Community Health Profiles/Inglewood, June 2018
- Social Justice Learning Institute, et al.:
Inglewood & Lennox Greening Plan; December 2016.
- Southern California Association of Governments:
Profile of the City of Inglewood, May 2019.



South Coast Air Quality Management District:

Final 2016 Air Quality Management Plan, March 2017.

South Coast Air Quality Management District:

2018 National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin.

UCLA Center for Health Policy Research:

California Health Interview Survey Website, Accessed 6/21/19.

United States Environmental Protection Agency:

Equitable Development and Environmental Justice – Gentrification website,

<https://www.epa.gov/environmentaljustice/equitable-development-and-environmental-justice>, accessed July, 2019.

United States Environmental Protection Agency:

Environmental Justice website, <https://www.epa.gov/environmentaljustice>, accessed various dates, 2019.

United States Environmental Protection Agency:

Toxics Release Inventory (TRI) Program website, <https://www.epa.gov/toxics-release-inventory-tri-program>, accessed various dates 2019.

United States Department of Housing and Urban Development (HUD) 24 CFR Part 51:

Environmental Criteria and Standards, <http://www.hudnoise.com/hudstandard.html>, website accessed July, 2019.

World Health Organization

The Determinants of Health, website accessed 5/23/19, <https://www.who.int/hia/evidence/doh/en/>



Appendix A

City of Inglewood Environmental Justice Element

Community Workshop – Small Group Meeting Notes and Sign-In Sheets

January 17, 2019, 6:00 – 8:00 PM
Inglewood City Hall, 1st Floor Community Meeting Room

Group 1

Facilitator: Eneida Talleda, T&T Public Relations

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
 - Make presentations at Senior Centers.
 - Reach out to youth at schools and libraries.
 - Reach out better to younger generations.
 - Outreach to schools and at schools and colleges.
 - Peer-to-peer outreach and training.
 - Use technology more for communications.
 - Use Nextdoor app.
 - Put notifications in grocery stores, schools.
 - This group heard about this community meeting mostly from utility bill inserts, but also from Eye on Inglewood, City website, Nextdoor.com, Council member newsletters, and emails.
2. *What areas of the City have pollution and how could this be improved?*
 - Flight path is affected by diesel pollution and noise. The City needs to expand sound insulation area and adhere to time restrictions for air traffic.
 - Air pollution from traffic is bad and getting worse.
 - Low quality appliances in apartment complexes.
3. *What barriers to mobility exist in the City and how could these be improved?*
 - Sidewalks are torn up from tree roots and other damage.
 - Dangerous to ride bikes because of cars. Educate drivers about bicyclists on billboards.
 - Look at Disneyland for potential mobility solutions.
 - Use police trainees to enforce traffic laws and calm traffic.
 - Have a bus or shuttle system that takes residents to specific destinations.
 - Parking is constrained.
 - Carshare program (Blue LA) is a potential solution.
 - Buses in the City are not safe.
 - The City needs its own transit system.



4. *Is affordable and healthy food readily available in the City of Inglewood? If not, how could it be improved?*
 - Fresh food is not within convenient walking distance.
 - Fresh food options are not affordable.
 - We need a farmer's market.
 - We need to go outside Inglewood for a quality market.
 - Inglewood needs a Trader Joe's, Fresh and Easy, and/or Whole Foods Market.
 - There should be a fresh food program for schools which could feature Harvest of the Month, for example.

5. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
 - Rapidly increasing rent is causing people to leave, especially the younger people, they're just not staying.
 - Bring back the first-time homebuyer program and give priority to existing Inglewood residents. Create a "legacy ownership" program for residents and their direct descendants/family members.
 - The City needs rent control.
 - The City needs more police patrols.
 - We need better quality appliances in multi-family apartments.
 - Wiring in the right-of-way appears dangerous.

6. *What public facilities, improvements or programs are needed in underserved areas of the City?*
 - Parks need improvement and more youth programs.
 - Inglewood needs more hospitals.
 - The City needs a special event information center so residents can see what's coming up and avoid high-traffic areas – website posting, hotline, app with notification to phone, etc.
 - Affordable daycare is needed.
 - The community needs a bowling alley and entertainment.
 - Trash needs clean-up. There is a lot of trash in the city.
 - We need better schools.
 - Traffic calming is needed, such as speed bumps on Kelso Street and Eucalyptus Avenue.

Group 1 Ranking of Issues:

1. Mobility
2. Pollution – including trash around the city
3. Housing
4. Public engagement and Facilities (tied)
5. Food



Group 2**Facilitator: Jean Ward, Civic Solutions**

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
 - Getting on email lists for City Council members is best way to receive information in the City.
 - Local newspapers and Council newsletter provide a lot of information.
 - Non-profit organizations and churches also provide information.
 - As a resident, you should reach and get yourself involved.
 - Information from the City is shared well, but when the community vision does not align with the City's, dissenting groups are not heard.
 - The City needs to do more door-to-door reaching out so people aren't intimidated to speak up; the Council should get out into the community more.
 - The Mayor's Facebook questionnaire (reached by a link on the City's website) about rent increases of 25% or more is a great way to reach out. However, there were few who responded.
 - This group heard about this community meeting from Eye on Inglewood, Council member newsletters, and Uplift Inglewood.
2. *What areas of the City have pollution and how could this be improved?*
 - The Clipper's arena and Forum area have a huge increase in traffic and pollution from traffic. Rents are also skyrocketing.
3. *What barriers to mobility exist in the City and how could these be improved?*
 - The City needs more bicycle infrastructure. It's not very safe everywhere. More bike lanes are needed.
 - Traffic problems are a major issue to mobility in the City.
4. *Is affordable and healthy food readily available in the City of Inglewood? If not, how could it be improved?*
 - No concerns with access to healthy food.
5. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
 - The City needs rent control. People are unaware of their rights as renters.
 - Rent control is a huge issue citywide, but speculation arounds the Rams stadium is a major problem with corporate buyouts of apartment buildings and rents increasing by over 100%.
 - The City needs policies in place to stop corporate speculation.
 - This issue of housing and rent stabilization will change the face of Inglewood and we need an ordinance to cap rent increases.
 - People are leaving Inglewood due to rent increases.
 - Because of the housing issue, people in Inglewood have less and less disposable income, and are therefore spending less money on food, recreation, doctors, exercise, etc., which dramatically affects their health.
 - Overcrowding is also an issue, and there is an increase in the spread of diseases due to overcrowding.
 - Rents are increasing the most near the stadium.
 - Developers of new projects needs to pay their fair share, including providing low income housing in new projects and providing other community amenities and benefits.
 - The City needs to stand up for just-cause eviction and invest in more affordable housing.



6. *What public facilities, improvements or programs are needed in underserved areas of the City?*

- The community needs a mentorship program for inner-city youth. This program would focus on study skills, making good life choices, entrepreneurship, provide field trips to other communities to expand ideas and see other ways of living. This could be provided through the City's Parks and Recreation Department. People are ready to start these programs.
- Gangs are still part of this community. More youth diversion programs are needed. The Social Justice Learning Institute (SJLI) has such programs, but more are needed.
- The City should require large development projects to fund these programs through community development agreements.
- Many public facilities in the community are "pay to play". Community centers are free to residents, but there is no free track for youth track groups. The community needs a track, more active recreational facilities, and more community centers.
- The senior centers in the City are good, as well as transportation for seniors (shuttles, etc.).
- The City needs to create a position for a "Healthy Fitness Commissioner," who could oversee new programs.

Group 2 Ranking of Issues:

1. Housing – Rent control
2. Facilities and Programs – Recreational facilities, especially a running track, a mentorship programs for inner-city youth, and a Healthy Fitness Commissioner
3. Pollution – Traffic, especially near the major improvements (i.e., Forum and stadium)
4. Mobility – More bike lanes and connections are needed



Group 3**Facilitator: Phyllis Tucker, T&T Public Relations**

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
 - Get more information to people on how they can get engaged – commissions, utility bill inserts.
 - Create more access points and go to where people are.
 - Provide child care for disadvantaged, such as opening the library while parents are at meetings.
 - Offer giveaways such as incentives, prizes, food, etc.
 - Go to the people instead of them coming to you, such as going out to community centers and making announcement in local churches.
 - Work through school districts and organizations that work with students and children.
 - Work with senior centers and places that work with seniors.

2. *What areas of the City have pollution and how could this be improved?*
 - Incentivize block clubs to get involved in clean up in their neighborhoods.
 - Increase in tourism is likely to result in more trash and exacerbate noise and traffic.
 - The City needs stronger enforcement or better regulations governing where pets are allowed to be. For example, allowing pets to sit in shopping carts in the supermarket is unhealthy and could lead to serious health concerns for other people.
 - We need increased greenspace and more access to open space, such as parks, more trees, etc.
 - The airport is a major source of pollution with the noise and jet exhaust, which causes paint on cars to peel.
 - Noise is an environmental problem for people who have kids. It interrupts sleep patterns and makes people angry.
 - The City needs more trash cans. There is trash and litter at bus stops.
 - Retail owners (supermarkets, restaurants, etc.) need to clean up and provide more landscaping and trash bins. There should be more code enforcement.

3. *What barriers to mobility exist in the City and how could these be improved?*
 - We need more public transportation and a greater reliance on public transit (shuttle, metro).
 - The City needs to double down on “First/Last Mile” strategies and provide more access to transit (bus and rail), encourage walking and fewer car trips.
 - Everything costs money and transportation in all forms is too costly. Government doesn’t always have money; however, funds are available through cap and trade and grants that are earmarked for transit.
 - Automobile drivers do not like bicycles and this is a disincentive for bike riding. Drivers make it dangerous for bicyclists to use the road. The City needs to invest in bike infrastructure.
 - Choices are limited for making basic decisions about getting from place to place such as what mode of transportation to take for daily activities, availability of options, convenience, routes, wait times. If a person wanted to walk or take transit to the grocery store, it would be a huge inconvenience because of cost and time.
 - Many streets are not walkable. Crosswalks are limited and can be dangerous to cross, uneven sidewalks need repair, and cars go way too fast.



4. *Is affordable and healthy food readily available in the City of Inglewood? If not, how could it be improved?*
 - There is a need to increase programs like Meals on Wheels.
 - We should have more community gardens, rooftop and urban gardens.
 - Educate the public on what we can do, such as how to grow and maintain a community garden.
 - Educate people about health risks such as diabetes, that they are more likely to incur due to poor eating habits
 - More funds should be dedicated to promoting more events similar to what the Social Justice Learning Institute (SJLI) is doing.
 - The City needs more grocery stores that offer choices, including organic and non-GMO food, and that accept CalFresh and EBT cards.
 - The City needs more choices of food and grocery stores overall.
5. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
 - There is too little affordable housing.
 - Low income families are being pushed out through gentrification.
 - The City needs more safe shelters for the homeless population.
 - The City needs rent control.
 - Without affordable housing and rent control, the homeless population increases.
6. *What public facilities, improvements or programs are needed in underserved areas of the City?*
 - We need more community centers like the Inglewood Senior Center, and something for every demographic.
 - We need more youth facilities in every district.
 - The City needs improved police facilities.
 - We need better trash pickup.
 - The City needs more parking.

Group 3 Ranking of Issues:

1. Pollution
2. Safe and affordable housing
3. Barriers to mobility, affordability and healthy food, public facilities (tied)
4. Engagement



Group 4**Facilitator: Mary Wright, Civic Solutions**

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
 - Not having to work two jobs.
 - The majority of disadvantaged people don't have seat at table.
 - 200 Block Clubs – present information to Block Club – they share information.
 - Block captains have meetings in districts – all districts should have them.
 - District 4 formed a separate group. Neighborhood association (her Block Club just has a few apartments in it but the neighborhood association does well and they share information) (Century Heights).
 - Council “Town Hall Meetings” are good.
 - Use social media for engagement.
 - Want other vehicles to get it out – want central location so all are clued in to what's going on. City needs to take responsibility to do this.
 - The City should do Public Service Announcements (PSAs) on digital billboards, and publish in the newspaper too.
 - City Council meetings are now on video to watch on the computer.
 - City Council meetings not conducive to public input. The time for speakers is short and they don't input into City business.
 - This group heard about this community meeting from water bill inserts, district newsletter, and Inglewood news on Facebook.

2. *What areas of the City have pollution and how could this be improved?*
 - There is pollution around the stadium. There is dust from the stadium and watering doesn't work. The Air Quality Management District (AQMD) needs to conduct a site visit.
 - Good Neighborhood Program – a couple areas around stadium construction site are given resources to clean homes/cars but it's limited.
 - There should be gift cards for local residents to buy air filters, get car washes, and get the vents cleaned.
 - There is also dust from Metro construction and are cracks in buildings from Metro construction.
 - Apartments in South Inglewood, which is mostly apartments, have smaller setbacks and less landscaping.
 - There is noise pollution from the airport.
 - Air pollution going to get worse from extra traffic from events at the new venues.
 - The Playa Vista development will incur traffic and decrease air quality too.

3. *What barriers to mobility exist in the City and how could these be improved?*
 - Major changes in infrastructure are needed for bicycle and pedestrian improvements.
 - The City needs more bicycle infrastructure, curb cuts, etc.
 - There should be areas where no cars are allowed, such as Market Street.
 - We want electrical scooters and rental bikes. The City should proactively allow scooters.
 - There are State restrictions on biofuels (vegetable oil). The City should take the lead and lessen restrictions for personal use.



- There are few curb cuts for bike, strollers, and wheelchairs.
 - There is a lack of sidewalks from La Tijera Boulevard to Sepulveda Boulevard, and no sidewalk by 7-Eleven.
 - You can't walk to the Hendry Metro stop (Crenshaw line southwest bound).
 - There needs to be a way to the airport (three-quarters of a mile are not connected but a people mover is coming).
4. *Is affordable and healthy food readily available in the City of Inglewood? If not, how could it be improved?*
- Food access is better in the last ten years, but it could be better.
 - Inglewood lost the farmer's market, and we want a new one (maybe at Market Street or at the Forum).
 - People like Torrance and Culver City farmers markets.
 - Farmers markets need community support!
 - Have community gardens at places such as Hyde Park Library and La Tijera School.
 - We don't have CO-OP community garden, and have to be careful about soils for community gardens as there was a lot of former oil.
 - 63% of people in Inglewood live in apartments, and should have access to crates for community gardens.
5. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
- Rents are too high!
 - The City needs rent control.
 - Rents (residential and business) are increasing exponentially.
 - Property values and rents are going up, and incrementally added taxes add up.
 - Lots of investors are buying up buildings on the same block.
 - A lot of owners are fixing up their places for Airbnb, but Inglewood just implemented new restrictions.
 - Rentals should be earthquake safe and have other safety measures; many apartments need to standard.
6. *What public facilities, improvements or programs are needed in underserved areas of the City?*
- District 4 has no community room.
 - Inglewood needs a community center (people go to the Carson or Lawndale community centers).
 - We do not have enough libraries and community centers.
 - The amphitheater was upgraded, but it needs shade.
 - The Fox Theatre should be renovated. The owner is holding off for the best offer.
 - The City needs to support and help the homeless. Do we have winter shelters? There are a lot of homeless at Darby Park and the police keep order.
 - Public safety is important too!



Group 4 Ranking of Issues:

1. Affordable housing
2. Pollution – Dust from stadium and Metro creating problems
3. Mobility – Make rail accessible and provide infrastructure for biking and walking and street calming
4. Community engagement – Use billboards to get the word out; we keep meeting and nothing gets done
5. Public facilities – Need more green places and a greening plan
6. Healthy food – Bring back a farmer’s market



Group 5**Facilitator: Wanda Flagg, T&T Public Relations**

1. *What would help disadvantaged persons in the City of Inglewood get engaged in the public decision-making process?*
 - Need real job training programs as well as financial literacy training for youth and families.
 - The community is uniformed and misinformed. The City should do better to disseminate information.
 - The majority of the City is renters, but information doesn't flow to renters as it does to property owners in utility bills.
 - Inglewood renters can access information on Eye on Inglewood, if they are set up on Facebook.
 - Sources of information are also Inglewood Today magazine and City text alerts if residents know how to sign up for them.
 - There should be mobile council meetings and civics lessons taught in schools.
 - There needs to be community benefit agreements for all large corporations that do business in Inglewood – “fee” not tax on every ticket or a “good neighbor agreement”.

2. *What areas of the City have pollution and how could this be improved?*
 - Expand the noise pollution abatement program to the north and south of current area
 - There is air pollution and overabundance of particulates from the airport.
 - Need vehicle emissions solutions and better ways to get across the City – maybe electric trams on main corridors.
 - There is light pollution and digital distractions. New over-sized billboards are not good additions.
 - Knowledge of trash collection rules/practices is a serious issue in neighborhoods with large numbers of apartment complexes, especially for large item pick-up.
 - Screens on storm drains are not cleared causing water and debris to back up.

3. *What barriers to mobility exist in the City and how could these be improved?*
 - Poor street conditions – a lot of pot holes cause damage to cars and lead to traffic accidents.
 - There is a lack of lighting and issues with visibility and safety.
 - Parking restrictions need to be enforced.
 - There needs to be better traffic flow management, especially during construction and events.
 - The City needs sidewalk improvements for pedestrians, such as repairs due to tree roots.
 - The City needs low cost and low/no emissions transportation in all areas, not just downtown.
 - The City needs better and repainted parking spaces.
 - There needs to be sensitivity to wheelchair access.

4. *Is affordable and healthy food readily available in the City of Inglewood? If not, how could it be improved?*
 - Healthy and affordable food is not easily available.
 - We need a community garden with a farmer's market attached.
 - The City should encourage health conscious food establishments (locally owned if possible).
 - There are areas of the City that don't have markets – we need markets in every district and better access to fresh produce.
 - Encourage minority-owned businesses to join forces to establish a co-op with City incentives (from “good neighbor policy”).
 - Have area restaurants conduct cooking classes and teach life skills.



5. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
- There is not enough affordable housing for working-class residents, who are not low income.
 - The City needs rent stabilization. We need to look out for “Mom & Pop” landlords, not outside influencers.
 - Promote affordable housing and development with new product to incentivize rent stabilization (both residential and commercial).
 - Diversify the housing stock to give people stepping stones to ownership.
 - Expand current TOD housing so TOD is not specific to one corridor and develop incentives.
 - Make sure new development is in sync with the aesthetics of the area.
 - Starting with corporate buyers, City must establish a quantity of units required to be affordable.
 - Better parking is needed overall.
 - First-time homeowners’ program for long-time residents are needed.
6. *What public facilities, improvements or programs are needed in underserved areas of the City?*
- Youth engagement programs and community centers are needed, as existed in years past.
 - There are no softball programs for girls!
 - Professional teams should be required to adopt schools.
 - All the playing fields at city parks need to be redone and improved (lighting, etc.).
 - Teachers and counselors at in IUSD deserve/need equitable pay
 - There should be etiquette and self-esteem programs.
 - Pocket parks with bathroom facilities are needed.
 - Council meetings should be in the evening only, with mobile meetings in neighborhoods.
 - Reinstate the mobile assistance program (tires, battery jump).
 - What is the long-term plan for expansion of LAX?
 - Establish a performing arts venue and programs.
 - Educate the communities through outreach on civic engagement and opportunities.
 - We should have more movies in the park.
 - Engage more residents in communal activities, i.e. working together on the City of Inglewood Rose Parade Float.
 - We need free Wi-Fi citywide.
 - With new hotel development, establish hospitality training so residents can be equipped to fill those new jobs.

Group 5 Ranking of Issues:

1. Housing
2. Public Facilities and Programs
3. Other issues tied



Appendix B

City of Inglewood
Environmental Justice Element
Focus Groups Summary Report

Meeting Notes

February 26, 2019

Inglewood City Hall, 1st Floor Community Meeting Room

Focus Group 1 – English-language Group | 4:00 – 6:00 PM

Facilitator: Phyllis Tucker, T&T Public Relations

Participants:

<i>Name</i>	<i>Rent or Own</i>	<i>Years in Inglewood</i>	<i>Inglewood District</i>
Alma	<i>Own</i>	<i>50</i>	<i>1</i>
Sabra	<i>Rent</i>	<i>3</i>	<i>4</i>
Rechenda	<i>Own</i>	<i>20</i>	<i>1</i>
Adissa	<i>Own</i>	<i>20</i>	<i>1</i>
Centhia	<i>Own</i>	<i>20</i>	<i>4</i>
Philistia	<i>Own</i>	<i>55</i>	<i>4</i>
Diane	<i>Own</i>	<i>39</i>	<i>1</i>
Amber	<i>Own</i>	<i>35</i>	<i>2</i>
Juanita	<i>Own</i>	<i>40</i>	<i>4</i>

General Questions

7. *What changes have you seen in your community over the past 5 or 10 years? How about just the last 2 years?*
- More dogs (more dog feces on streets), more trash on street.
 - A lot more wildlife – possums, racoons, coyotes.
 - A lot more parking issues. Before you could park anywhere and now lots of people living in their cars on the streets.
 - A lot more homeless people.
 - Wildlife coming from all of the construction and tearing down of buildings.
 - Crime issue has gone down in District 2. Close to Don Lee Farms (food production). They are good about working with neighbors about adjacency issues – improvements with trees, lights, safety issues.
 - One of the changes is a result of personal involvement in the community and neighborhood.
 - Get to know your Council members.
 - A lot more cars on the residential blocks. Everyone parks on the street. Parking is really bad. Nobody uses their garages.



- Why are there so many 99 cent stores? Why does Inglewood have only crummy stores instead of nice stores? More and more bad stores have been coming. There is no nice market. Retail development is less desirable in Inglewood.
 - Once the stadium is built, there are going to be nice stores and a nice hotel.
 - Folks need dollar stores but still would like to have nice stores as well.
 - Fixing the streets has improved, but a lot more traffic coming down neighborhood streets. Traffic has gotten worse. Homelessness has gotten worse.
 - Parking is terrible. Families are double and triple parked on dead-end streets. These are renters, not owners.
 - Many people buying homes or moving out and renting them out for special needs. Many homes for foster kids, and recovery facilities (alcohol and drugs), which is sometimes scary since you don't know them, and they are on medication and recovering. Folks move out and rent their houses for mentally ill, drug addiction recovery, etc. Halfway houses. This isn't necessarily a good change. We don't take walks like we used to because you don't know how safe it is.
8. *How do you feel about living in this community? Why?*
- All love living in Inglewood.
 - Its centrally located.
 - It's becoming Culver City with the redevelopment.
 - We're going back to where we need to be – a vibrant City like when it was founded in the 1920's.
 - It is more affordable than the rest of Los Angeles.
 - It has the best weather with the ocean so close.
9. *What do you like best about living in Inglewood?*
- My neighbors! Everyone has been here a long time and raised children together.
 - I like the community we've built.
 - It is a true community.
 - In Inglewood, Council members are accessible, and you can talk to them.
 - Availability of City Hall and Council members.
10. *What would make Inglewood a better place to live?*
- Constant improvement and keep making better parks, better streets, better development.
 - Ribbon cutting for Girl Scout Headquarters was amazing – this is an example of positive new development coming to Inglewood.
 - People need to keep positivity. Change is good. Open up and embrace the change. It's a good thing.
 - Small improvements to quality of life issues can make a big change – trash pick-up, street cleaning, enforcement of trespassing, tree trimming, enforcement of loitering, speeding enforcement, parking enforcement. Pay more attention to the little things! That will greatly improve quality of life.
 - Most of the City's problems are from people passing through. On street like Manchester and 90th people speed through the City. People also stop and drink and trash up the City.
11. *What do you think are the biggest problems or challenges the residents of Inglewood face every day?*
- Rent control. We are losing good residents because rents are creeping up too high.
 - Homelessness is a big problem too.
 - People are moving out to other areas or becoming homeless.



- Rents are doubling - from \$700/month to \$1,500/month.
- There are problems with multi-generational living in one house. This adds to the parking problem. Young adults move back in with their parents and then have kids of their own. This puts a strain on the City and on the older generation. The younger generation has different values.
- District 2 has always been diverse. Asian, Hispanic, black, white all within a two-block area. It's wonderful.
- Everyone gets along in the diverse neighborhoods. Everyone loves their neighbors.
- The City is getting more diverse – it used to be just black and Hispanic. Now it's Caucasian and Asian too.
- Owners of apartment buildings need to be involved and set rules. This will help neighbors in apartments treat each with respect. The owners need to be involved. Their involvement makes for a good condo/apartment complex.
- The recent influx of investors makes everyone digress because they are not personally involved; they are just in it for the money.

12. *Where do you get information about services and programs that help Inglewood residents?*

- City website.
- Call City Hall.
- The book that City sends out – called “Inglewood”. It's a seasonal magazine in Spanish and English about what's going on in the community and where to get information.
- Community centers.
- Senior center.
- Inglewood Next Door.

Environmental Justice Topics

7. *As an Inglewood resident, are you regularly involved in the public decision-making process? Yes or No?*
- Three say yes, six say no.
8. *What would help you be more involved in the public decision-making process?*
- If we knew when the meetings were. Parking Commission, City Council, Code Enforcement. When are these meetings? We would go if we know when and where.
 - A lot of people don't use the City website.
 - A mailer would be helpful.
 - Mailers from Council Districts and in water bills.
 - Mailers always work – go back to old school!
 - Council district newsletter comes out every Thursday as an email. This is great.
 - As a renter, you get information from your management company.
 - A lot of renters don't know that they have just as much right to come to City Hall and participate.
9. *What about disadvantaged persons in the City of Inglewood – what would help get them engaged in the public decision-making process?*
- Convincing them to be involved – disadvantaged persons don't necessarily think they have as much right to participate and be involved. Don't be afraid and encourage everyone to participate.
 - Mailers help. Many disadvantaged people do not go online for information.



- We need to help those who don't know how to participate by educating them.
- Someone from the City should visit churches, etc. to explain how to get involved.
- The main things is communicating.
- Give out flyers at Vons or 99 cents stores. Or poster boards/information boards at these locations. This way people see the information when they enter the market. It should be a big poster at eye level so everyone reads it, and in multiple languages.
- The digital boards with City information are hard to read when driving
- A lot of people don't have time to participate in the City. What about people who work all day? Need meetings after 6:00 pm.
- We need to get back to old-fashioned Block Clubs. This is where information is disseminated best. The Block Clubs meet regularly and vote on issues. Inglewood used to have lots of Block Clubs with very active neighbors. There are less now. We need to organize ourselves through Block Clubs.
- Information flyers that you could pick up in the grocery store or laundromat would be helpful.

10. *What areas of the City have pollution? What types of pollution does Inglewood have?*

- Air and noise pollution from factories.
- It makes people cough and sneeze.
- Air pollution has always been a problem in Inglewood.
- Airplanes going overhead are a huge problem. It sometimes shakes the house. And it's so noisy.
- They need to re-evaluate the flight path. New windows and insulation are offered for those in the flight path, but it is not enough. Those just outside the flight path have noise pollution as well.
- You can count the planes overhead, there are so many. It's constant.

11. *How could pollution be improved?*

- Trash – we need more street sweeping. Not the machines, but the guys with the blowers. They do Market Street and La Brea, but we need more in the City to effectively get rid of the trash.
- Metro crew cleans bus stops. We need that.

12. *What barriers to mobility exist in the City? When I say "mobility" I mean being able to move or travel around the City easily.*

- Parking! A lot of cars park at the curb where people in wheelchairs need to cross the street, so people can't cross easily.
- There will be a new train system coming through so that will be great.
- More bike lanes have been coming as well.
- People are walking more and more.
- Dogs are a problem. It's difficult to walk sometimes.

13. *Is affordable and healthy food readily available in the City of Inglewood?*

- No. We have too many fast food restaurants.
- You have to look for the healthy food. Look for the superior grocers who have organic and healthier options. Many people travel to Vons and Ralphs in Venice and Torrance. You have to search for it within Inglewood. We have it, but you have to look for it.
- There is a Famers Market as well but it's tiny.
- We need more healthy food store and markets.



14. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*

- Not enough affordable housing.
- Need rent control!
- Need better code enforcement.
- Illegal additions are not up to code, it's dangerous for everyone.

15. *What public facilities are needed in underserved areas of the City?*

- Homeless resources.
- Call 211 for things like homeless resources. They will direct you.
- 211 has a lot of information on all topics.
- More police patrol. Never seen a police car go around the community just to patrol. You see them policing the area (giving tickets, picking people up), but not patrolling. They need to be around more just to make their presence known.
- Police don't cite loiterers, which is problem because they are drinking, etc. They sit on vacant lots and charge people going to the Forum to park their car, and it's not their lot.

16. *Lastly, I'd like for you to rate the topics we just discussed based on what you think is the most important or most urgent topic in Inglewood.*

- See ranking sheet results below.

El Topic	1	2	3	4	5	6	7	8	9	TOTAL	AVG.
<i>Safe and Affordable Housing</i>	1	2	1	1	1	3	6	1	1	17	1.89
<i>Pollution/Environmental Issues</i>	3	4	3	5	2	1	2	3	2	25	2.78
<i>Public Facilities, City Improvements, Programs for Residents</i>	5	3	2	2	5	2	3	2	3	27	3.00
<i>Getting Disadvantaged People Engaged in Decision-Making Process</i>	4	1	5	3	4	5	1	4	5	32	3.56
<i>Mobility/Getting Around Town</i>	2	6	4	4	3	6	5	5	4	39	4.33
<i>Access to Healthy and Affordable Food</i>	6	5	6	6	6	4	4	6	6	49	5.44

17. *Using just one or two words, how would you describe your attitude about life in Inglewood?*

- Excellent.
- Improving.
- Good.
- Satisfied.
- Great.
- Good.
- Common.
- Comfortable.
- Great.



Question:

- Are there any regulations that make sure industrial uses are doing everything they can do to pollute less? There is a lot of industry next to residential neighborhoods Inglewood.

Answer:

- Industrial uses have to get an air quality permit through the Air Quality District. They are regularly monitoring the air pollution.



Meeting Notes

February 26, 2019

Inglewood City Hall, 1st Floor Community Meeting Room

Focus Group 2 – Spanish-language Group | 6:00 – 8:00 PM

Facilitator: Eneida Talleda, T&T Public Relations

Participants:

<i>Name</i>	<i>Rent or Own</i>	<i>Years in Inglewood</i>	<i>Inglewood District</i>
1. Claudia	<i>Rent</i>	30	1
2. Mariah	<i>Rent</i>	21	1
3. Clara	<i>Rent</i>	20	4
4. Amalea	<i>Own</i>	21	1
5. Angelina	<i>Rent</i>	15	1
6. Miguel	<i>Own</i>	35	2
7. Bertha	<i>Own</i>	35	2
8. Marco	<i>Rent</i>	35	2
9. Kenya	<i>Rent</i>	25	2
10. Martin	<i>Own</i>	10	2
11. Maria	<i>Own</i>	25	2
(Poncho)*			
(Arnold)*			

* Did not RSVP, however they sat in and occasionally contributed to the discussion.

General Questions

1. *What changes have you seen in your community over the past 5 or 10 years? How about just the last 2 years?*

5 years:

- More traffic and construction. Also more air pollution as a result of all the construction.
- Improved parks (Vincent Park etc.).
- The stadium will improve the city overall.
- The traffic is bad but good for the economy overall.

2 years:

- The improved parks are great for families and the community in general.
- Poor road conditions (partially due to construction).
- The water is more contaminated in Inglewood in comparison to other Los Angeles communities. You cannot drink the tap water.
- The rent has gone up significantly.



2. *How do you feel about living in this community? Why?*
 - Insecure - Residents living in District 4 complained of being too scared to go outside for walks, even in the daytime.
 - Residents living in District 2 in comparison said they feel safe and secure walking around in their neighborhoods

3. *What do you like best about living in Inglewood?*
 - There are many stores nearby.
 - Beautiful park (In reference to Vincent Park).
 - Hospitals, banks and markets are close and accessible.
 - Great climate.
 - Near the ocean.

4. *What would make Inglewood a better place to live?*
 - Cheaper rent.
 - Rent Control.
 - Better schools and teachers.
 - More police.
 - Train/subway stops for Inglewood.
 - More restaurants and markets (higher quality and more variety of options).
 - Improve quality of water.
 - Improve parking and road conditions.

5. *What do you think are the biggest problems or challenges the residents of Inglewood face every day?*
 - Higher tax rates for homeowners.
 - Increases in rent.
 - Construction and Traffic.

6. *Where do you get information about services and programs that help Inglewood residents?*
 - Alex Padilla/Ramon mailing list.
 - Flyers in the mail.
 - Inglewood magazine. (Contains list of events in Inglewood, released bi-annually).
 - WhatsApp with neighbors.
 - Neighborhood Watch.
 - City Hall.
 - Police station.
 - Inglewood website.
 - More active on social media (Twitter, Facebook).
 - LA Care.
 - St. Margaret center.
 - LA Times.
 - School Newsletters.



Environmental Justice Topics

1. *As an Inglewood resident, are you regularly involved in the public decision-making process? Yes or No?*
 - Two said yes, eleven say no.

2. *What would help you be more involved in the public decision-making process?*
 - People don't know when the meetings are.
 - Was not sure if you could attend without being a homeowner.
 - Send Flyers in the mail.
 - Put events in local papers. It would be better if the events were clearly labeled so residents could attend events they are interested in learning about.
 - Discounted parking for city hall so that people can attend the events without worrying about parking prices.
 - Phone Calls.
 - Post flyers in public places (Schools, Markets, etc.)
 - Post city events on YouTube live streaming.

3. *What about disadvantaged persons in the City of Inglewood – what would help get them engaged in the public decision-making process?*
 - Motivation. Neighbors can help by inviting disadvantaged neighbors to city and local community events.
 - Free transportation to city events for disadvantaged residents.
 - A daycare service or some form of service to watch children for disadvantaged neighbors.

4. *What areas of the City have pollution? What types of pollution does Inglewood have?*
 - There is trash near parks and contaminated water in some of the park lakes. It can smell bad sometimes.
 - Wildlife like cockroaches are more present in neighborhoods. Likely due to amount of construction occurring in Inglewood.
 - Air pollution from airplanes and airport.
 - Buses driving in the city and at LAX airport.
 - Noise pollution from airplanes and construction.

- *How could pollution be improved?*
 - The city can pick up trash around neighborhoods/communities.
 - Change the fixtures for the water to improve the water conditions.
 - Plant more trees to help with air quality.
 - Trash services should come to remove large trash (Couches, Sofas, etc.) two times a year.
 - Inform/fine residents to avoid littering in the city.



5. *What barriers to mobility exist in the City? When I say “mobility” I mean being able to move or travel around the City easily.*
 - It is better to walk in the city because traffic is so congested. Buses move slower than walking locally.
 - *How could mobility be improved?*
 - More bike lanes.
 - Small buses for local city transportation.
 - Train/Subway stops.
6. *Is affordable and healthy food readily available in the City of Inglewood?*
 - No. People travel to cities outside of Inglewood like Culver City, Westchester and Manhattan Beach.
 - *If not, how could this be improved?*
 - More markets. Not sure if Trader Joes and Whole Foods will come to Inglewood.
 - Excited about Aldi’s recently opening
 - Community Gardens
 - Farmers Markets
7. *What are the major issues regarding safe and affordable housing in the City of Inglewood?*
 - Rent
 - Taxes
 - *How can this be improved?*
 - Don’t raise taxes.
 - Rent control.
8. *What public facilities are needed in underserved areas of the City?*
 - Hospitals.
 - Improved roads.
 - Movie theatres.
 - New housing/apartments.
 - More police stations



9. *Lastly, I'd like for you to rate the topics we just discussed based on what you think is the most important or most urgent topic in Inglewood.*

- See ranking sheet results below.

EJ Topic	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	AVG.
<i>Safe and Affordable Housing</i>	1	5	6	2	1	2	1	1	1	2	4	6	1	33	2.54
<i>Public Facilities, City Improvements, Programs for Residents</i>	2	4	4	1	2	1	4	1	4	4	1	3	2	33	2.54
<i>Pollution/Environmental Issues</i>	4	2	1	4	1	3	5	2	5	6	3	1	3	40	3.08
<i>Mobility/Getting Around Town</i>	3	3	3	5		6	3	2	3	3	6	2	6	45	3.46
<i>Getting Disadvantaged People Engaged in Decision-Making Process</i>	5	6	5	3	2	5	2	2	2	1	5	5	5	48	3.69
<i>Access to Healthy and Affordable Food</i>	6	1	2	6	2	4	6	1	6	5	2	4	4	49	3.77

10. *Using just one or two words, how would you describe your attitude about life in Inglewood?*

- Insecure
- Insecure
- Insecure
- Happy
- Positive
- Mad
- Content
- Good and Favorable
- Very Happy
- Positive
- Happy
- Happy
- Happy



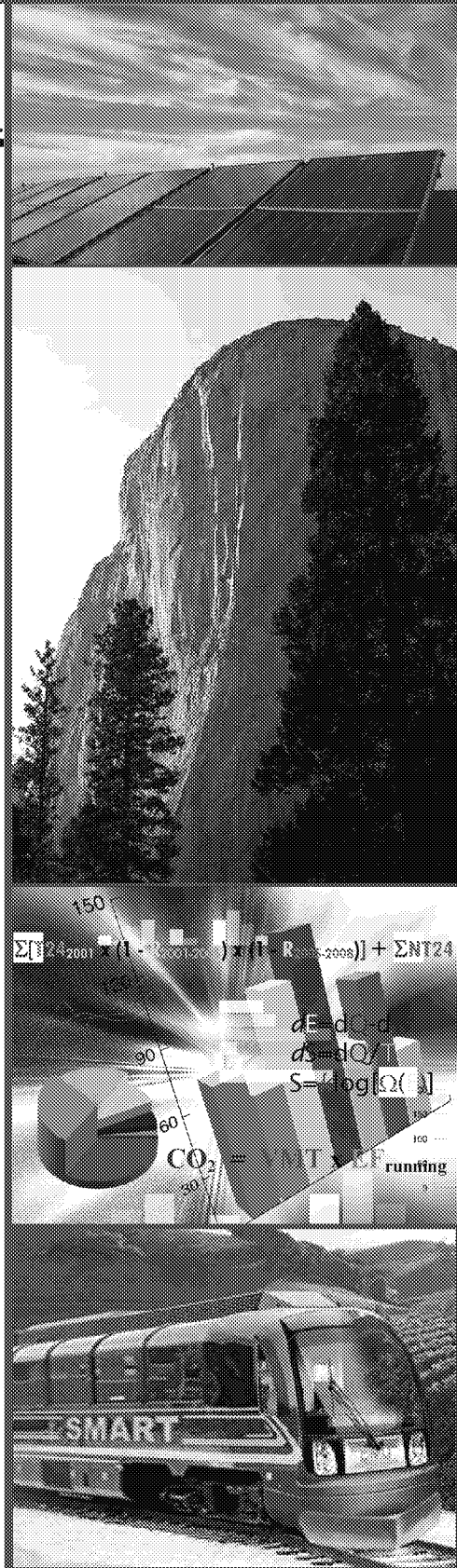
EXHIBIT 8



Quantifying Greenhouse Gas Mitigation Measures

A Resource for Local Government
 to Assess Emission Reductions from
 Greenhouse Gas Mitigation Measures

August, 2010



Additionality

In order for a project or measure that reduces emissions to count as mitigation of impacts, the reductions have to be “additional.” Greenhouse gas emission reductions that are otherwise required by law or regulation would appropriately be considered part of the existing baseline. Thus, any resulting emission reduction cannot be construed as appropriate (or additional) for purposes of mitigation under CEQA. For example, in the draft regulation for cap-and-trade, ARB specifies that in order to be eligible for offset credit, “emission reductions must be in addition to any greenhouse gas reduction, avoidance or sequestration otherwise required by law or regulation, or any greenhouse gas reduction, avoidance or sequestration that would otherwise occur.”⁶ What this means in practice is that if there is a rule that requires, for example, increased energy efficiency in a new building, the project proponent cannot count that increased efficiency as a mitigation or credit unless the project goes beyond what the rule requires; and in that case, only the efficiency that is in excess of what is required can be counted. It also means that if there is a rule that requires a boiler to be replaced with one that releases fewer smog-forming pollutants, and the new boiler is more efficient and also releases less CO₂, the reduced CO₂ can’t be counted as mitigation or credit, because the reductions were going to happen anyway. But if the boiler were replaced with a solar-powered water heater, the difference in emissions between a typical new boiler and the solar water heater could be counted.

From a practical standpoint, any reductions that are *not* additional have to be either included in the baseline or subtracted from the project, whichever is more appropriate. In preparing this Report, CAPCOA made determinations about requirements to include in or exclude from the baseline. A more complete discussion of those determinations is included in Appendix B.

Verification

Verification is the process by which we demonstrate that the emission reductions we have quantified for a project actually occurred. While not important for purely voluntary projects, verification in some form is a necessary step in most other circumstances. Verification is an important component in establishing the value of reductions that are made. It allows others to have confidence in the quality of the reductions. If the reductions are being made to satisfy an obligation to mitigate impacts, the agency with jurisdiction should be consulted to determine what standard of verification is needed. In some cases, independent, third-party verification is required. Not all regulatory programs specify third-party verification, however. For example, the U.S. EPA’s Mandatory Reporting Rule relies instead on routine compliance verification through a permit system.

⁶ ARB: “Preliminary Draft Regulation for a California Cap-and-Trade Program,” Section 95802 (a)(4), Dec., 2009; page 6.

EXHIBIT 9



March 24, 2020

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, A 90301
Ibecproject@cityofinglewood.org

Re: Comments on the Draft Environmental Impact Report for the Inglewood
Basketball and Entertainment Center (IBEC), SCH 2018021056

Dear Ms. Wilcox:

On behalf of the Natural Resources Defense Council and our members in Inglewood and throughout California, we submit the following comments on the Draft Environmental Impact Report (DEIR) prepared for the basketball arena project proposed by applicant Murphy's Bowl on behalf of the Clippers Basketball team (the "Project").

Introduction

As a preliminary matter, we note that the Project is materially different from that approved by CARB under AB 987. This is so because the projected GHG emissions for the Project are much higher and there is less in the way of mitigation proposed. In short, net operating GHG emissions increased by 63% comparing the DEIR to the AB 987, to 496,745 MTCO_{2e} from 304,683 MTCO_{2e}, while proposed mitigation measures are not as robust. Accordingly, the timing and other project proponent benefits of AB 987 should not apply to the Project.

In addition, the Project relies heavily on statements of overriding considerations to mask the 41 significant adverse environmental impacts that ostensibly cannot be mitigated to insignificance. This is ludicrous in connection with a project that has little or no social utility for the residents of Inglewood who will bear the brunt of these impacts – including more air pollution in an already heavily-polluted area – and who are not the target audience for expensive professional basketball tickets.



Inadequacies in the DEIR

A. Failure To Address Environmental Justice Impacts.

There is no analysis of environmental justice throughout entire DEIR, except for two passages claiming that no analysis is needed: DEIR p. 3.2-16: “As described above, in general CEQA does not require analysis of socioeconomic issues such as gentrification, displacement, environmental justice, or effects on “community character.” And 3.14-56: “There are no applicable federal regulations that apply directly to the Proposed Project. However, federal regulations relating to the Americans with Disabilities Act, Title VI, and Environmental Justice relate to transit service.”

This is incorrect because, among other things, there is a significant federal approval needed for the Project in the form of an FAA approval because of the Project’s proximity to Los Angeles International Airport. Moreover, the California Attorney General has opined that local governments have a role under CEQA in furthering environmental justice; see https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf (accessed March 20, 2020). The remedy for this failure is recirculation of a DEIR that includes an environmental justice analysis.

B. Use Of Improper GHG Baseline

In its initial application under AB 987, the Project proponent attempted to increase the GHG CEQA baseline by assuming that the venues from which events would move to the Project would remain unused forever on the dates of the transferred events. After pushback from CARB and others, including NRDC, the Project proponent abandoned this irrational approach and conceded that the venues would be in use on those dates.

But the original theory has resurfaced in the DEIR. Having obtained the benefits of AB 987 by changing its initial (unjustified) position, the Project proponent should not now be allowed to revert to that position in order to raise the CEQA baseline and reduce its GHG mitigation requirement.

C. Failure To Properly Analyze And Mitigate GHG And Air Quality Impacts

The South Coast air basin is in extreme nonattainment for ozone, with a 2024 attainment deadline. Failure to meet the attainment deadline can lead to federal sanctions that will effectively shut down the local economy. The South Coast AQMD



plan to reach ozone attainment relies on an enormous level of reductions in oxides of nitrogen (NOx), mostly from mobile sources such as cars and trucks. But the Project's projected emissions go in the opposite direction and the DEIR fails to require sufficient mitigation.

The DEIR admits this. For example,

Impact 3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.

Impact 3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.

Impact 3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.

In addition, the DEIR bases its calculations of criteria pollutants from motor vehicles on the EMFAC 2017 model developed and maintained by the California Air Resources Board (CARB). But EMFAC 2017 is now obsolete because the federal government has purported to rescind the EPA waiver for California's zero-emission vehicle program, and that program's effects are baked into EMFAC 2017. The result is that EMFAC will underreport emissions. That problem will be exacerbated when, as expected, NHTSA promulgates the so-called SAFE rule which will reduce the corporate average fuel emission (CAFE) standards in California and nationwide. This change, which is not reflected in EMFAC 2017, will make the projections in the DEIR substantially too low. This problem is true for transportation-related GHG emissions as well because the zero-emission waiver revocation and lower fleet mileage requirement will result in more GHGs from cars and trucks than the DEIR and EMFAC 2017 assume. Thus, the DEIR underreports projected criteria pollutant and GHG emissions, and that problem will get worse over time.

D. *Failure To Implement All Feasible Air Quality and GHG Mitigation*

Even if the DEIR air quality and GHG projections were accurate, which they are not, the mitigation measures in the DEIR are inadequate, especially given the number of ostensibly unmitigatable impacts.

NRDC

For example, the Project could and should require:

Shuttle buses should be zero-emission vehicles, starting on Day 1. ZE buses are available today from a number of vendors, including BYD in Los Angeles County.

The emergency generators should be electrically powered, and the Project should install more solar panels, and storage for solar power, to power them.

Aspirational mitigation measures and “incentives” to reduce emissions of NOx should be replaced with mandatory measures. The DEIR adopts Mitigation Measure 3.2-1(d), requiring the Project to provide “[i]ncentives for vendors and material delivery trucks to use ZE or NZE trucks during operation.” (DEIR, p. 3.2-71.) Similarly, Mitigation Measure 3.2-(c)(3) only requires the Project to “shall strive to use zero-emission (ZE) or near-zero-emission (NZE) heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB’s adopted optional NOX emissions standard of 0.02 g/bhphr.” (DEIR, p. 3.2-88.) In contrast, Mitigation Measure 3.2-2(c) specifies that use of Tier 4 off-road diesel-powered equipment rated at 50 horsepower or greater “shall be included in applicable bid documents, and the successful contractor(s) shall be required to demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities.” (DEIR, p. 3.2-88.) There is no showing in the DEIR that making Measures 4.3-1(d) and 3.2(c)(3) is infeasible. Given the significant impact on the AQMP, either such a showing of infeasibility must be made and supported by substantial evidence, or the measures must be made mandatory.

Electric vehicle parking for the Project must be provided. The electric vehicle parking needs to conform with applicable building code requirements in place at the time of construction. Electric vehicle charging stations must be included in the project design to allow for charging capacity adequate to service all electric vehicles that can reasonably be expected to utilize this development.

Each building should include photovoltaic solar panels.

The Transportation Demand Management (TDM) program must be revised to quantify the criterial pollutant and GHG reductions expected from the TDM measures.

The GHG reduction plan also must be revised so as not to defer development of mitigation measures, and to quantify the measures selected.

NRDC

As it stands, the exact content of the GHG Reduction Plan cannot be known from reading the DEIR. Further, the DEIR states that the GHG reductions will Reduction Plan will be modified in a Verification procedure if there are shortfalls in GHG reductions, providing that the methodology for the modification “shall include a process for verifying the actual number and attendance of net new, market-shifted, and backfill events.” (DEIR, p. 3.7-64.) That process is unacceptably vague and indeed the verification process may itself be subject to CEQA as a discretionary project.

Purchase and use of GHG offsets must meet CARB standards for cap and trade offsets. The DEIR’s entire description of this potential mitigation measure is:

Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an “offset project registry” to help administer parts of the Compliance Offset Program under CARB’s Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, and enforceable.

Having a CARB-approved registry is not the same thing as requiring CARB-approved offset credits, which are limited in scope and strictly regulated. The residents of Inglewood should not be subjected to a lesser standard.

Additional local, direct measures that should be required before offsets are used include the following:

1. Urban tree planting throughout Inglewood.
2. Mass transit extensions.
3. Subsidies for weatherization of homes throughout Inglewood.
4. Incentives for carpooling throughout Inglewood.
5. Incentives for purchase by the public of low emission vehicles.
6. Free or subsidized parking for electric vehicles throughout Inglewood.
7. Solar and wind power additions to Project and public buildings, with subsidies for additions to private buildings throughout Inglewood.
8. Subsidies for home and businesses for conversion from gas to electric throughout Inglewood.

NRDC

9. Replacement of gas water heaters in homes throughout Inglewood.
10. Creation of affordable housing units throughout Inglewood.
11. Promotion of anti-displacement measures throughout Inglewood.

E. *Displacement Will Be Accelerated By The Project And Must Be Mitigated*

The economic activity and growth inducing impacts created by the Project will foreseeably result in displacement of current residents while rents increase and rental units are taken off the market to be put to alternative uses. However, the DEIR denies that indirect displacement will occur. (DEIR 3.12-16 to -17.)

California courts have acknowledged the human health impacts of proposed actions must be taken into account, *e.g. Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219–1220; *see also* CEQA Guidelines § 15126.2 subd. (a) [EIR must identify “relevant specifics of ... health and safety problems caused by the physical changes.”]). Human health impacts from displacement are real and are not merely speculation or social impacts. There have been numerous cases where health effects to people were inadequately analyzed. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 81, 89 [EIR inadequately addressed health risks of refinery upgrade to members of surrounding community]; *Bakersfield Citizens for Local Control, supra*, 124 Cal.App.4th at 1219–1220 [EIR was inadequate because it failed to discuss adverse health effects of increased air pollution]). Here, the DEIR needs to address the effects on the environment and human health reasonably foreseeable as results of construction and operation of the Project.

Conclusion

The DEIR must be revised and recirculated to account for its many deficiencies.

Thank you for your consideration.

David Pettit
Senior Attorney
Natural Resources Defense Council
1314 2nd Street
Santa Monica, California 90401

Re No. 2018021056

Dear Sir or Madam,

If I were a teacher, I would mark the AB987 application for the Inglewood Basketball and Entertainment Center as INCOMPLETE.

I was surprised to see how little information is included in the application. What will it look like? How large will it be? Is it 500,000 square feet or 2 million square feet? How tall is it? How many cars can park there? How much lighting will it create? How much greenhouse gas will it generate? How will the noise be handled? How do we know it will be environmentally friendly? The answer to all of these questions is: we don't know! Certainly no one from the community knows.

I am not an expert, but I can tell that the Clippers have provided an incomplete application. Not only that, the team refuses to speak with the community. They have not shared the information that we deserve to have. Please do not approve this application until the Clippers share a lot more information about their plans. We need time to study a complete application.

Thank you.

Anthony J. Kelly



Dear sir or madam,

I am very disappointed by the Clippers' plan to build a new basketball arena, labeled on the Office of Planning and Research website as "2018021056 - Inglewood Basketball and Entertainment Center."

They are not providing any new long-term jobs. One of the basic things we were told in the law is that the project creates new high wage, highly skilled jobs that pay a living wage. These are intended to be permanent jobs that help support our families and healthy communities.

However, it is clear that the Clippers will not create "new" jobs for our community or really for anyone. They will just move jobs that already exist from the Staples Center to Inglewood. These are part-time jobs for ushers, concession workers, ticket takers, cleaning people and other roles. These are low-paying jobs that do not meet the standard of being high wage or highly skilled. Mr. Ballmer earns more in one day than I can earn in a year selling popcorn at Mr. Ballmer's arena or carrying bags in his hotel or sweeping the floors in his buildings.

I believe this project has been sold to the public under a set of lies. There are no real jobs paying real wages to support families. Please turn down this application and say no to the arena project.

Sincerely,

A handwritten signature in black ink, appearing to be "C. Ballmer", is written over the word "Sincerely," and extends across the middle of the page.

To whom it may concern,

Anyone who has spent serious time in Inglewood knows how the streets here get jammed with thousands of cars. Traffic when the Forum has a big concert is awful. Imagine what it will be when the Forum has a concert and the Rams and Chargers are playing. And the whole Hollywood Park project is built. And that is before the Clippers big project is built. It will be full stop traffic. I can only imagine what the impact will be of a new 18,000 seat sports arena and the thousands of new cars it will add to our community. To put it simply, it will be more than Inglewood can bear. For this reason, I ask you to reject application 2018021056 for the Inglewood Basketball and Entertainment Center.

The Clippers like to say that public transit will help reduce the impact of additional traffic, but the Clippers and city representatives admitted many times that the near train station is still far away. The idea of putting thousands of people on buses to get them to the arena is stupid, especially when you think about the Forum and the new NFL stadium and all the traffic it will create. Imagine trying to get on a bus from the rail lines a mile or more away when the streets are already jam packed. The city itself already admits that traffic is a mess.

And who is going to drive all that way to the train, get on the train to come to Inglewood, then get on a bus to get to the new arena? That is a fantasy. Downtown had hundreds of thousands of people working nearby and tens of thousands of apartments and condos. And all kinds of transit. Inglewood has none of that. There is no real transit plan. This is all pretend so a really rich man can get what he wants.

The details of the Clippers transportation program are missing and there is no way to make sure they will even do it. The team is creating a major problem for our community and doing very little to solve it. Please say no to this application and this project.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth M. Warwick". The signature is written in a cursive, somewhat stylized font.

Hello,

I am opposed to the Clippers arena project, listed as No. 2018021056, and believe their request for streamlining should be denied. It doesn't seem to me that the Clippers are trying to mitigate the impacts that a massive project will have on the city of Inglewood and on our neighborhood.

The application makes some promises for reducing local emissions, but only the bare minimum. This means much less in the way of economic, employment and health benefits for Inglewood.

The Clippers could have made a real commitment to our community. They chose not to. You can now make it happen. Make them go back and start over. Make them work with the community, then come back with a real application.

Please deny their application until the Clippers offer something better to for our community.

Thank you.

A handwritten signature in black ink, appearing to read "A. Lynn". The signature is written in a cursive, flowing style.

Good day,

I am submitting this comment as a concerned member of the public. I oppose the "Inglewood Basketball and Entertainment Center" (#2018021056) and think the application should be denied by the Governor's Office of Planning and Research.

It does not seem to me that the Clippers are prioritizing the needs of Inglewood in their application. They are trying to get away with reducing greenhouse gas emissions outside of Inglewood instead of reducing them in the community of Inglewood and in our neighborhood. They are doing the absolute least they can, which offends me since this project will have a very damaging impact on our environment in terms of air quality as well as noise, traffic and more. Can you please think about all the cars spewing emissions in our community? What are the real impacts to our children and our older people?

I do not think the Clippers should be rewarded for taking the cheap way out. The Governor needs to demand the Clippers do more to reduce greenhouse gas emissions here in the community before their application for streamlining is approved. And how about involving us. Everyone promises to involve the community but we are the last to be involved. No one has talked to us. We have no idea what this project is. No idea how big it is. No idea how many cars are coming. It is wrong for the Clippers to put in an application to get it done faster when they have ignored the community.

Thank you.

Ahalya Bey
LA South Chamber of Commerce

Jan 26th 2019