



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Director

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Planning Manager

July 31, 2018

Gabrielino-Tongva Tribe
Charles Alvarez, Chairperson
23454 Vanowen Street
West Hills, CA 91307

Attn: Charles Alvarez

Subject: Notice of Proposed Project
Inglewood Transit Connector, City of Inglewood, California

Dear Mr. Alvarez:

Pursuant to the requirements of Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), this letter is to notify you that the City of Inglewood (City), an incorporated city within Los Angeles County, is planning the Inglewood Transit Connector (proposed Project) as described below. On July 16, 2018, the City released a Notice of Preparation in compliance with the California Environmental Quality Act (CEQA) indicating the City intends to prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts that may result from the proposed Project.

The Gabrielino-Tongva Tribe (Tribe) has previously notified the City that it would like to be contacted and possibly provide consultation on any projects that proceed under CEQA. Per AB 52, the Tribe has the right to consult on a proposed public or private project prior to the release of an EIR should the Tribe be concerned that the potential exists to impact Tribal cultural resources.

Location and Setting

The proposed Project is located entirely within the City and is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west. A map illustrating the location of the Project is attached.

Description

The proposed Project would include an automated people mover (APM) system to transport riders between the regional Metro Rail system and Downtown Inglewood, the Forum, LASED (which includes the new NFL stadium, currently under construction and scheduled to open in 2020), and the proposed Inglewood Basketball and Entertainment Center (IBEC). The proposed Project's APM system would consist of elevated dual guideways to allow for trains to continuously travel in each direction.

The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue.

In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITFs) and other components, such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM, as well as parking areas and drop-off and pickup locations.

Potential sites for support facilities include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

The design and construction of the APM system's elevated guideway structures, stations, and support facilities will be designed to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, it will determine the boundaries of the EIFD. The EIFD, governed by the PFA, would implement an Infrastructure

Financing Plan adopted by the City describing the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

Background

The primary goal is to provide convenient, reliable, and direct transit accessibility and connectivity to the City's major activity centers from the Metro Rail system. The City seeks to accommodate individuals traveling to and from Downtown Inglewood, the Forum, LASED, and the proposed IBEC during major events via public transportation, both for ease of access and to minimize traffic in the area. The proposed alignment is planned to have a ridership capacity of 13,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

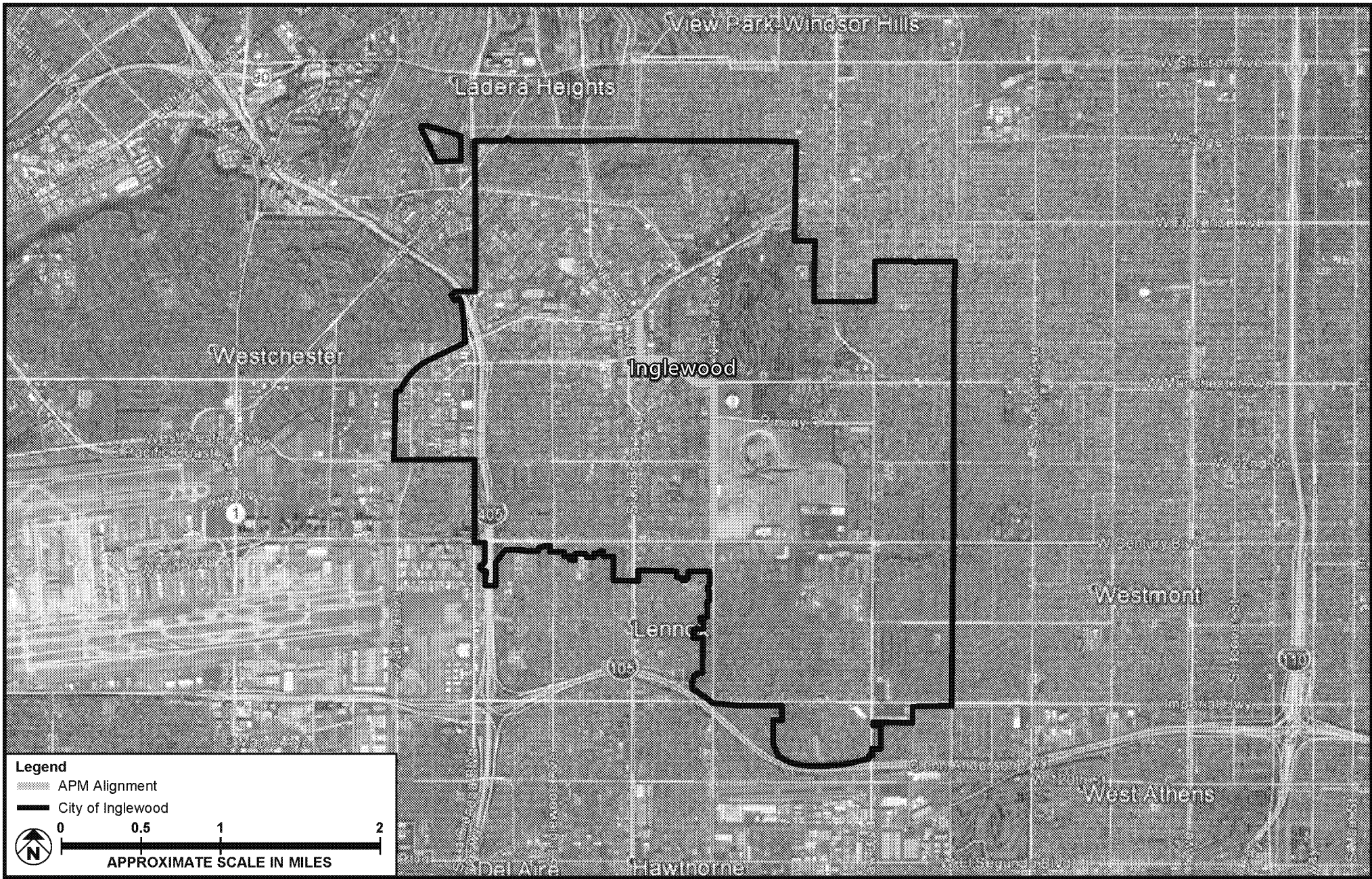
Should the Tribe elect to engage in the consultation process on this Project in accordance with the requirements of AB 52, please respond within 30 calendar days from receipt of this letter to notify the City in writing. Please provide the lead contact person's contact information in your response.

Should you have any questions, please contact Mindy Wilcox, Planning Manager, at (310) 412-5230 or at mwilcox@cityofinglewood.org.

Sincerely,


MINDY WILCOX, AICP, Planning Manager

Attachment: Project Location Map



SOURCE: Google Earth - 2018

ATTACHMENT 1