

4.9 LAND USE AND PLANNING

4.9.1 INTRODUCTION

This section of the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) provides an analysis of the potential land use impacts of the proposed Inglewood Transit Connector Project (proposed Project). In response to comments received on the December 2020 Draft EIR, the design of the Maintenance and Storage Facility (MSF) for the Automated Transit System (ATS) system was modified to allow the Vons grocery store currently located on the proposed MSF site to remain on this site in a new building to continue to serve the community. Other modifications to the Project since release of the December 2020 Draft EIR include the realignment of the proposed ATS alignment on Prairie Avenue to the west side of the street to allow for single column alignment and allow the street to be open to the sky, as well as the relocation of one of the proposed stations to the southwest corner of Prairie Avenue and Manchester Boulevard to address stakeholder concerns, including Inglewood Unified School District. As a result of these modifications to the design of the Project and other comments on the December 2020 Draft EIR, changes and additions to the proposed approval and actions required to implement the Project were identified as described in Section 3.8 in Section 3.0, Project Description.

This section analyzes the potential for the Project as currently proposed, to physically divide the existing community and conflict with applicable land use plans, policies, and regulations. This section describes existing land use conditions, general plan designations, and zoning as necessary to evaluate the potential land use impacts of the Project as currently proposed.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

4.9.2 METHODOLOGY

The significance of potential impacts of the proposed Project is determined based on the thresholds of significance described below in *Section 4.9.5: Thresholds of Significance*. The evaluation of land use impacts identifies applicable land use plans and policies and assesses whether the proposed Project is inconsistent with those plans and policies. The study area for the land use impact analysis is the City of Inglewood (City), with a focus on land uses located in proximity to the proposed Project. The analysis of whether the proposed Project would physically divide an existing community considers whether the existing land uses near the proposed Project and the ATS components, including the guideway, stations, and support facilities would create a barrier that would divide the community. The Project is also analyzed for consistency with existing policies, regulations, and programs adopted for the purpose of avoiding or mitigating an environmental effect. If an established program goal and/or policy is relevant to another

environmental resource and has been analyzed in another section, readers are referred to the appropriate environmental resource section for the discussion.

4.9.3 REGULATORY FRAMEWORK

4.9.3.1 State Plans and Regulations

Senate Bill 535

Senate Bill 535 was signed into law on September 30, 2012. This bill directs 25 percent of the proceeds from the Greenhouse Gas Reduction Fund to projects that provide a benefit to disadvantaged communities. As part of the legislation, CalEPA was assigned the responsibility of identifying communities that are considered disadvantaged throughout California. A list of disadvantaged communities was released by CalEPA in April 2017. The proposed Project is within or adjacent to disadvantaged communities as defined in Senate Bill 535 and identified by CalEPA.¹

Assembly Bill 1550

Assembly Bill 1550 was signed into law on September 14, 2016. This bill builds on Senate Bill 535 by requiring the Greenhouse Gas Reduction Fund investment plan to allocate (1) a minimum of 25 percent of the available funds to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5 percent of the available funds to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the State, and (3) an additional minimum of 5 percent of the available funds either to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of, disadvantaged communities. The proposed Project is within or adjacent to disadvantaged communities as defined in Assembly Bill 1550.²

4.9.3.2 Regional Plans and Regulations

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS is a long-range visioning plan that serves as an important planning document for the region that balances future mobility

1 OEHA. *SB 535 Disadvantaged Communities*. <https://oehha.ca.gov/calenviroscreen/sb535>. Accessed September 15, 2020.

2 California Air Resources Board. *Priority Population Investments*. <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>. Accessed September 15, 2020.

and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The RTP/SCS includes land use policies to guide the region’s development, including economic development and land use near transit.

The proposed Project is included in the Project List under the 2020-2045 RTP/SCS program (RTP ID S1200T100)³ in support of the RTP Framework.

Applicable goals from the 2020-2045 RTP/SCS include:

- Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods
- Goal 3:** Enhance the preservation, security, and resilience of the regional transportation system
- Goal 4:** Increase person and goods movement and travel choices within the transportation system
- Goal 5:** Reduce greenhouse gas emissions and improve air quality
- Goal 6:** Support healthy and equitable communities
- Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Goal 8:** Leverage new transportation technologies and data-driven solutions that result in more efficient travel

4.9.3.3 Local Plans and Regulations

Los Angeles County Airport Land Use Commission Airport Land Use Plan

The Los Angeles County Airport Land Use Commission adopted the Los Angeles County Airport Land Use Plan in 1991 (revised 2004) in order to comply with State law and coordinate planning efforts surrounding public-use airports in the County.⁴ The purpose of the Commission is to protect the public health, safety, and welfare through ensuring compatibility of land uses near public-use airports and minimizing the public’s exposure to excessive noise and safety hazards within areas around public-use airports. Los Angeles International Airport (LAX) is located approximately 2 miles southwest of the proposed Project.⁵

3 SCAG. ConnectSoCal. Adopted Final Connect SoCal. Transportation System Project List.

https://www.connectsocal.org/Documents/Adopted/fConnectSoCal_Project-List.pdf. Accessed September 15, 2020.

4 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted 1991 and revised 2004.

5 Google Maps, 2017. Available at maps.google.com.

As shown in **Figure 4.9-1: Los Angeles International Airport – Airport Influence Area**, a portion of the proposed ATS alignment on Manchester Boulevard and Prairie Avenue is located within the airport influence area⁶ and the 65 decibel (dB) community noise equivalent level (CNEL) noise contour for Los Angeles International Airport.

City of Inglewood General Plan

California State law requires every city and county to adopt a comprehensive General Plan to guide its future development. The proposed Project is located entirely within the City. The City’s General Plan includes the following elements: Land Use, Circulation, Safety, Noise, Housing, Open Space, Conservation, and Environmental Justice Elements.^{7, 8}

Land Use Element

The Land Use Element⁹ was adopted in 1980 and subsequently amended in 1986, 2009, and 2016. The Land Use Element presents a long-range plan for the general distribution and intensity of public and private land uses within the City. The goals applicable to the proposed Project are identified below:

Goals—General

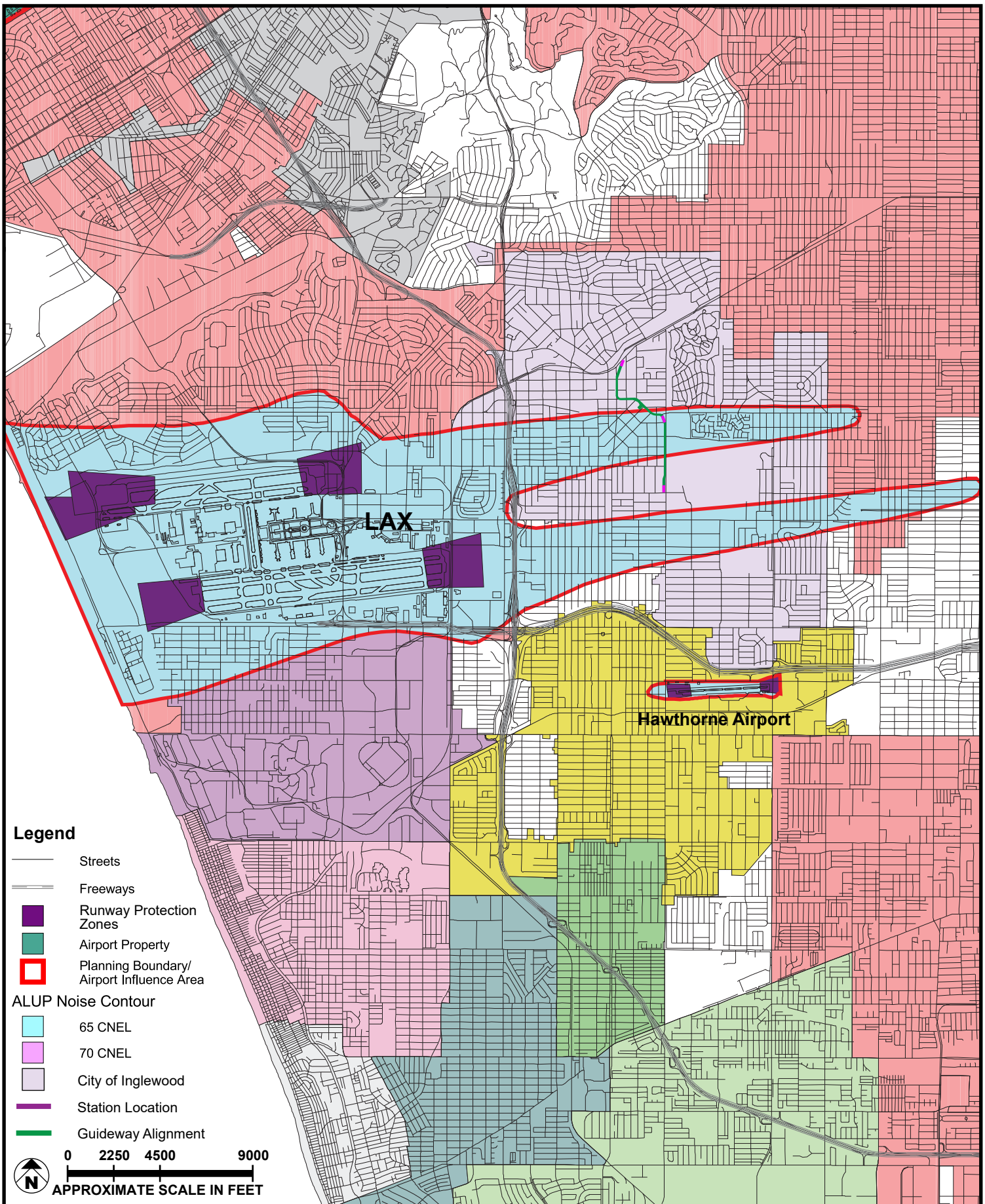
- Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the City to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.
- Help promote sound economic development and increase employment opportunities for the City’s residents by responding to changing economic conditions.
- Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.
- Promote Inglewood’s image and identity as an independent community within the Los Angeles metropolitan area.

6 An airport influence area is the area which current or future airport-related noise, over flight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

7 City of Inglewood *General Plan*, (1980).

8 City of Inglewood *General Plan*, “Environmental Justice Element” (April 2020).

9 City of Inglewood *General Plan*, “Land Use Element” (1980).



SOURCE: Google Earth - 2021; Meridian Consultants LLC - 2021

FIGURE 4.9-1



Los Angeles International Airport – Airport Influence Area

Goals—Commercial

- Create and maintain a healthy economic condition within the present business community and assist new business to locate within the city.
- Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood’s major streets.
- Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

Goals—Industrial

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

Goals — Circulation

- Ensure that proposed new uses can be accommodated by adequate and safe streets.
- Promote and support adequate public transportation within the City and the region.
- Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.
- Develop a safe and adequate pedestrian circulation system which is barrier-free for the handicapped.

Goals — Community Facilities

- Maintain the present high level of police and fire services to the extent it is fiscally prudent.
- Expand opportunities for cultural and social growth for the City’s residents.

As part of the Land Use Element, the City adopted the Downtown Transit Oriented District goals and policies in September 2016.¹⁰ Analysis of goals and policies related to historic resources is provided in **Section 4.4: Cultural Resources**. Policies and goals applicable to this section include:

Downtown Transit Oriented District Goals and Policies (as amended September 2016)

Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.

Policy 1.1: Mixed Use Development. Encourage a range of residential, retail, office, recreational, and institutional uses in the Historic Downtown to create a vibrant urban district and support local business.

¹⁰ City of Inglewood *General Plan, “Land Use Element”* (1980).

Policy 1.2: Ground Floor Uses and Storefronts. Require uses that activate pedestrian activity such as retail on major streets and plaza frontages. Require that storefronts be historically-sensitive, attractive, and transparent in the Historic Downtown.

Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.

Policy 2.1: Public Gathering Places. Create public spaces in key locations in the public right-of-way and on privately-owned land. In particular, create a central plaza along Market Street between Florence Avenue and Regent Street and/or in the adjacent parcels suitable for eating, resting and people watching, but also for festivals, concerts, and events at special times.

Policy 2.2: Pedestrian Network. Enhance sidewalks, repurpose alleys and create mid-block passthroughs and internal courtyards to serve as pedestrian passageways and enjoyable public spaces.

Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street.

Goal 3: Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.

Policy 3.1: Complete Streets. Accommodate all modes of transportation on streets, with particular attention to transit vehicles and pedestrians, but also design streets to serve as open spaces in the urban environment, places where people gather, communicators of the locality's culture, vision and values, and generators of development on adjacent parcels.

Policy 3.2: Green Boulevards. Create Green Boulevards that protect cyclists, infiltrate stormwater, and use vegetation to create a sense of place on Florence Avenue, La Brea Avenue, Manchester Boulevard and Prairie Avenue.

- Policy 3.3:** Pedestrian Promenades. Emphasize Market Street and Queen Street as pedestrian promenades that may be closed to automobiles for special events or as conditions require.
- Policy 3.4:** Pedestrian Connections to Metro Rail. Establish high-quality at-grade and/or bridge connections from the Downtown Inglewood Metro station across Florence Avenue to the south. Make every effort to facilitate a direct pedestrian connection from the station to Beach Avenue to the north.
- Policy 3.5:** Local Transit Connections to Metro Rail. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.
- Policy 3.6:** Parking District. Establish a parking district with shared parking consolidated in garages, and manage pricing
- Goal 4:** Downtown is a major economic engine providing jobs, sales tax, and other revenues.
- Policy 4.1:** Major Sites Development. Develop major sites and create new destinations at the north and south ends of Market Street, immediately north of the Metro station, and on and around the City Yard that create jobs, generate revenues for the city through sales and bed tax and provide new opportunities for residents.
- Policy 4.3:** Equitable Development. Implement policies such as a local hire notification requirement for large employers, Business Improvement District youth guide program and others so that the benefits of growth accrue to the current population of Inglewood. Encourage educational uses wherever possible to improve the job-readiness of the local population.
- Goal 5:** Downtown is a model for economic development.
- Policy 5.1:** Stormwater Management. Collect, clean and infiltrate stormwater runoff on streetscapes, parking lots and roofs wherever possible. Create a

daylighted stream through TechTown reflecting topography and flow of water to the treatment plant.

Goal 6: Downtown expresses the unique culture of Inglewood.

Policy 6.1: Districts. Define the following unique districts within the Downtown TOD area, each with their own unifying character or identity that should be preserved and enhanced: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

Circulation Element

The Circulation Element, adopted in December 1995, serves as a guide for future circulation and transportation developments. The program addresses the adequacy of street access, traffic capacity for current and future land use needs, truck routes, and bicycle routes. For consistency analysis of the proposed Project and the Circulation Element see **Section 4.12: Transportation**.

Conservation Element

The Conservation Element, adopted in October 1997, contains goals, guidelines, and policies for the conservation, development, and utilization of natural resources found within the jurisdiction of the City of Inglewood. Resources addressed in the Element include water, soils, natural gas, and oil. For a consistency analysis of the proposed Project and the Conservation Element see **Sections 4.2: Air Quality, 4.3: Biological Resources, and 4.14: Utilities and Service Systems**.

Housing Element

The City's current Housing Element¹¹ was adopted on January 28, 2014. The current version of the Housing Element covers the 5th Cycle Regional Housing Needs Allocation (RHNA) projections from 2013-2021. The Housing Element establishes policies to create or preserve quality residential neighborhoods while identifying current and future housing needs and establishes policies and programs to address housing deficiencies. The City is currently updating the Housing Element to reflect the SCAG 6th Cycle Regional Housing Needs Assessment allocation for the October 2021 to October 2029 planning period for the City of Inglewood.¹² Adoption of the updated Housing Element is anticipated by March 2022. See **Section 4.11: Population, Employment, and Housing** for consistency analysis of the proposed Project and the Housing Element.

¹¹ City of Inglewood *General Plan*, "Housing Element" (2014).

¹² California Government Code Section 65583 (c)(1)(A).

Noise Element

The Noise Element, adopted in September 1987,¹³ contains a comprehensive program regarding noise control in the planning process, including goals and policies that would guide the local planners in achieving and maintaining compatible land uses with environmental noise levels. Noise sensitive uses include residential, schools, hospitals, libraries, and parks. A consistency analysis was conducted for the Noise Element and discussed in **Section 4.10: Noise and Vibration**.

Open Space Element

The Open Space Element adopted in December 1995 addresses the current and future recreation needs of the community for park land and recreational facilities and plans for the conservation or creation of open spaces to mitigate the effects of increasing urbanization of Inglewood. See Revised Initial Study for the no impact finding under Section 2.14: Public Services, Threshold (a) iv, Parks. The proposed Project would not have impacts on parks and would not directly generate population growth, which would require more recreational facilities.

Safety Element

The General Plan Safety Element adopted in July 1995¹⁴ and amended in 2020, contains goals, objectives, and policies that protect the welfare and safety of the citizens of Inglewood and their properties, and the community as a whole, from risks associated with a variety of natural and man-made disasters. These disasters include, but are not limited to, earthquakes, flooding, fires, and airplane crashes. See **Section 4.6: Geology and Soils** for the consistency analysis of the proposed Project with the Safety Element.

Environmental Justice Element

The Environmental Justice Element, adopted on June 30, 2020, provides guidelines to minimize pollution and its effects on the community, and ensure that all residents have a say in decisions that may affect their quality of life. The State of California defines Environmental Justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”¹⁵ The goals and policies that apply to the proposed Project are presented below:

13 City of Inglewood *General Plan*, “Noise Element” (1987).

14 City of Inglewood *General Plan*, “Safety Element” (1995).

15 *California Government Code §65040.12. e.*

Goal 1: Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life.

Policy: Participation and Collaboration

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.

Goal 2: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.

Policy: 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-2.8:** Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.
- 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.

Goal 3: A community that promotes physical activity and opportunities for active living.

Policy: Access and Connectivity

- 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-3.7:** 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.

Goal 4: Healthy, affordable, and culturally appropriate food is readily available to all members of the community.

Policy: Affordable and Nutritious Food

- 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.

- Goal 6:** Adequate and equitably distributed public facilities are available in the community.
- 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-6.6:** Provide ongoing infrastructure maintenance in existing residential neighborhoods through the capital improvement program.
 - EJ-6.8:** Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.
 - 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.

New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan and Design Guidelines

The Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines (TOD Plan) address Downtown Inglewood and the Fairview Heights neighborhoods and implements the City’s vision for transforming the quality of the environment within these areas.¹⁶ The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the Metro K line just east of the Florence Avenue/La Brea Avenue intersection. The Downtown TOD Plan area extends approximately one-half mile in all directions from the Metro K Line Downtown Inglewood Station. The Fairview Heights TOD Plan area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This Fairview Heights TOD Plan area also extends approximately one-half mile in all directions from the Downtown Inglewood Metro K Line Station.

¹⁶ City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

The TOD Plan includes goals and policies which were incorporated into the Land Use Element goals and policies in 2016 under the Downtown Transit Oriented District Goals and Policies section. The TOD Plan further includes concept plans, zoning, development standards, design guidelines, and an implementation action plan for consideration by applicants submitting any proposals for new construction or rehabilitation within the TOD Plan area, submitting project plans for design review, as well as for consultation by City Staff when making recommendations for project approvals. The TOD Plan also addresses architectural detail, signage, public art, and civic and cultural life.

The proposed Project is located within the Historic Downtown and Hillcrest Districts as defined in this plan. The Historic Downtown District is pedestrian-oriented and human-scaled. Under the plan, the Historic Downtown District would function as a regional destination and gathering space for all in the City of Inglewood that links residents with the community's past, present, and future. This district would include public space, restaurants, entertainment, residential uses and limited hotel and office uses. The goal for the Hillcrest District is to retain the District's present character and continue to be home to churches, neighborhood retail uses, as well as residences.

Hollywood Park Specific Plan

The Hollywood Park Specific Plan (HPSP) establishes development standards and design guidelines for the 298-acre Hollywood Park site at the northeast corner of the Prairie Avenue and Century Boulevard intersection and provides an overview of existing infrastructure and necessary improvements related to the site, including measures for implementation of the HPSP. The site is currently under development. SoFi Stadium was completed in August 2020 and development of a 6,000-seat entertainment venue, parks, and retail, office, housing, entertainment, gaming, hotel, and civic uses are also allowed by the HPSP.¹⁷

The HPSP includes guidelines and standards for improvements in and fronting the public right-of-way within the Plan area, which includes approximately 0.5 miles of street frontage along Prairie Avenue where the proposed Project will be located. The HPSP provides integrated and coordinated landscape design guidelines for new development along the perimeter of the Plan area with the objective of promoting land use compatibility, particularly along Prairie Avenue. The HPSP includes streetscape standards in order to integrate Hollywood Park with the adjoining urban fabric, achieve a diverse urban forest, and assist in developing districts of distinctive and appropriate character.¹⁸ Sidewalk widths provide comfortable walking routes and parkway widths are designed to provide sufficient area for urban tree growth. The streetscape will also include identity elements that will differentiate Hollywood Park

17 City of Inglewood, Hollywood Park Specific Plan, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

18 City of Inglewood, Hollywood Park Specific Plan, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

from nearby developments, including unique architectural features, special landscape (such as seasonal displays of color), graphic elements (such as signs or logos), special pedestrian or automobile paving, special night lighting effects, or other similar features.

The HPSP area has an existing General Plan designation that permits an overall floor area ratio of 2:1 averaged over the entire 298-acre site. The General Plan designation is vested by a Development Agreement approved by the City in February 2015. The analysis in this EIR assumes 5.25 million square feet (SF) of future commercial development, consistent with the vested General Plan provisions, will be completed in the cumulative development scenario.

The Forum Development Agreement

In 2013, the City of Inglewood entered into a Development Agreement with the Forum Landowner and authorized a \$100 million renovation plan, which included new and increased total seats, a new Forum Club, and a larger concession area. As part of the Development Agreement, the City acknowledged, among other things, that 3,530 parking spaces located on the Forum Property, and the current configuration (including the layout, landscaping, size of spaces, and drive aisles) is legally non-conforming, and the improvements contemplated by the Forum project approvals did not constitute a change to such legally non-conforming status.

City of Inglewood Planning and Zoning Ordinance

The City of Inglewood Planning and Zoning Code (Chapter 12 of the Inglewood Municipal Code (IMC) is the primary land use regulation in the City.¹⁹ The purpose of the Zoning Code is to protect and promote the public's health, safety, and general welfare, and to implement the policies of the comprehensive General Plan. The Zoning Ordinance describes the zoning districts and land use classifications, land use regulations, environmental standards, and developments standards relating to issues such as intensity, setbacks, height, and parking.

4.9.4 EXISTING CONDITIONS

4.9.4.1 Existing Land Uses

The City of Inglewood was historically developed as a low-density single-family community and is transitioning to include higher density development with the implementation of land use plans such as the New Downtown and Fairview Heights TOD Plan and the HPSP. These plans allow and encourage mixed-use development focusing on walkability, density, and TOD.

¹⁹ City of IMC, Chapter 12.

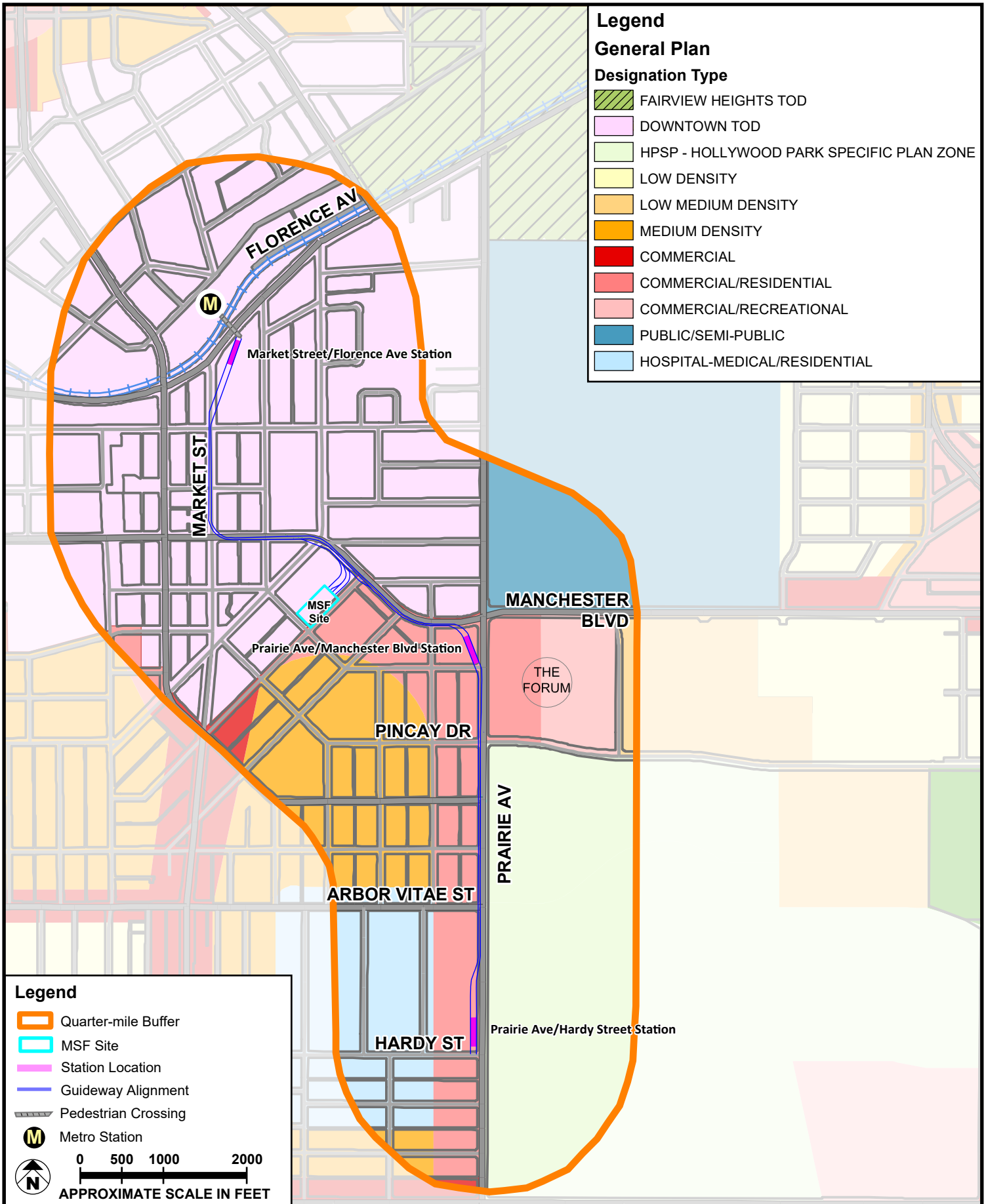
As of 2016, land uses in the City were comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent) and industrial (3.7 percent) uses.²⁰ Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or multifamily units. Today, there are more multifamily dwelling units than single-family units in the City.

Commercial uses are typically located along major arterials in the City of Inglewood. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of LAX. Zoning for light industrial represents 75 percent of land zoned for industrial uses while the remaining 25 percent is zoned for heavy industrial uses. Land uses included within the City's public/semi-public areas include parks, schools, government buildings and facilities, churches, the Inglewood Cemetery, and hospitals. The City's right-of-way area includes 180 miles, or 1,337 acres, of streets and alleys. The City is primarily developed. A majority of the vacant land in the City is designated for industrial land uses with minimal vacant land designated for residential and commercial uses.²¹

Further descriptions of existing land uses along the proposed Project for the guideway is provided below. The proposed Project is described in three segments: the Market Street Segment, the Manchester Boulevard Segment, and the Prairie Avenue Segment. Descriptions for each segment are then broken down into descriptions of General Plan designations, followed by a description of the existing zoning, and ending with a description of existing physical uses on site (such as retail, schools, churches). Two figures are included to show the land use designations under the General Plan and IMC in the Project footprint. The figures include the following: **Figure 4.9-2: General Plan Land Use Designations**, and **Figure 4.9-3: Zoning Map**.

20 City of Inglewood, *City of Inglewood General Plan, Land Use Element, Land Use Comparison table*, Inglewood Land Use, p. 54, updated 2016, <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-pdf>.

21 City of Inglewood, *City of Inglewood General Plan, Land Use Element*, p. 10, updated 2016. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-pdf>.

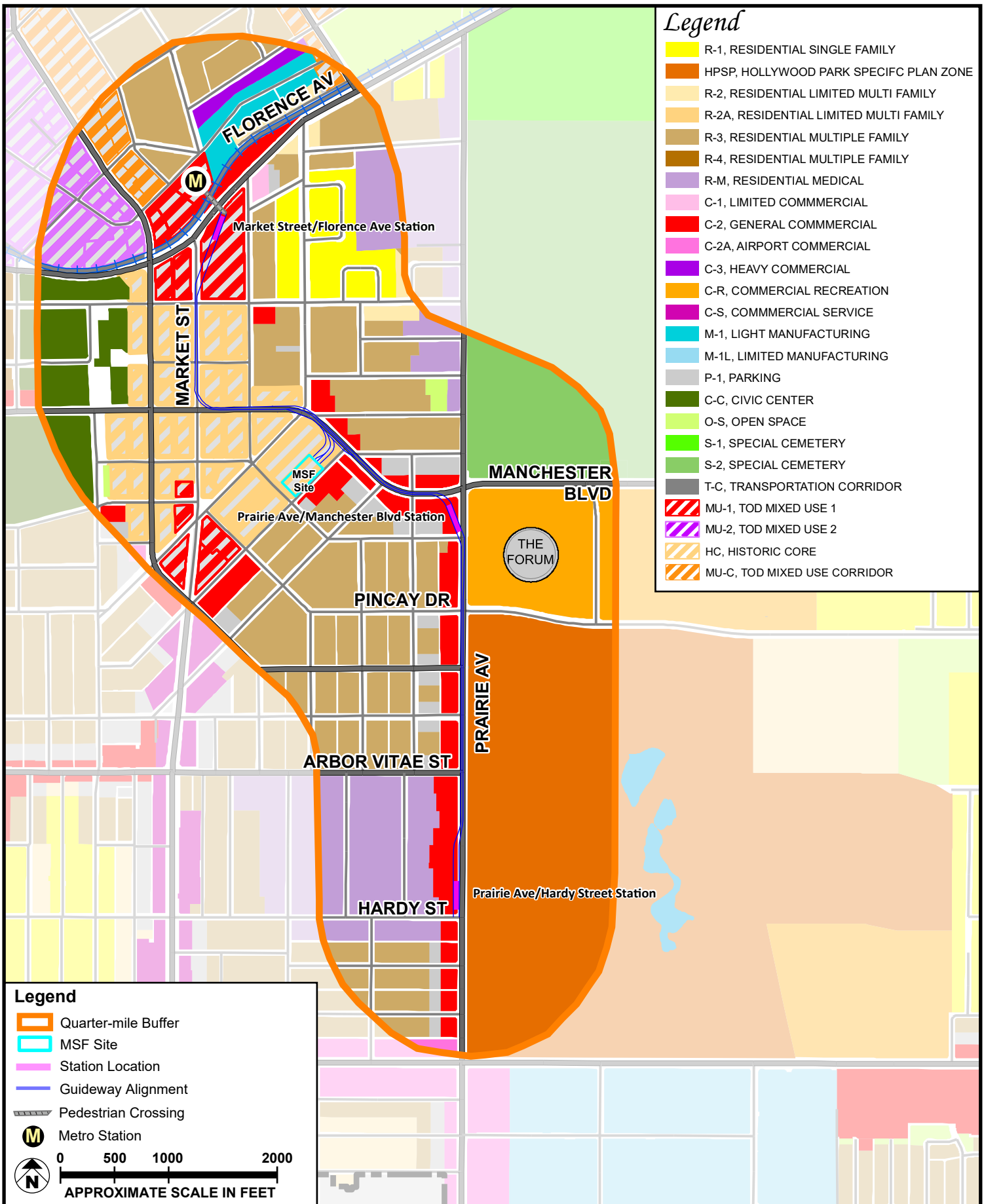


SOURCE: Google Earth - 2021; Meridian Consultants LLC - 2021

FIGURE 4.9-2



General Plan Land Use Designations



SOURCE: City of Inglewood - 2017; Meridian Consultants LLC - 2021

FIGURE 4.9-3



Zoning Map

Market Street Segment

The Market Street Segment extends from the intersection of Market Street and Florence Avenue to the intersection of Market Street and Manchester Boulevard. As shown in **Figure 4.9-2**, the entire Market Street Segment is designated Downtown TOD in the General Plan Land Use Map. The Downtown TOD designation is a component of the New Downtown Inglewood and Fairview Heights TOD Plan,²² which as discussed previously, was approved in 2016. The plan defines the allowable uses within each area.

As shown in **Figure 4.9-3**, the Market Street Segment is almost entirely designated Historic Core (HC)²³ on both sides of the roadway, with only two parcels directly south of Florence Avenue being outside of the HC zone and designated as TOD Mixed Use 1 (TOD MU-1). The HC zone is intended to provide for a mix of land uses, including commercial services such as retail, restaurants, and offices and civic uses, including public and quasi-public facilities. Residential uses are also allowed in the HC zone. The land use patterns and sizes of the developments in this zone are intended to be consistent with the existing historic urban fabric. The HC zone permits a maximum height of five stories or 68 feet, no minimum lot size, and public street setback of zero feet. An exception to this condition is given to portions of parcels directly adjacent to Market Street, which are limited in height to three stories or 45 feet within 20 feet of Market Street.

The objective of the TOD MU-1 zone is to provide larger-scale transit-oriented development at a higher density. A variety of uses are allowed in the TOD MU-1 zone and the mixing of uses is encouraged. Allowable uses in the TOD MU-1 zone include ground-level retail, services, public-serving offices, and upper-level residential, office, hotel, or institutional functions. Plazas and shared parking structures are also encouraged. The TOD MU-1 zone is further divided into three separate districts: North Station, North Market Place, and South Market Place. The parcels adjacent to the proposed Project are located in the North Market Place district, with a height limit of up to eight stories or 104 feet, minimum lot size 80,000 SF, and public street setback of zero feet.

Zoning east of Locust Street and north of Regent Street, adjacent to the Market Street/Florence Avenue Station is TOD MU-1 on the north end and Residential Multifamily (R-3) to the south. In the event of a conflict between the Downtown TOD plan and the IMC designated zoning, the Downtown TOD Plan would

22 City of Inglewood. *The New Downtown Inglewood & Inglewood TOD Plans*. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>, accessed July 2020.

23 City of Inglewood. *New Downtown Inglewood and Fairview Heights TOD Plan*. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. Accessed September 17, 2020.

override the requirements within the IMC designated zoning requirements.²⁴ However, in the event that the Downtown TOD Plan does not address a regulatory requirement, the IMC prevails.

At the north end of the segment is a commercial shopping center that includes 15 parcels and contains restaurants, an auto parts shop, retail stores, pharmacy, cosmetic services, and a dental office. Existing uses adjacent to Locust Street consist of single-family and multifamily residential homes to the east, adjacent to the shopping plaza. North of Florence Avenue on the other side of the Metro K Line are additional retail commercial uses including a grocery store, pharmacy, and cosmetic services. A senior housing project, bank, and beauty salons are located south of Regent Street and the shopping plaza. The existing land use west of the plaza is a vacant lot which is currently being developed with a commercial/residential mixed-use project.

Commercial uses border the street on both sides of Market Street from south of Regent Street up to the intersection with Manchester Boulevard. Uses on the west side of Market Street, from north to south consist of a beauty salon, a vacant lot planned for mixed-use development, restaurants, the former Fox Theater building, a repair shop, public employment services, retail stores, and an office building. On the east side of Market Street, the existing land uses from Regent Street to Manchester Avenue include a bank, a vacant lot planned for mixed-use development, art gallery, restaurants, retail stores, and a commercial office.

Manchester Boulevard Segment

The Manchester Boulevard Segment extends from the intersection of Market Street and Manchester Boulevard to the intersection of Manchester Boulevard and Prairie Avenue. A majority of the Manchester Boulevard Segment is designated Downtown TOD on the General Plan Land Use Map as shown in **Figure 4.9-2**. The area southeast of Manchester Boulevard and Spruce Avenue is designated Commercial/Residential.

As shown in **Figure 4.9-3**, the majority of the Manchester Boulevard Segment is zoned HC on either side of the street from the intersection with Market Street to the intersection with Hillcrest Boulevard. Starting on the south side of Manchester Boulevard, the HC zone extends past Hillcrest Boulevard all the way to Spruce Avenue, including the proposed MSF site. On the north side of Manchester Boulevard zoning is General Commercial (C-2). The height limit for the C-2 zone is 6 stories or 75 feet, with no setback requirements.

²⁴ Inglewood Municipal Code 12-16.8.

The area located south of Manchester Boulevard from Spruce Avenue to Prairie Avenue is zoned C-2. Under the IMC, the C-2 zone allows for a variety of commercial uses (e.g., retail and service businesses) and does not allow for new residential uses. The height limit for the C-2 zone is six-stories or 75 feet, with no setback requirements except those contained in the City's General Design Guidelines (1979).

Land uses on Manchester Boulevard consist of primarily commercial uses. Land uses on the north side of Manchester Boulevard from west to east include retail stores, a dentist office, and a restaurant. Near Manchester and Hillcrest Boulevards is a gas station medical clinic, advertising agency, a retail store, and an institutional (religious) facility. Near Manchester Drive and Osage Avenue is an insurance office, an institutional (religious) facility, and multifamily housing. An auto shop and a restaurant are located on Manchester Boulevard at Prairie Avenue. A cemetery is located across Prairie Avenue to the north.

On the south side of Manchester Boulevard, traveling from west to east to Hillcrest Boulevard uses include retail stores, a pharmacy, and restaurants. Between Hillcrest Boulevard and Spruce Avenue is a shopping center that includes a grocery store with a gas station. Other uses located within the grocery store shopping center include a bank branch, coffee shop, and gym. East of Spruce Avenue, the south side of the roadway is lined with retail shops, a day care facility, and a real estate office. Moving past Osage Avenue towards Prairie Avenue is a tire shop, non-profit organization, dry cleaner, dentist office, daycare facility, commercial buildings, and a vacant lot.

Prairie Avenue Segment

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to the northwest corner of the Prairie Avenue and Hardy Street intersection. The entire area west of Prairie Avenue is designated Commercial/Residential by the General Plan (see **Figure 4.9-2**). East of Prairie Avenue, The Forum is designated Commercial/Recreational and Commercial/Residential. South of the Forum, the HPSP is designated Major Mixed-Use which continues until Century Boulevard. The Major Mixed Use designation permits an overall floor area ratio of 2:1 averaged over the entire 298-acre Hollywood Park site.

As shown in **Figure 4.9-3**, the area west of Prairie Avenue is zoned C-2 for the entirety of the segment. Land uses on the west side of Prairie Avenue from the north to Kelso Avenue, include a vacant lot, daycare facility and Kelso Elementary School. South of Kelso Avenue is a restaurant and a funeral home before the land use transitions into residential uses. On either side of Buckthorn Street are retail stores and continuing south between Buckthorn and Arbor Vitae Streets is an institutional (religious) facility and a motel. South of Arbor Vitae Street is a restaurant, convenience store, a vacant building, more restaurants, beauty salons, and a repair shop in a commercial center.

The area east of Prairie Avenue is zoned Commercial Recreation (C-R) north of Pincay Drive and HPSP south of Pincay Drive. The C-R zone allows for a variety of commercial entertainment uses including, among others, animal exhibitions, athletic events, social events, and conventions. The height limit for the C-R zone is 150 feet in height from natural grade with a 30 feet setback from the property line. The setback area can be used to accommodate landscaping or landscaped parking/subterranean parking. The HPSP is a Mixed-Use specific plan that includes SoFi Stadium and allows development of a mix of uses, including retail, office, commercial and residential uses. Starting on the north end of Prairie Avenue, the Inglewood Park Cemetery is located on the northeast corner of Prairie Avenue and Manchester Boulevard. The Inglewood Park Cemetery is located on 200 acres of land with park-like vegetation throughout the site. South of Manchester Boulevard is the Forum, a historic commercial recreational venue built in 1967. South of Pincay Drive is the recently completed SoFi Stadium with additional development ongoing south of the stadium. The HPSP area, including SoFi Stadium, includes 298 acres east of Prairie Avenue extending to Century Boulevard.

The City's Medical Enterprise Overlay Zone overlays the Residential and Medical (R-M) and C-2 Zones along Prairie Avenue between Manchester Boulevard and Hardy Street. This overlay allows for development of hospitals, medical offices, real estate, and insurance offices, dental offices, and ancillary uses, along with some entertainment and personal care uses and shopping centers only on properties zoned C-2.

4.9.5 ADJUSTED BASELINE CONDITIONS

This section assumes the Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis, 4.0-5: Adjusted Baseline**. Related to land use, the changes associated with the Adjusted Baseline affect the vacant land immediately east of the proposed Project across Prairie Avenue, which would be developed with retail, restaurant, commercial, and residential uses, and other entertainment and open space uses in the HPSP area. No other changes to the existing environmental setting related to land use and planning would occur under the Adjusted Baseline Environmental Setting.

4.9.6 THRESHOLDS OF SIGNIFICANCE

A significant land use impact would occur if the proposed Project would result in the following:

Threshold LU-1 Physically divide an established community.

Threshold LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The first threshold applies to projects that would create physical barriers which would create divisions to existing connections between parts of a community. Physical divisions in a community could be created if connectivity between areas of the existing community is substantially affected. Physical division can also occur if the connectivity between areas of an existing community is reduced to the extent that one portion of a community would be physically separated from the rest of the community.

The second threshold addresses consistency with applicable land use plans and focuses on potential conflicts between the proposed Project and existing land use plan, policies, and regulations adopted to avoid or mitigate environmental effects. Determinations of significance are not based on inconsistency alone, but on instances where inconsistencies with plans, policies, and regulations would also result in physical impacts on the environment.

A project is considered to be consistent with a general plan and related planning documents if, considering all its aspects, it would further the objectives and policies of the plan or not obstruct their attainment. If a project is determined to be inconsistent with specific individual objectives or policies but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the proposed Project would not be considered inconsistent with the plan.

Inconsistency with a land use or planning policy is not necessarily considered to be an impact under CEQA; only those inconsistencies that result in physical effects on the environment are considered a significant impact to the environment as defined by CEQA. The proposed Project is considered to be consistent with the goals of regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary intent of the land use plan or policy. Policies that do not result in physical impacts represent factors that the Lead Agency and Responsible Agencies would consider in their planning reviews of the proposed Project.

Thresholds and analysis relevant to land use compatibility, including consistency with applicable plans, in terms of views, air quality, noise, and surface transportation are addressed in **Sections 4.1: Aesthetics, 4.2: Air Quality, 4.10: Noise, and 4.12: Transportation**, respectively.

4.9.7 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

4.9.7.1 Project Characteristics

The proposed Project is an approximately 1.6-miles long, elevated ATS system with associated support facilities, primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, with limited encroachments currently outside of the public right-of-way onto private property to be acquired as part of the Project. Three stations would be located along the proposed Project alignment as follows:

- Market Street/Florence Avenue station (at the site of the existing retail commercial center) generally proposed between Florence Avenue and Regent Street providing connections to the Metro K Line and downtown Inglewood;
- Manchester Boulevard/Prairie Avenue station proposed on the southwest corner of Manchester Boulevard and Prairie Avenue providing a connection to the Forum, and Los Angeles Stadium & Entertainment District (LASED) at Hollywood Park, and
- Prairie Avenue/Hardy Street station proposed on the northwest corner of Prairie Avenue and Hardy Street providing connections to the LASED at Hollywood Park, including SoFi Stadium, and the Inglewood Basketball & Entertainment Center (IBEC).

Each station is configured with center station platforms to minimize the total footprint of the station and guideways while providing ease of passenger wayfinding.

The ATS guideways would consist of dual lanes, with each lane approximately 14 feet wide, and widths varying from 30 feet to 75 feet to accommodate stations and turn-back switches. The guideway is supported by columns ranging in size from approximately 6 feet by 9 feet to 6 feet by 12 feet in diameter depending on the locations, spacing and guideway configuration.

Existing roadways and infrastructure along the guideway would require some reconfiguration to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations along Market Street, Manchester Boulevard, and Prairie Avenue are necessary to ensure that the existing number of travel lanes is maintained.

The proposed Project includes a MSF, to provide regular and preventive maintenance for the ATS trains (i.e., rolling stock and equipment), vehicle storage, and an operations control center. **Figure 4.9-4: Map of Property Acquisitions and Easements** identifies the location of the proposed MSF. The MSF building would be approximately 75,000 SF and elevated from ground level to match the guideway elevation. The

ground floor would consist of a generally unenclosed space containing approximately 250 public parking spaces for the new Vons store. A gated surface parking area containing approximately 50 parking spaces for employees and visitors to the MSF will be provided west of the MSF building.

Support facilities would include two power distribution system (PDS) substations. These substations would be the service connection point and would provide the necessary power for the proposed Project including traction power, auxiliary power and housekeeping power for the stations and infrastructure. One of the PDS substations would be co-located with the MSF and another would be located at Prairie Avenue/Hardy Street Station.

Additional public parking would be provided as part of the Project at three locations:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pickup and drop off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 S. Market Street.
- Approximately 80 parking spaces would be provided in a surface parking lot at the Prairie Avenue/Hardy Street Station along with pickup and drop off areas within the lot.

Property and Easement Acquisitions

The proposed Project is located in a highly developed urban setting containing existing residential, commercial, education, and transportation facilities. While the majority of the proposed Project would be located within the public street right of way, components of the guideway system are proposed on adjacent property which would require acquisition of property or easements. In addition, the Market Street/Florence Avenue station, MSF, the Manchester Boulevard/Prairie Avenue station, and the Prairie Avenue/Hardy Street station would require acquisitions of properties. Property and easement acquisitions are discussed below.

Market Street Segment

The northern most station of the proposed Project is the Market Street/Florence Avenue station which would be located at 310 E. Florence Avenue, southeast of Market Street and Florence Avenue. The station would replace an existing retail commercial center containing restaurants, auto part store, cosmetology school, convenience store, and drug store. An elevated passenger walkway would connect the Market Street/Florence Avenue station with the Metro K line Downtown Inglewood Station north of Florence Boulevard.

As the guideway continues south on Market Street, existing commercial buildings and vacant lots would line both sides of the guideway.

Manchester Boulevard Segment

The guideway turns east onto Manchester Boulevard which would require the guideway to extend into the adjacent property occupied by a two-story commercial building at 150 S. Market Street, located on the northeast corner of the Market Street and Manchester Boulevard intersection. The existing commercial building would be replaced by the guideway and a surface parking lot providing approximately 50 public parking spaces as part of the proposed Project.

As the guideway continues east, retail, commercial, and restaurant uses continue on both sides of Manchester Boulevard until the intersection with Manchester Drive, where churches and residential homes line the north side of Manchester Boulevard. An additional property acquisition would be required in this segment to accommodate the MSF, which would be located south of the street between Hillcrest Boulevard and Spruce Avenue, at 500 E. Manchester Boulevard on the eastern portion of this site. This site is developed with Vons grocery store building (which includes a separate gym) and gas station. A new Vons replacement store would be developed on the northwest portion of this site. Other uses located within the grocery store include a bank branch and coffee shop which are anticipated to be included in the new Vons replacement store. A PDS substation would also be located on this property.

Prairie Avenue Segment

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to just northwest of the intersection of Prairie Avenue and Hardy Street. As the guideway turns south, the Manchester Boulevard/Prairie Avenue station would be located on a vacant commercial site located on the southwest corner of Manchester Boulevard and Prairie Avenue at 401 Prairie Avenue that would be acquired as part of the Project.

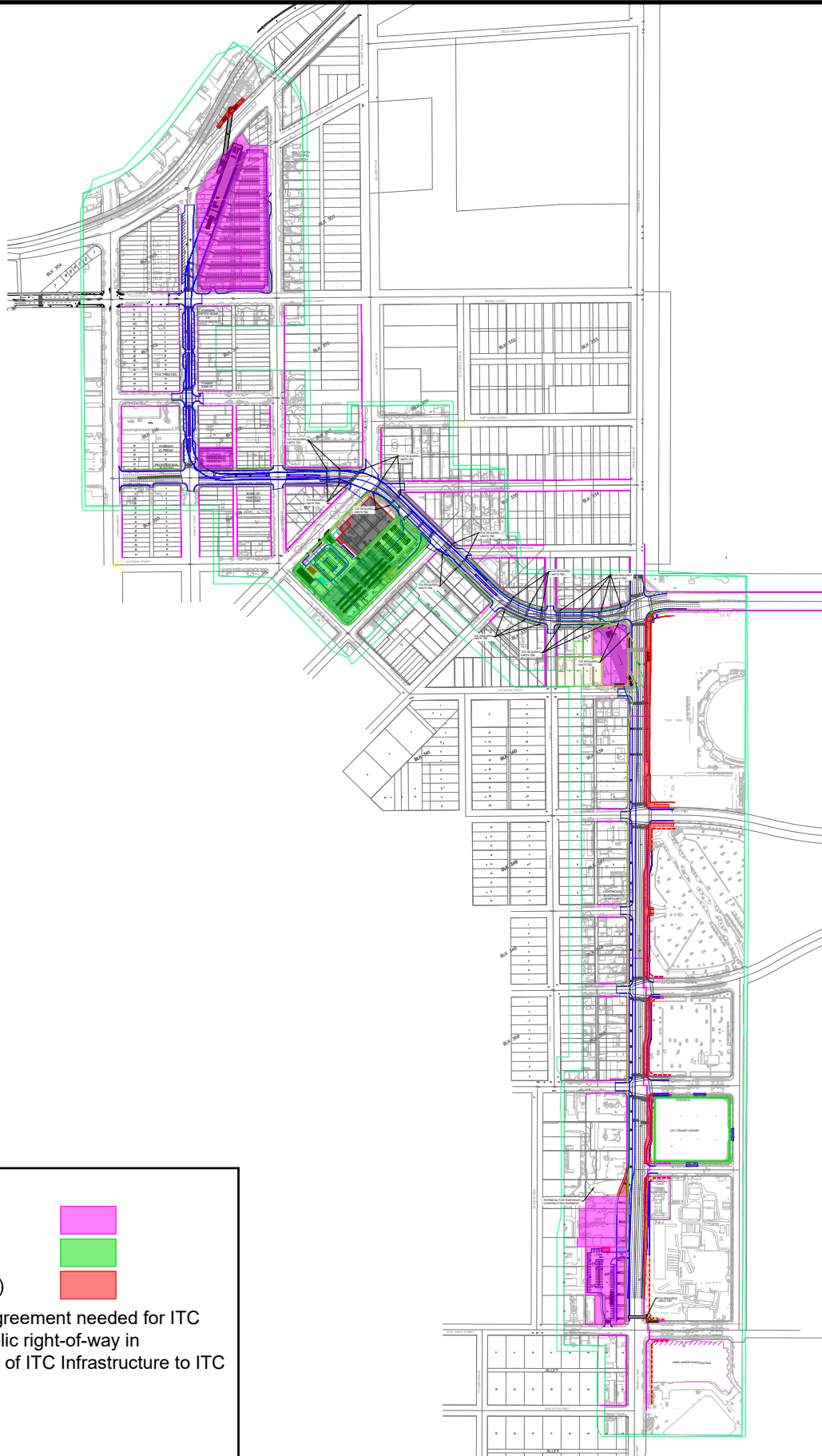
As the guideway continues south, uses include a commercial office building and educational facilities west of Prairie Avenue, including a daycare center and Kelso Elementary School. Existing land use south of Kelso Street and west of the Prairie Avenue is a mix of commercial buildings and retail commercial centers, hotels, and residential buildings. East of Prairie Avenue are the Forum, SoFi Stadium, and other new development in the HPSP area.

This Prairie Avenue/Hardy Street station is proposed at the southern end of this segment on the northwest corner of Prairie Avenue and Hardy Street on property proposed to be acquired as part of the Project. This site is currently developed with a retail commercial center. Acquisition of 6 additional parcels located immediately north of the proposed station site is necessary to accommodate the switch zone north of the

station. These parcels include 2 vacant parcels, 2 containing vacant commercial buildings and 2 containing occupied commercial buildings.

Table 4.9-1: Anticipated Property Acquisitions And Easements and **Figure 4.9-4** identifies parcels that would be acquired in fee (full or partial) or on which easements would be acquired to implement the proposed Project. These real property rights would be acquired by either the City of the Joint Powers Authority (JPA) to be formed by Metro and the City to implement the Project.

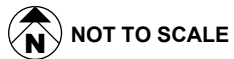
A detailed list of existing parcels on and adjacent to the proposed Project is provided in **Appendix M: Existing Land Use Setting for Parcels Adjacent to the ATS System**.



Legend

- Full Take
- Partial Take (Fee)
- Partial Take (Easement)

Note: Encroachment agreement needed for ITC Infrastructure within public right-of-way in connection with transfer of ITC Infrastructure to ITC Joint Powers Authority.



SOURCE: City of Inglewood - 2021

FIGURE 4.9-4



Map of Property Acquisitions and Easements

**Table 4.9-1
Anticipated Project Acquisitions**

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Metro K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Metro K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Metro K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Metro K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Metro K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-022	226 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Advance America, Inglewood Optometric Center, Inglewood Beauty Supply, Inglewood Beauty Salon	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts and Chinese Foot To-Go, Luxe Gold Salon, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full Acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and US Bank branch located inside Vons)	Partial Acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full Acquisition	Prairie Ave./Manchester Blvd. Station, guideway, construction staging, and future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway and construction staging
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway and construction staging
4024-009-003 4024-009-005	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full acquisition, partial acquisition, or easements	Guideway and construction staging

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full Acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easement or partial acquisition	Roadway, sidewalks, and parkway, and elevated passenger walkway connection from Prairie Ave./Manchester Blvd. Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Up to 30' for roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Up to 30' for roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-086	Address Not Available	Parking Lot	Easement or partial acquisition	Up to 30' for elevated passenger walkway connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway,

ITC Design Standards and Guidelines

The ITC Design Standards and Guidelines (Design Guidelines) (see **Appendix C**) identify the objectives for the various project components and provides design guidance to help achieve the objectives. The Design Guidelines include instructions on the project component dimensions, characteristics, and construction methods to better integrate the proposed Project with existing resources and nearby communities.

Guideline Objectives

ATS Guideway

The guideway would have a significant presence on the streets where it is located, connecting the major entertainment centers with each station. The guideway would be simple and streamlined and will be a unifying feature between stations. The guideway architecture will create a sense of movement that connects the stations.

Stations

The stations would be the architectural focal points within the design of the proposed Project. Stations will be identifiable, distinctive, and streamlined. The massing of the stations will be sleek and modern. The station canopies will be distinctive, yet designed in a manner not to detract from the surrounding environment.

Maintenance and Storage Facility

The MSF will be easily accessible by employees who serve and maintain ATS trains. It will be simple and modern in style and rectilinear in form with complimentary lighting, finishes, landscaping and color palette. Screens will be provided to shield all exterior equipment including equipment at the rooftop and ground level, so that it is not visible from the street or accessible areas of adjacent properties. Sufficient area for landscape will be provided in order to integrate the facility site perimeter with the urban environment. The building exterior would be covered in a uniformed and neutral color, with accent colors, where appropriate, to allow proper integration of the structure with the environment existing visual character of the area. Additionally, the Design Guidelines would require trees and new landscaping as feasible to provide shade and decorative separation of parking spaces. Passenger walkways surrounding the site would comply with local standards and guidelines with street trees planted around the site for aesthetic appeal and to separate the MSF building from surrounding uses.

Streetscape

Roadway and street related designs would establish a framework and overall vision for the streetscape. Building upon proposed development within the Inglewood downtown and areas adjacent to the ATS, the

streetscape improvements associated with the proposed Project would add additional pedestrian facilities, active transportation, and aesthetics.

The public right-of-way includes the roadway, the bicycle network, and the sidewalk area. The goals for the roadways, streetscape, and pedestrian connections are to create an attractive and functional environment for the users and seek to create well defined edges between the pedestrian and the vehicle realm, to use a hierarchy of spaces that help define the use of the public realm, and to improve the passenger experience through clarity of circulation and wayfinding.

Pedestrian Network and Streetscape

The pedestrian network would connect buildings, streets, parking areas, and the Project stations to create an environment that supports all modes of transportation. Sidewalks are a fundamentally important component of the area's pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes of travel (automobile, public transit, bicycles, etc.) to land uses in the area. The pedestrian zone would be of adequate width to accommodate pedestrians, including those with disabilities while providing pedestrian connections to the ATS stations.

Under the Design Guidelines, streetscape in downtown Inglewood would be consistent with the street furnishings which currently exists on Market Street and the historic core and in accordance with the Downtown TOD Plan.²⁵ Existing furnishings on Market Street includes waste baskets, light posts, sidewalk posts, and street chairs spread across the downtown area on sidewalk areas. Street furnishings and street trees would be consistent with the Design Guidelines, which provide trees planted on Market Street will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.

For the streetscape adjacent to HPSP on Prairie Avenue, the Design Guidelines require trees on the west side of Prairie Avenue to be spaced to match the spacing on the east side of Prairie Avenue and the guideway support structure to the extent feasible. The HPSP streetscape plan is designed to achieve a diverse urban forest, to integrate Hollywood Park with the adjoining urban fabric and to assist in developing districts of distinctive and appropriate character. Street trees selected for Prairie Avenue are based on recommendations from local arborists to create a palette of horticulturally successful, low maintenance and climate-appropriate tree species.²⁶ Tree selections on Prairie Avenue under the design guidelines of the HPSP are Afghan Pine, Camphor Tree, Southern Magnolia, and Canary Island Pine trees.

27 City of Inglewood. Inglewood Municipal Code. Section 12-38.50. T-C Zone. Permitted Uses. https://qcode.us/codes/inglewood/view.php?topic=12-17_2-12_38_50&frames=on.

27 City of Inglewood. Inglewood Municipal Code. Section 12-38.50. T-C Zone. Permitted Uses. https://qcode.us/codes/inglewood/view.php?topic=12-17_2-12_38_50&frames=on.

Prairie Avenue adjacent to HPSP would also accommodate residential and retail gateways to the development and HPSP identifying elements with the goal of accommodating and providing architectural features, landscaping, graphic elements, special pedestrian or automobile paving, special night lighting effects or other similar features that complement the HPSP development.

Overall, the streetscape design would build upon proposed development within downtown Inglewood and adjacent to the ATS. The goals for the roadways, streetscape, and pedestrian connections in the Design Guidelines include creating a cohesive, attractive, and functional environment for the users and seeking to create well defined edges between the pedestrian and the vehicle realm. A hierarchy of spaces would also be created to define the pedestrian space and improve passenger circulation and wayfinding experience.

Parking

The proposed Project includes parking lots at three locations: The Market Street/Florence Avenue Station, 150 S. Market Street, and the Prairie Avenue/Hardy Street Station. The Market Street/Florence Avenue Station site would include pick up and drop off areas on Locust Avenue and Regent Street and a surface parking lots containing approximately 650 public parking spaces. The surface parking lot at 150 S. Market Street would contain approximately 50 public parking spaces, and the surface parking lot at the Prairie Avenue/Hardy Street Station would contain approximately 80 public parking spaces. Planting zones will be provided to separate parking stalls from sidewalks with trees that would be planted at a minimum ratio of one tree per 10 parking spaces, not including the trees along the street edge of the parking lot.

In addition, the City is considering building a parking structure on the City's Inglewood Transit Facility (ITF) site located on the southeast corner of Prairie Avenue and Arbor Vitae Street within the HPSP area. This parking structure would provide additional public parking near event venues in the LASED and for the IBEC. The ITF site is currently improved as a surface parking lot and bus transit facility. This planned parking structure would provide up to 2,500 parking spaces in a six-level building. While this proposed parking facility would be located within the HPSP area and is not proposed as part of the Project, it is analyzed as part of the potential circulation system in which the Project will operate.

Construction Commitment Program

The Construction Commitment Program (CCP) (**Appendix D**) identifies construction practices that would be implemented during construction of the proposed Project to address potential impacts associated with construction activities. These include measures to avoid or reduce adverse impacts of the proposed Project to environmental resources and the surrounding communities. Construction measures included in this Program address:

- Business and community support plans, including a business assistance fund
- Construction staging and traffic control requirements
- Maintaining access to parking, businesses, residences, and pedestrian facilities
- Noise and vibration measures
- Air quality measures
- Other vital measures during construction

General Plan Amendment

The proposed Project includes proposed amendments to the General Plan Land Use, Circulation, and Safety Elements as described below to reflect the addition of this transit system to the City’s circulation system. No changes are proposed to the other elements of the General Plan including the Housing, Conservation, Noise, Open Space, and Environmental Justice Elements.

Land Use Element

The amendment to the General Plan Land Use Element would change the text and diagrams related to the three components as described below.

First, the Goals and Objectives section would be modified to incorporate the ITC Project into the subsections addressing Circulation and the Downtown Transit Oriented District. The modified objectives address integration of the ATS system into the existing area around Market Street, connecting the Downtown Inglewood Metro Rail station to the LASED including SoFi Stadium, the Forum, and the IBEC with the ITC Project, and supporting the City’s goal to promote adequate public transportation within the City and the region by adding the ITC Project.

Second, a description of the proposed ITC Project would be added to the “Passenger Train Service” subsection under the “Development Factors-Transportation Network” section. The subsection provides a list of passenger train services available in the City of Inglewood.

Third, the “Downtown Transit Oriented District” subsection in the “Future Land Uses” chapter would be amended to identify the proposed Transportation Corridor Overlay Zone (TC Overlay Zone) as one of the overlay zones in Downtown Inglewood. The TC Overlay Zone would take precedence over or supersede, as necessary, all other zones, including overlay zones, in the Project area, including the concept plans and zoning and design guidelines outlined by the Downtown TOD Plan.

Circulation Element

The amendment to the General Plan Circulation Element would include changes to text and diagrams related to the four components described below.

First, Market Street, between Florence Avenue to the north and La Brea Avenue to the south, would be revised from its current configuration to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island; currently this section of Market Street has two lanes in each direction with a center turn lane. The Circulation Element currently classifies Market Street as a Minor Arterial street. Minor Arterial streets contain two lanes of traffic in each direction. This section of Market Street would be reclassified as a Collector street; Collector streets have one lane of traffic in each direction.

The Circulation Element identifies typical street sections for common right-of-way widths and sections of streets planned for widening. The second component of the proposed amendment includes defining the maximum right of way for Prairie Avenue, between Manchester Boulevard to the north and Hardy Street to the south, as 132 feet.

Third, a description of the proposed Project, including its connection to the Metro K Line, would be added to the description of light rail facilities in the City.

Fourth, changes to the descriptions of the street environment, parkways, medians, and on-street parking on Market Street, Manchester Boulevard, and Prairie Avenue that would be affected by the Project would be made.

Safety Element

The Safety Element would be amended to include descriptions of the proposed Project components including the guideway, stations, MSF and PDS substations. Specifically, the proposed Project would be added to the element as a Critical Facility. The description of transportation routes would be updated to incorporate the presence of proposed Project components along its alignment.

Transportation Corridor Overlay Zone

An amendment to Chapter 12, Planning and Zoning, of the IMC is proposed to add a Transportation Corridor Overlay Zone (TC Overlay Zone) that would apply to the proposed Project areas. The intent of the TC Overlay Zone is to define specific uses and development standards applicable to the proposed Project as the standards in the underlying zones are not applicable to an elevated guideway, stations, or various other components of the proposed Project infrastructure. The TC Overlay Zone standards would supersede or take precedence over the standards of the zones underlying the TC Overlay Zone footprint, but only with respect to the proposed Project elements; the standards of the underlying zones would continue to govern existing and future development of non-Project elements.

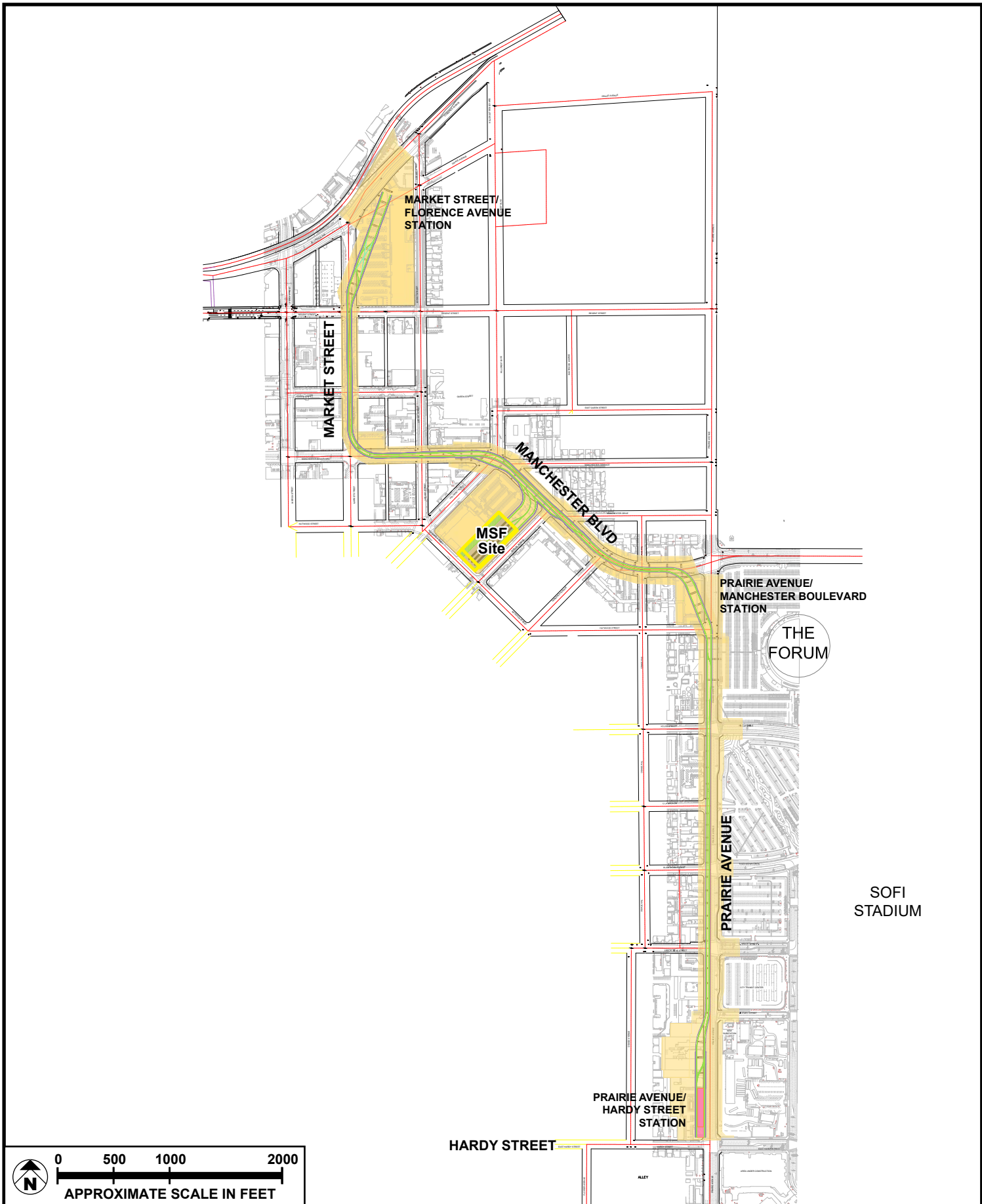
The TC Overlay Zone defines the uses permitted in this overlay zone area along with supplemental development standards and design guidelines. The boundaries of the proposed TC Overlay Zone are

shown in **Figure 4.9-5: Transportation Corridor Overlay Zone**. The TC Overlay Zone area includes the guideway, stations, and all related support facilities.

The permitted uses for the TC Overlay Zone would be modeled upon, and expand upon, those contained in the City's existing Transportation Corridor (T-C) Zone described in Section 12-38.50²⁷ of the IMC, which provides the zoning framework for the Metro K Line within the City, with adjustments made to accommodate the elements necessary for the ITC Project including, without limitation, an above-grade guideway, the MSF, the multilevel stations, vertical circulation elements, and connecting walkways and bridges, and all of the related supporting facilities and infrastructure. The proposed TC Overlay Zone would allow the following as permitted uses (the TC Overlay Zone Uses):

- The construction, operation and maintenance of any at-grade or elevated fixed guideway transportation system, including, without limitation, light rail (which may consist of an automated people mover system, automated guideway transit, monorail, and/or any other comparable system that may be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on rail(s) from below, straddling, or suspended from overhead beam(s) from above), trolley, busway (including rapid transit), and/or comparable transit or transportation system, including public and private rights-of-way, easements, underground utilities, tracks, spurs, guideways, footings, support columns, support beams, and any appurtenant facilities, improvements, and equipment, including stations (which may be at-grade or elevated and comprised of one or multiple levels), maintenance facilities, storage facilities, operations control centers, related administrative and office facilities, restrooms, vertical and horizontal circulation elements (such as stairs, escalators, elevators, and passenger bridges and walkways), plazas or similar open space areas, platforms, signals, utility and storage areas, power distribution elements, electrical or traction power.
- Substations, rolling stock, and the like, which are necessary and related to the operation, maintenance, and security of the transportation system.
- Parking facilities (surface, subsurface, or structured) for transportation facilities (including such facilities' employees and users) or for use by adjacent or nearby businesses or public facilities.
- Mobility hubs (which may be co-located with parking facilities) and multimodal pick-up and drop-off facilities.
- In conjunction with the uses permitted above, property in the TC Overlay Zone may be landscaped and otherwise improved with ornamental fencing, ornamental lighting, directional and informational signage, public information and communications signage systems and all related facilities, fiber optics, emergency lighting, security systems, rest areas and seating, café or food service carts, service kiosks or structures, retail, and other similar streetscape improvements, public amenities or other uses typically found in public transit stations.

27 City of Inglewood. Inglewood Municipal Code. Section 12-38.50. T-C Zone. Permitted Uses. https://qcode.us/codes/inglewood/view.php?topic=12-17_2-12_38_50&frames=on.



SOURCE: Meridian Consultants LLC - 2021

FIGURE 4.9-5



Transportation Corridor Overlay Zone

- Station sites and maintenance or storage facility sites in the TC Overlay Zone may be jointly developed with station facilities and commercial, residential, public facility, or mixed uses.
- As interim uses only during periods of construction, construction staging and laydown (including storage of all equipment and materials), fencing, construction-related office, and employee space (which may include restrooms and a canteen and/or food vendor area), interim parking, and ancillary temporary structures and any other temporary uses approved by the Director of Public Works as reasonably related to any of the foregoing temporary or permanent uses or otherwise in the public interest.

Development of the TC Overlay Zone Uses within the TC Overlay Zone will be subject to the Inglewood Transit Connector Standards and Design Guidelines (Design Guidelines). The Design Guidelines provide design guidance for each component of the Project (e.g., guideway, stations, parking lots) and define the City's review and permitting process for the development of the TC Overlay Zone Uses in the TC Overlay Zone area. With respect to such uses only, the Design Guidelines will supersede the standards in the Inglewood Municipal Code, the Downtown Inglewood and Fairview Heights Transit Oriented Development Plan, and the Hollywood Park Specific Plan, as well as any other design, plan review, or permit process described in any of the foregoing documents (including the Site Plan Review process in Article 18.1 in Chapter 12). Compliance with the review process as specified in the Design Guidelines will be required prior to the issuance of building permit(s) for development of the TC Overlay Zone Uses, and the review will require consistency with the assumptions in this EIR.

The Design Guidelines will include standards for design, features and design elements for buildings, structures, transit system elements, streetscapes, landscaping, lighting, parking, and sustainability.

The TC Overlay Zone would also define development standards applicable to these permitted uses including the following:

- A height limit of 110 feet for station sites, 75 feet for the MSF site, and 75 feet for all other improvements, structures, and elements of the proposed Project, which include the guideway. These are height limits calculated above finished grade.
- No minimum setbacks (0' setback).
- No minimum street frontage requirements.
- Parking and public art requirements as specified in Design Guidelines.

The TC Overlay Zone would specify that any area within the zone, previously used to satisfy a minimum setback requirement in the underlying zone, will still continue to be treated as a legal setback area and shall continue to be counted for purposes of any permitted density or floor area calculations under the underlying zone for existing and future development purposes.

The TC Overlay Zone boundaries would be coterminous with the proposed Project footprint and would also extend up to 50 feet from the edge of the guideway and outside edge of the stations along the entire alignment of the guideway.

Medical Enterprise Overlay Zone

As part of the Project, the City would amend the Medical Enterprise Overlay Zone in Chapter 12, Planning and Zoning, Article 5.1. “R-M” Residential and Medical Zone Regulations of the IMC [IMC §12-22.29] to exclude properties within the Project Site from the Medical Enterprise Overlay Zone. The TC Overlay Zone would apply to these properties.

The Medical Enterprise Overlay Zone applies to R-M (Residential) and C-2 (General Commercial) zoned properties located in Planning Area One and Planning Area Two. Planning Area One includes properties that are zoned R-M and located to the north of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Florence Avenue to the north and Manchester Terrace to the south. Planning Area Two includes properties that are zoned R-M and located to the south of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Manchester Boulevard to the north and Hardy Street to the south.

Currently, the Medical Enterprise Overlay Zone applies to the proposed sites for the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations and associated components of the Project on the west side of Prairie Avenue not located within the public right-of-way.

Hollywood Park Specific Plan Amendment

To accommodate the ATS while maintaining the existing roadway capacity along Prairie Avenue, the ITC Project includes the proposed relocation of one existing traffic lane on the east side of Prairie Avenue. The relocated lane would be accommodated within a variable easement for street purposes, to be acquired by the City over private property that currently comprises the existing required 30-foot setback area along the west edge of the HPSP area. While existing sidewalk widths along Prairie would be maintained, landscaping, signs and other streetscape improvements would need to be reduced or eliminated in certain areas following the property acquisition. To address any potential conflict or inconsistency with the HPSP, the City is proposing the following specific plan amendments and clarifications to the HPSP:

- The elimination of the requirement for a 30-foot setback area along the western edge of the HPSP area (30-foot Setback Area) to allow zero-lot line development. Accordingly, future buildings and structures within the western edge of the HPSP area would be permitted to be built along the existing property line without requiring any additional setback along Prairie Avenue. Subterranean parking

and certain structures, such as balconies, would be allowed to encroach within the City's easement areas, to minimize the loss of the setback area for future development purposes. Consistent with the proposed TC Overlay Zone, any area previously used to satisfy the minimum setback requirement shall continue to be counted within any density or Floor Area Ratio calculations under the Specific Plan, for existing and future development purposes, even though it may have been dedicated as a public right-of-way.

- The landscape area within the 30-foot Setback Area will be reduced or eliminated in certain areas, as needed to accommodate the new street easement.
- New areas where signs will be allowed will be proposed to support the replacement and relocation of existing monument and wayfinding signs currently located within the existing 30-foot Setback Area.
- To support the attractiveness of the ITC Project and increase the transit mode share to the HPSP area, the City proposes to improve public safety, enhance the pedestrian circulation system and pedestrian experience to the event and activity centers at Hollywood Park by allowing for routine closures of 2 interior streets on event days to reduce pedestrian conflicts with vehicles within designated areas. Accordingly, to facilitate pedestrian-only pathways on event days, the City proposes to amend the Specific Plan to designate Champions Way and Touchdown Drive as private streets and no longer require their public dedication (excluding subsurface, wet, dry and fiber utilities) to the City.

Other amendments will be considered together with the HPSP owner, as necessary, for implementation of the Project and coordination with existing and future HPSP development.

The Forum

To accommodate the ATS while maintaining the existing roadway capacity along Prairie Avenue, the ITC Project includes the proposed relocation of one existing traffic lane on the east side of Prairie Avenue. The relocated lane would be accommodated within a maximum 30-foot variable easement along the Forum property for street purposes. The Project will also include a pedestrian connection from the proposed Prairie Avenue/ Manchester Boulevard Station, which may also eliminate some parking at the Forum site. The City would acquire a 30-foot easement over the Forum private property and could potentially eliminate some parking spaces on the Forum site along the Prairie Avenue edge of the property to accommodate the Project. The City would continue to acknowledge that the parking for the Forum would be legally non-conforming with implementation of the ITC Project, and the Forum Development Agreement would be updated accordingly. Finally, the existing marquee sign for the Forum located in Prairie Avenue may be adjusted as necessary to accommodate the proposed lane relocation and ITC infrastructure while maintaining the prominence and visibility of this existing sign.

Vons Grocery Store Relocation

To accommodate the MSF while maintaining a Vons supermarket at or near its current location, the ITC Project includes the phased relocation of the current Vons supermarket to a new location on the same parcel and the removal of the current gas station located at the site. The City would acquire a portion of the existing site while also accommodating supermarket parking under the elevated MSF building. A City Planning Commission approval of a Special Use Permit is required for demolition of the gas station [IMC §12-63(a)], Planning Commission approval of Design Review is required for the new supermarket store [TOD Plan §4.5], and approval of a Site Plan Review by the Planning and Building Department Director is required for the new supermarket store [IMC §12.39-50 et seq.]. Other discretionary permits and approvals may be necessary to support the construction and operation of a new supermarket store and/or the removal of the current gas station. During construction, the City would permit the existing and new grocery store to operate with less than the amount of parking required by the City's municipal code. In addition, any current legal non-conforming uses associated with the existing grocery store, including, but not limited to, alcohol sales would be permitted to continue as legal non-conforming uses.

Impact LU-1: Would the project physically divide an established community?

Physical divisions in a community could be created if connectivity between areas of the existing community is substantially affected. Physical division can also occur if the connectivity between areas of an existing community is reduced to the extent that one portion of a community would be physically separated from the rest of the community.

Construction

Construction of the proposed Project could divide the existing community by reducing vehicular, bicycle, and pedestrian access within the Project area due to lane closures and impacts on the circulation system. However, implementation of the CCP (**Appendix D**) would ensure that access to project adjacent sites would be available to the public with minor inconveniences. The Construction Staging and Traffic Control Program required by the CCP would prioritize maintaining a minimum of one travel lane in each direction on streets affected by construction activities. In the event that a complete road closure would be required, a detour route would be reviewed and approved by the City and public notice will be provided regarding the closure and the detour route. The detour route will allow for continued access to areas affected by project construction.

To minimize impacts on surrounding communities, construction staging would largely take place on parcels outside the existing right of way, limiting impacts on circulation. Staging would also comply with any City issued permits and be reviewed by the City prior to its implementation.

Although construction activities during Phases 5 and 6 would occasionally pose physical barriers to connections on Market Street or Manchester Boulevard, the physical barriers would be temporary and measures within the CCP would be provided to minimize transportation impacts that may arise from temporary street closures.

The CCP includes the measures described below to minimize traffic interruptions during construction. Implementation of the Construction Staging and Traffic Control Program will maintain pedestrian and vehicular access throughout construction of the Project. Other measures included in the CCP, including the Business and Community Support Program and Business Interruption Assistance Program, will also minimize the effects of the construction of the Project on the community. While construction of the Project will result in temporary disruptions, construction of the Project will not create a physical division of the community that will result in a significant land use impact

The requirements set forth in the CCP, including the Transit Access and Circulation Program (CCP, Section 5.0), the Construction Staging & Traffic Control Program (CCP, Section 6.0), and the Business and Community Support Program (CCP, Section 2.0) and Business Interruption Assistance Program (CCP, Section 3.0) (see **Appendix D**) would continue to allow access within the Project area, including access to businesses at all times, and transportation related inconveniences would be reduced to the extent feasible and provide additional support for businesses. Efforts would be made to keep all traffic lanes open for peak directional travel. If all lanes cannot remain open, one lane would be kept open for peak direction and supplemented by detour options. Advanced notice of road closures and detours would be provided to the City and the community.

Measures to minimize transportation impacts are not limited to private vehicles. Bus stop relocation and bicycle/pedestrian detours facilitates access by other modes of transportation and ensures continued operation and connectivity to nearby communities. Multimodal access to local businesses would be maintained throughout construction.

While access to some neighborhoods would be disrupted and detoured for short periods of time during construction, through implementation of the CCP access would continue to be available to neighborhoods for both residents and emergency response. In addition, the funding assistance provided as part of the CCP's Business Interruption Assistance Program would avoid indirect impacts on existing businesses from construction of the ITC Project. For these reasons, the proposed Project would not physically divide the existing community during construction and this impact is less than significant.

Additional construction impact analysis including aesthetics, air quality, noise and vibration, and traffic, can be found in **Sections 4.1, 4.2, 4.10, and 4.12.**

Operation

The proposed Project will extend service from the Metro K line to the major event venues and existing and planned residential and commercial uses in the City, facilitating regional transit connectivity across the greater Los Angeles region. Both the guideway and the stations will be elevated and the guideway will be primarily located within public right-of-way for the length of the proposed Project. Existing uses adjacent to the proposed Project include commercial, single, and multifamily residential, and entertainment uses.

As discussed below, the proposed Project guideway and stations would be elevated to minimize access impacts to adjacent land uses and ground transportation. The ATS guideway and support columns will change the physical characteristics of the streets it is located on, including affecting the views of buildings along these streets. These streets are existing transportation facilities that are a feature of the community, and the additional ATS infrastructure does not reduce capacity of these streets and does not block access to existing structures or residential or commercial uses along the alignment. Stations would be designed to provide easy access for pedestrians to and from the station and adjacent streets. The proposed support facilities for the ATS system, such as the MSF, would not be constructed on existing transportation facilities and would be contained within designated parcels without physically dividing the community. Therefore, operation of the proposed Project will have a less than significant impact on access and will not introduce features on these streets that will physically divide the community.

Market Street Segment

The Market Street/Florence Avenue station footprint would be entirely contained within the 9-acre site and will not contribute to physically dividing the surrounding community.

The elevated guideway would travel south from this station on Market Street until the intersection with Manchester Boulevard. Since the guideway will be elevated and located with a minimum clearance of 16 feet 6 inches from the street and located within the existing street the columns for the guideway and other associated components of the system would not introduce physical features that will form a physical barrier. While the ATS guideway and support columns would change the physical characteristics of this segment of Market Street and would affect the views of buildings along the street, the Project will not introduce features that would physically divide the community.

As identified in *Section 4.9.4: Existing Conditions*, adjacent to this segment are commercial retail, office, restaurant, parking, and mixed-use residential uses, as well as vacant lots. The guideway will be elevated and supported by columns. The number of support columns will be minimized by providing the maximum allowable spacing between each column. Aside from the property to be acquired at the corner of Market Street and Manchester Boulevard, which is described further in *Manchester Boulevard Segment* below,

the guideway is not expected to intrude into any existing land uses or impact the existing traffic flow or pedestrian movement below the guideway footprint. No physical division of the community would occur.

An elevated passenger walkway will connect the Market Street/Florence Avenue station with the Metro K line through the Downtown Inglewood station across Florence Avenue to the north. Because the passenger walkway will be elevated, it will not interfere with access to existing neighborhoods and would not physically divide an existing community.

Manchester Boulevard Segment

The Manchester Boulevard segment begins at the intersection of Market Street and Manchester Boulevard and continues east until the intersection of Manchester Boulevard and Prairie Avenue. The Manchester Boulevard roadway is bordered by commercial retail, office, churches, mixed-use and residential uses on both sides of the street. As the guideway turns east on Manchester Boulevard, the guideway will extend into the property located at 150 S. Market Street. This property contains a two-story commercial building that will be acquired and demolished to allow construction of the guideway.

Similar to the Market Street segment, the guideway will be constructed primarily within the current Manchester Boulevard right-of-way. The number of support columns for the guideway will be minimized by providing the maximum allowable spacing between each column and the guideway would not pose a physical barrier except for the occasional columns support for the guideway. The columns will be spaced out to the maximum extent feasible to minimize visual and land use impacts for nearby right of way and properties.

The MSF will be constructed within the Manchester Boulevard segment, located southwest of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue, at an existing commercial center containing a Vons grocery store. This commercial center would be acquired and the existing buildings demolished to accommodate both the MSF on the eastern portion of the site and a new Vons grocery store will be reconstructed on the northwest portion of the site. The MSF building would be elevated to match the track elevation. One PDS substation will be co-located on the MSF site. Since the MSF site will be entirely contained within the existing commercial center site, the structure will not physically divide the existing community or impede access to local businesses, amenities, and residential uses. Existing traffic circulation will continue to operate around the MSF site without physical obstructions.

Neither the elevated guideway nor the MSF site will physically divide the community by limiting local access or obstructing traffic. The guideway and support columns will be located above the roadway within the proposed median and will not introduce physical features that will form a physical barrier. While the ATS guideway and support columns would change the physical characteristics of this segment of

Manchester Boulevard, including affecting the views of buildings along the street, the Project will not introduce features that will physically divide the community.

Prairie Avenue Segment

The Prairie Avenue segment begins at the intersection of Manchester Boulevard and Prairie Avenue and continues south on the west side of Prairie Avenue until the termination of the guideway at the intersection of Hardy Street and Prairie Avenue. As the guideway turns south from Manchester Boulevard, the guideway will partially extend beyond the public right-of-way to pass through the property at 401 S. Prairie Avenue to accommodate the Prairie Avenue/Manchester Boulevard station. An acquisition of this parcel would be necessary to accommodate the station and associated support columns. This segment of the guideway would be bordered by commercial and multifamily residential uses on the west and a mix of uses on the east, including the Forum and entertainment, retail, and residential uses under development within the HPSP area.

The Prairie Avenue segment will be constructed primarily within the western edge of the Prairie Avenue right-of-way and will be adjacent to established communities to the west and entertainment centers and developing communities to the east. Acquisition of a maximum 30-foot easement will be required to reconfigure Prairie Avenue to the east and accommodate columns, sidewalk, and existing number of travel lanes. Similar to other segments, the guideway, located on the west side of Prairie Avenue, will be elevated, at least 4 feet from adjacent buildings, and spaced out to the extent practical to limit the number of columns. Existing traffic flow below the guideway structure will be maintained.

There are two stations proposed on this segment of the ATS; the Prairie Avenue/Manchester Boulevard Station and the Prairie Avenue/Hardy Street Station. The Prairie Avenue/Manchester Boulevard Station is proposed on a vacant parcel located on the southwest corner of Prairie Avenue and Manchester Boulevard and the Prairie Avenue/Hardy Street Station is proposed on the northwest corner of Prairie Avenue and Hardy Street on a site currently developed with a retail commercial center. Acquisition of these parcels is proposed as part of the Project.

To accommodate the ATS and to maintain the existing roadway capacity along Prairie Avenue, the ITC Project includes a relocation of an existing traffic lane on the east side of Prairie Avenue. The City will acquire a 30-foot easement along the west edge of the Forum property and the current 30-foot setback area in Hollywood Park Specific Plan area for street purposes. Existing sidewalk widths along Prairie would be maintained, landscaping and signage would be replaced within the existing HPSP setback area, and the intent of the development standards and future development potential would be unchanged by the ITC Project.

The elevated stations and guideway would not obstruct existing traffic flow, would not block access to existing residential, commercial and all other facilities or create a physical division of the existing community, and the Design Guidelines will help minimize visual impacts to the surrounding community.

Additionally, the residential neighborhoods located west of the Prairie Avenue commercial entertainment facilities located east of Prairie Avenue are currently separated by Prairie Avenue. While the ATS guideway and associated support columns would change the physical characteristics of this segment of Prairie Avenue and Prairie Avenue will be shifted to the east as discussed above to maintain the existing roadway capacity, the addition of the ATS system and widening of Prairie Avenue by shifting one travel lane to the east will not result in Prairie Avenue further dividing the community. Access to existing commercial and residential uses on both sides of the guideway would remain due to the elevated nature of the guideway and the implementation of the Design Guidelines. Therefore, the Prairie Avenue Segment of the proposed Project will have a less than significant impact to local access and physical division of the community.

Mitigation Measures

Impact is less than significant. No mitigation measures required.

Level of Significance after Mitigation

Impact is less than significant. No mitigation measures required.

Impact LU-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impacts

This analysis addresses both the construction and operation of the proposed Project. The discussion evaluates whether implementation of the proposed Project would conflict with an applicable land use plan, policy, or regulation to such an extent that it would constitute a significant, adverse environmental impact.

The criterion for determining significance with respect to land use plans considers conflicts with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This criterion recognizes that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The overarching goals of the 2020–2045 SCAG RTP/SCS address four core categories: economy, mobility, environment, and healthy/complete communities. The RTP/SCS includes goals to improve mobility and access for local communities in the region with reliable and safe transportation options. The RTP/SCS also encourages a diverse portfolio of transportation options that would increase people and goods movement within the region using new transportation technologies and data driven solutions that result in more efficient travel. Beyond transportation, the RTP/SCS also seeks to reduce greenhouse gas emissions and improve air quality within the region while supporting more healthy and equitable communities.

The proposed Project would further the objectives of the plan by increasing local and regional transportation options while minimizing greenhouse gas emissions locally and in the region. The proposed Project would be a reliable transportation system that would improve the security and resilience of the regional transportation system by increasing local transportation service capacity and options for transportation in the region. The increase in transportation service capacity would promote regional economic prosperity and competitiveness while serving major regional activity centers including downtown Inglewood, SoFi Stadium, the Forum and the Inglewood Basketball and Entertainment Center (IBEC).

The proposed Project would decrease local VMT and improve local air quality (See **Section 4.2**) in the City of Inglewood. As the proposed Project is located within and adjacent to disadvantaged and underserved communities, the health benefits and reliable, low-cost transit service would create a more equitable community with increased access and reliable transportation options. Lastly, the proposed Project would increase transportation options for diverse housing types in the area, including single and multifamily residential uses in the City of Inglewood.

Table 4.9-2: SCAG 2020–2045 RTP/SCS Analysis provides a consistency analysis of the proposed Project as compared to applicable goals and policies contained in various chapters of the SCAG 2020-2045 RTP/SCS. The analysis contained in **Table 4.9-2** demonstrates the proposed Project would generally be consistent with the advisory and voluntary RTP/SCS Goals and Policies. Therefore, implementation of the proposed Project would not result in significant land use impacts due to inconsistency with the RTP/SCS. Accordingly, impacts would be less than significant. For consistency with SCAG growth forecast for population, employment, and housing please refer to **Section 4.11**.

Table 4.9-2
SCAG 2020–2045 RTP/SCS Analysis

2020 RTP/SCS Goals, Policies, and Strategies	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Consistent. Implementation of the proposed Project would have local and regional economic benefits by improving access to the City’s major activity centers including downtown Inglewood, SoFi Stadium, Forum and IBEC, increasing regional connectivity, and incentivizing economic activity across the region along the transit route.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The proposed Project would develop a fully elevated guideway connecting the Metro K Line, downtown Inglewood, and the City’s major activity centers. The proposed Project would maximize the movement of passengers and travelers on both event and non-event days at SoFi Stadium, Forum and IBEC, by integrating pedestrian, roadway, and transit improvements into an efficient transportation network. Further, the proposed Project would provide convenient, reliable, and time-certain transit service for residents and visitors. As such, the proposed Project would improve mobility, accessibility, reliability, and travel safety for the region.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. The proposed Project would develop a fully elevated dual lane guideway with supporting maintenance facilities integrated into the City of Inglewood’s transportation system and linking with the regional light rail system. Regular maintenance would be provided to support the continuing operation of the system, enhancing the security and resilience of this new component of the regional transportation system.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent. The proposed Project would expand the range of travel choices available in the City of Inglewood by adding a transit system that links downtown Inglewood and activity centers in the City with the regional light rail network.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The proposed Project would reduce reliance on automobiles and other light duty vehicles in the City of Inglewood by providing an alternative mode of travel within the City that links to the regional light rail network. The proposed Project also includes streetscape improvements that would facilitate pedestrian and bicycle travel by reducing vehicles and congestion on the existing roadway system and increasing transit, pedestrian, and bicycle use which would reduce greenhouse gas emissions and improve air quality.
Goal 6: Support healthy and equitable communities.	Consistent. The proposed Project would reduce traffic congestion and overall VMT, increasing use of transit, bicycle, and pedestrian travel, which would improve local and regional air quality and public health in the City of Inglewood. The addition of the proposed Project in the City of Inglewood that links to the regional light rail

2020 RTP/SCS Goals, Policies, and Strategies	Project Consistency
	network would provide a reliable, low-cost transportation option to SB 535 disadvantaged communities.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The proposed Project would include a range of both mandatory and feasible sustainability measures, reduce congestion, and reduce overall vehicle miles traveled (See Section 3.0 , <i>Table 3.0-5</i>). The proposed Project would link downtown Inglewood and activity centers in the City to the Metro K Line light rail line, which would support an integrated development pattern and transportation network.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. The proposed Project would integrate a new transportation technology into the City's transportation system. By linking downtown Inglewood and activity centers in the City to the regional light rail network, the proposed Project would result in more efficient travel.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent. Implementation of the proposed Project would expand the range of transportation options available in the City of Inglewood by providing a transit system within the City that links to the regional light rail network, which would facilitate the development of a diverse range of housing in the City.

Source: SCAG. 2020-2045 RTP/SCS ConnectSoCal. September 3, 2020. <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>. Accessed October 6, 2021.

Los Angeles County Airport Land Use Commission Airport Land Use Plan

Portions of the guideway, stations, and support facilities, including the MSF, the Prairie Avenue/Manchester Boulevard Station, and the Prairie Avenue/Hardy Street Station, are located within the LAX Planning Boundary/Airport Influence Area. Based on review by the Los Angeles County Airport Land Use Commission staff, review of the proposed Project by the Airport Land Use Commission is not required.

As shown in **Figure 4.9-1**, the proposed Project is also not located within the Runway Protection Zone (RPZ)²⁸ and is not subject to land use restrictions in the RPZ, including the restrictions on residential and public assembly uses. A portion of the proposed ATS alignment along Manchester Boulevard and Prairie Avenue is located within the 65 dB CNEL noise contour for the airport. As a transit facility, the proposed ATS would be a compatible use in the 65 dB CNEL contour as the ATS is not a noise sensitive use.

²⁸ Los Angeles World Airports. *Los Angeles Plan Amendment Study Report*. March 2012.

City of Inglewood General Plan

Land Use Element

The General Plan policies focus largely on orderly infill development, promotion of transit oriented development, facilitation of mixed uses, provision of housing for all income level households, improvement of aesthetics, provision of public services, safety from seismic effects, use of alternative energy sources, and prevention of land use consistency conflicts. In order to ensure the proposed Project is consistent with the Land Use Element of the General Plan, the following changes to the Land Use Element are proposed:

1. The new text shown as underlined is proposed to be added to the goal below in the “Circulation” subsection of the “Goals and Objectives” section:
 - Promote and support adequate public transportation within the city and the region, including through the development and operation of the Inglewood Transit Connector and its appurtenant infrastructure, stations, maintenance and storage facility, substations, and related improvements.
 - The new text shown as underlined is proposed to be added to the “Downtown Transit Oriented District” subsection of the “Goals and Objectives” section for the following policies and the text shown as strikethrough will be deleted:
 - Policy 2.3: *Preservation of Historic Fabric*. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.
 - Policy 3.5: *Local Transit Connections to Metro Rail*. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to downtown and the Downtown Inglewood Metro station through development and operation of the Inglewood Transit Connector using existing or emerging technologies.
 - Policy 3.6: *Parking District*. Establish a parking district with shared parking consolidated in garages or surface lots and manage pricing.
1. The new text shown as underlined is proposed to be added and the text shown as strikethrough would be deleted under the “Passenger Train Service” subsection in the “Development Factors – Transportation Network” section:

D. Passenger Train Service

Inglewood is currently connected to the Los Angeles Metro Rail system by Crenshaw Station on the Metro C Line. This station is located in the 105 freeway at Crenshaw Boulevard.

The Metro K Line, scheduled to open in ~~2021~~¹⁹, will add three new stations to the City of Inglewood: Fairview Heights (Florence/West), Downtown Inglewood (Florence/La Brea), and Westchester/Veterans (Florence/Hindry).

The Inglewood Transit Connector, anticipated to open in 2027, would further enhance connectivity by adding an extension from the Metro K Line that would connect the transit line’s

Market Street Station (located at Florence/Market) to the entertainment, housing, and employment centers located at or near The Forum, the NFL Stadium, Hollywood Park and the future Inglewood Basketball and Entertainment Center.

2. The new text shown as underlined is proposed to be added and the text shown as strikethrough would be deleted in the “Downtown Transit Oriented District” subsection in “Future Land Uses”:

G. Downtown Transit Oriented District [*Intervening text intentionally omitted*]

The Downtown Transit Oriented District consists principally of the half-mile radius around the Downtown Inglewood Metro Station located near Florence Avenue and Market Street but also can incorporate the areas adjacent to the Inglewood Transit Connector. The Transit Oriented District should contain a variety of mutually complementary uses, including residential, office, retail, government and light industrial/creative office, all in a pedestrian-friendly environment that facilitates transit usage. Concept plans, zoning and design guidelines for this District are given by the TOD Plan for the area or, with respect to those areas containing the Inglewood Transit Connector, the zoning provisions and design guidelines of the Transportation Corridor Overlay Zone. It is divided into seven sub-districts: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

The proposed amendments are consistent with the intent of these existing goals and policies for the Downtown Transit Oriented District and the City’s circulation system. Specifically, the proposed Project would implement Policy 3.5 by providing a local connection to the Metro Rail system from Downtown Inglewood and activity centers in the City including SoFi Stadium, Forum, and IBEC. The additional surface parking lots providing public parking included as components of the proposed Project are consistent with the intent of Policy 3.6 for parking in the Downtown Transit Oriented District.

The proposed changes are consistent with the Land Use Element goals for promoting and providing adequate public transit to the local community. The proposed Project would add reliable public transit to Inglewood communities that do not have access to existing transit services. The Design Guidelines would ensure the proposed Project is integrated into the historic fabric for the segment of the guideway that would travel through the City’s historic core along Market Street.

The proposed TOC Overlay Zone and Design Guidelines are complementary to, and consistent with the existing policies for the Downtown Transit Oriented District to create a pedestrian-friendly environment that facilitates transit usage.

Overall, the proposed Project furthers the goals of the Land Use Element by providing additional transit options and facilitating transit-oriented development within the City of Inglewood. As the proposed Project would connect passengers between downtown Inglewood and the City’s activity centers, it would result in additional transit options for both residents and visitors and create transit-oriented development areas near the transit line.

The proposed Project also supports other General Plan policies as well which are not directly related to transit. The proposed Project would support infill development and increase the use of alternative methods of circulation centered around the Metro system, pedestrian network, and bicycle facilities. The increase in visitors and pedestrian activity that would be associated with the proposed Project in downtown and around the other stations, coupled with proposed streetscape improvements, would advance economic development through increased patronage at local businesses and help encourage mixed-use land development patterns conducive to pedestrian activity.

As shown in **Table 4.9-3: Project Consistency with General Plan Land Use Element**, the proposed Project would support and would be generally consistent with the Land Use Element. Operation of the proposed Project would not conflict with any of the applicable goals, objectives, and policies included in the City's General Plan Land Use Element and, thus, would not result in a significant impact.

**Table 4.9-3
Project Consistency with General Plan Land Use Element**

Goals and Policies	Project Consistency
<i>Goals and Policies added with 2016 Amendment</i>	
Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.	Consistent. The proposed Project would strengthen Downtown Inglewood for commercial and residential uses by increasing accessibility to the downtown area from local activity centers and the regional light rail network. This increased transit accessibility would promote local economic development opportunities, and enhance downtown's retail, recreation, and entertainment offerings and range of housing and employment options. Implementation of the proposed Project would activate and complement development in the City, and enhance social cohesion, equity, and community resilience.
Policy 1.1: Mixed Use Development. Encourage a range of residential, retail, office, recreational, and institutional uses in the Historic Downtown to create a vibrant urban district and support local business.	Consistent. The proposed Project would increase transit accessibility in the City's Historic Downtown, which would support and encourage the development of a range of residential, retail, office, recreational, and institutional uses. By connecting downtown with local activity centers and the regional light rail network, the proposed Project would result in an increase in visitors and pedestrian activity in the downtown neighborhood that would support the development of a vibrant urban district and support local businesses.
Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.	Consistent. The proposed Project would promote economic development opportunities in downtown Inglewood and support the development of a revitalized downtown that serves as a gathering place for residents and visitors by increasing transit accessibility.
Policy 2.2: Pedestrian Network. Enhance sidewalks, repurpose alleys and create mid-block passthroughs and	Consistent. The proposed Project would maintain and enhance sidewalks around the stations and guideway which would enhance the pedestrian environment.

Goals and Policies	Project Consistency
internal courtyards to serve as pedestrian passageways and enjoyable public spaces.	Sidewalks would be enhanced and widened at necessary points adjacent to the support columns to meet Americans with Disabilities Act (ADA) pedestrian circulation requirements, including along Market Street. New enjoyable public spaces would be created at each of the proposed stations that would be designed in accordance with the Design Guidelines.
Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street.	<p>Consistent. The proposed Project would not result in significant impacts to historic buildings. For detailed analysis, please refer to Section 4.4 Cultural Resources. To properly incorporate the proposed Project into the existing historic fabric of downtown Inglewood, the amendment to Policy 2.3 has been proposed to include the ATS system. With the incorporation of the GP amendment the proposed Project would be consistent with the GP Land Use Element.</p> <p>The guideway would have an integrated, clean design, with round columns spaced as far apart as feasible. The underside of the guideway would be smooth, and color of the concrete would be neutral with accents achieved through lighting with tapered edges to reduce visual massing. Street trees and new landscaping would be planted within the median below Market Street. Improved landscaping and widened sidewalks would enhance the public realm for pedestrians to gather and circulate along Market Street.</p>
Goal 3: Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.	Consistent. The proposed Project would expand the range of accessibility options in downtown consistent with this goal by connecting downtown to the regional light rail network and enhance pedestrian and bicycle transit through streetscape improvements.
Policy 3.1: Complete Streets. Accommodate all modes of transportation on streets, with particular attention to transit vehicles and pedestrians, but also design streets to serve as open spaces in the urban environment, places where people gather, communicators of the locality's culture, vision and values, and generators of development on adjacent parcels.	Consistent. The guideway would be fully elevated above the existing street network, adding an additional mode of transportation without affecting the existing street network. Streetscape improvements would maintain and improve pedestrian access around the stations. The Design Guidelines address the design character of the stations and the integration of the stations with the pedestrian, bicycle, and vehicular character of the street network.
Policy 3.4: Pedestrian Connections to Metro Rail. Establish high-quality at-grade and/or bridge connections from the Downtown Inglewood Metro station across Florence Avenue to the south. Make every effort to facilitate a direct pedestrian connection from the station to Beach Avenue to the north.	Consistent. The proposed Project would provide a pedestrian connection from the Market Street/Florence Avenue Station to the Metro K Line by means of an elevated passenger walkway spanning Florence Avenue. The elevated passenger walkway would extend north from the mezzanine level of the Market Street/Florence Avenue Station, cross Florence Avenue, and land on the pedestrian sidewalk on the north side of Florence Avenue. Additionally, the Market Street/Florence Avenue Station would include ground level pedestrian connections to encourage pedestrian circulation in the vicinity of the proposed Project.
Policy 3.5: Local Transit Connections to Metro Rail. Provide quality local transit connections from major	Consistent. The primary intent of the proposed Project is to provide a public transportation connection between

Goals and Policies	Project Consistency
<p>destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.</p>	<p>the Metro K line and major activity centers in the City, including the Forum, Los Angeles Sports and Entertainment District, and future Inglewood Basketball and Entertainment Center. The ATS trains would be a driverless, self-propelled electric train using existing technologies to make the transit connection.</p>
<p>Policy 3.6: Parking District. Establish a parking district with shared parking consolidated in garages and manage pricing.</p>	<p>Consistent. Parking facilities would be provided as part of the proposed Project to supplement existing parking in downtown and offset any existing street-side parking that may be impacted by the implementation of the proposed Project.</p>
<p>Goal 4: Downtown is a major economic engine providing jobs, sales tax, and other revenues.</p>	<p>Consistent. The proposed Project would increase the number of visitors to downtown Inglewood. This increase would generate additional business patronage and economic growth in downtown, contributing to more jobs, sales tax revenue, and other revenues in the City.</p>
<p>Policy 4.1: Major Sites Development. Develop major sites and create new destinations at the north and south ends of Market Street, immediately north of the Metro station, and on and around the City Yard that create jobs, generate revenues for the city through sales and bed tax and provide new opportunities for residents.</p>	<p>Consistent. The guideway would begin at the Market Street/Florence Avenue Station, located near the Market Street/Florence Avenue intersection. The placement of a station in this vicinity would serve to create a public transportation destination for visitors or residents traveling to one of the City’s activity centers or to downtown. This increase in transit accessibility and activity in downtown would support the development of major site at the north and south ends of Market Street.</p>
<p>Goals and Policies (as adopted January 1980)</p>	
<p>General</p>	
<p>Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the City to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.</p>	<p>Consistent. The proposed Project involves the development of an elevated guideway built entirely above grade and largely within the public rights-of-way, with support constructed on appropriate sites adjacent to the guideway. The MSF would consist of an elevated building on an approximately 4- to 6-acre site with sufficient space for maintenance facilities, administration facilities, storage, shipping/receiving areas, and staff parking. The guideway, stations, and support facilities are intended to meet the transportation needs of the City while ensuring that the development of new, major activity centers can be accommodated by the local and regional transportation network in an orderly fashion. Additionally, the proposed Project would encourage complementary transit-oriented, mixed-use development near stations conducive to the anticipated increase in pedestrian activity, including within the Downtown TOD Plan area.</p>
<p>Help promote sound economic development and increase employment opportunities for the City’s residents by responding to changing economic conditions.</p>	<p>Consistent. The proposed Project would support economic activity in downtown Inglewood by improving connectivity to activity centers in the region and locally, thereby increasing employment opportunities for the City’s residents. Additionally, the proposed Project would create jobs in the maintenance and operation of the ATS trains at the MSF.</p>

Goals and Policies	Project Consistency
Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.	Consistent. The proposed Project would provide an additional transportation option between downtown Inglewood and the City's activity centers for visitors and residents. The proposed Project would enhance the use and viability of existing housing as well as encourage new mixed-use, transit-oriented development, including residential uses.
Promote Inglewood's image and identity as an independent community within the Los Angeles metropolitan area.	Consistent. The proposed Project would encourage and facilitate greater access to the City's activity centers, including SoFi Stadium, Forum, IBEC and downtown Inglewood. These activity centers contribute to the City's status and identity as an entertainment destination within the Los Angeles metropolitan area.
Commercial	
Create and maintain a healthy economic condition with the present business community and assist new business to locate within the City.	Consistent. The proposed Project's introduction of increased visitors through increased connectivity to the region would likely have the effect of encouraging business patronage, employment, and economic growth in the City.
Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.	Consistent. As mentioned previously, the proposed Project's introduction of increased visitors and pedestrian traffic in the downtown neighborhood would likely have the effect of encouraging business patronage, employment, and economic growth in the area.
Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.	Consistent. The proposed Project would enhance the appearance of major streets adjacent to the ATS system facilities including sidewalks and roadway medians. The appearance of the ATS structure would be modern with transparent and neutral toned color scheme to create an appealing appearance. The color scheme is also chosen to help better integrate the ATS structure with the adjacent environment. The ATS system would facilitate movement of greater numbers of residents and visitors along major streets in the City, thereby having the potential to activate existing commercial corridors, particularly along Market Street.
Promote the development of commercial/recreational uses which would complement those which are already located in Inglewood.	Consistent. As mentioned previously, the proposed Project's introduction of increased visitors and pedestrian traffic in the downtown neighborhood would likely have the effect of encouraging business patronage, employment, and recreational development in the area. Connectivity to existing recreational uses such as the Forum and SoFi stadium would complement commercial recreational uses already located in Inglewood.
Industrial	
Increase the industrial employment opportunities for the City's residents.	Consistent. The proposed Project would include an MSF which would provide for regular and preventive maintenance of the ATS train rolling stock and operating equipment, as well as space for storage of the vehicle fleet. Additionally, the MSF would house the operations control center where automated train operations would be monitored and controlled. The proposed Project is

Goals and Policies	Project Consistency
	anticipated to generate approximately 150 full time employment opportunities in the light industrial sector.
Circulation	
Ensure that proposed new uses can be accommodated by adequate and safe streets.	Consistent. During construction of the proposed Project, right-of-way closures or diversions may occur along the length of the guideway and near the MSF and City's ITF sites. However, such closures would be temporary and would adhere to a traffic construction management plan as approved by the City of Inglewood Transportation Division. Upon implementation of the proposed Project, the existing number of travel lanes in the area would be maintained and area roadways would continue to accommodate a range of transportation options.
Promote and support adequate public transportation within the City and the region.	Consistent. The proposed Project would increase existing capacity and provide additional access to public transportation within the City and the region by adding a transit system to connect visitors and residents with downtown Inglewood and activity centers in the City and to regional light rail system.
Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.	Consistent. Implementation of the proposed Project would increase transit choices and reduce vehicle trips in the City.
Develop a safe and adequate pedestrian circulation system which is barrier-free for the handicapped.	Consistent. The proposed Project would include pedestrian access at the ground level surrounding the stations along the proposed Project. Access to the stations would be accomplished through ADA-compliant pedestrian amenities such as escalators, elevators, stairs, signage, walkways, and mezzanine areas. Streetscape improvements along the guideway would ensure that sidewalks/walkways would be ADA-compliant surrounding stations, support columns, and other facilities.
Community Facilities	
Maintain the present high level of police and fire services to the extent it is fiscally prudent.	Consistent. The proposed Project would divert some attendees of the City's activity centers who would otherwise travel by private vehicle, resulting in reduced traffic and congestion. The reduction in surface vehicle traffic could potentially reduce the amount of police and fire services required in the area. However, passengers of the ATS system would require additional police and fire services. The City would work with the local police and fire services to ensure that a high quality of existing police and fire services would be maintained.
Expand opportunities for cultural and social growth for the City's residents.	Consistent. The proposed Project would encourage economic development in downtown Inglewood and transit-oriented development in the vicinity of the proposed Project while connecting neighborhoods with the City's activity centers. These efforts would serve to expand opportunities for cultural and social growth amongst the City's residents.

Source: City of Inglewood General Plan, "Land Use Element" (2016).
*Proposed GP Amendment

Environmental Justice Element

The Environmental Justice Element focuses on issues of equity when planning for future growth and development in the City, highlighting two environmental justice factors- pollution burden and population characteristics. Environmental Justice is a prominent issue in the City as residents in the City primarily reside in SB 535 disadvantaged communities and the City of Inglewood consistently ranks among the top 25 percent in California with the highest pollution burden and socioeconomic vulnerabilities.²⁹

The proposed Project would further the goals and objectives stated within the Element by providing reliable transit service and improving mobility of the local City residents while reducing the number of vehicles on the existing roadway. These reductions in vehicle miles traveled would contribute to a reduction in air quality impacts in the local neighborhoods and the region, providing an improvement to local air quality and public health (see **Section 4.2**). Noise impacts on the roadways would not increase during the operation of the proposed Project and the overall noise impact would be less than significant during operation which would ensure the quality of life of the nearby communities (see **Section 4.10**). The City has involved and would continue to involve the community during the proposed Project's planning and environmental review process and has provided and would continue to provide information to the public through public outreach efforts, notifications online and publications in newspapers and mailing notices. For outreach effort information conducted during the planning period by the proposed Project, please refer to **Section 2.0: Introduction** and associated appendices (**Appendix A: Revised NOP and IS** and **Appendix B: Summary of Comments on Revised NOP**). Furthermore, over 100 public meetings have been held with community members including local businesses and property owners. The City would continue outreach efforts during the construction period to inform communities and businesses of the latest project construction updates, to coordinate mitigation measures to local businesses for parking and access, and to provide additional signage, advertisements, and support throughout the construction duration.³⁰ These outreach efforts increase the participation of nearby disadvantaged neighborhoods and makes project information available to the public.

In addition, the proposed MSF has been sited and designed to maintain the existing Vons Store on Manchester Boulevard, consistent with the goals and policies in the Element to provide access to affordable and nutritious food.

As shown in **Table 4.9-4: Project Consistency with Environmental Justice Element**, the proposed Project would support and be consistent with the Environmental Justice Element.

29 City of Inglewood. *Environmental Justice Element*. April 2020.
<https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element>.

30 ITC Construction Commitment Program.

Table 4.9-4
Project Consistency with Environmental Justice Element

Goals and Policies

Participation and Collaboration

Goal 1: Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life.

Consistent. The City circulated the Initial Study (Original IS) and issued a Notice of Preparation (Original NOP) on July 16, 2018. Publication of project notices were also published in Los Angeles Times (July 18, 2018), La Opinion (July 18, 2018), and Inglewood News (July 19, 2018) newspaper circulations. A public scoping meeting for the proposed Project was held on July 26, 2018. Notification of revised project scope were circulated via a Revised NOP and Revised IS on September 10, 2020. Notice was provided by publication in newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020, as well. Comments were collected from both rounds of NOP/IS publications and the scoping meeting and considered in the formulation and assessment for the proposed Project. The City provided notice of the availability (NOA) of the Draft Environmental Impact Report on December 23, 2020. This notice stated that comments would be accepted on the DEIR through February 8, 2021. The NOA was published in the Los Angeles Times on December 23, 2020, and was also published in the Spanish- language newspaper La Opinion on December 17, 2020. The City would continue to ensure residents and stakeholders are aware of, and can effectively participate in, decisions concerning the proposed Project and its environmental effects.

Policy EJ-1.11: Conduct broad outreach on public hearings that affect the environment in languages used by the community.

Consistent. The City hosted an open house style public scoping meeting for the proposed Project on July 26, 2018. Both Spanish translators and sign language interpreters were present to assist with interpretation. The Original IS and Original NOP were circulated on July 16, 2018, and three newspaper publications were published on July 18/19, 2018. Additionally, a Revised NOP and IS with updated project information were published on September 10, 2020. Publications notices were published in the newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020, as well. Comments from the public, organizations, and agencies were collected and considered for Project analysis. The City provided notice of the availability (NOA) of the Draft Environmental Impact Report on December 23, 2020. This notice stated that comments would be accepted on the DEIR through February 8, 2021. The NOA was published in the Los Angeles Times on December 23, 2020, and was also

Goals and Policies

	<p>published in the Spanish- language newspaper La Opinion on December 17, 2020. The City also held a virtual public meeting on January 13, 2021, to provide information on the project and allow for public comments on the Draft EIR. Outreach efforts continued after and in between the scoping periods and reaching over 100 community and stakeholder outreach meetings prior to the publication of this DEIR. Outreach efforts will continue to be held after the publication of the Recirculated DEIR with additional newspaper publications and public hearings being held.</p>
<p>Policy EJ-1.12: Inform the public on decisions that affect their environment using multiple communication methods, including traditional and online forms of communication.</p>	<p>Consistent. Three newspaper notices publications were published on July 18/19, 2018. Circulation of Original NOP by mail was distributed on July 16, 2018. The Original IS and Original NOP were also posted on City of Inglewood’s Envisioning Inglewood website and CEQAnet. Additionally, a Revised NOP and IS with updated project information were published on September 10, 2020. Publications notices were published in the newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020, as well. The City provided notice of the availability (NOA) of the Draft Environmental Impact Report on December 23, 2020. This notice stated that comments would be accepted on the DEIR through February 8, 2021. The NOA was published in the Los Angeles Times on December 23, 2020, and was also published in the Spanish- language newspaper La Opinion on December 17, 2020. The City would continue to use multiple communication methods, including traditional and online forms of communications, for the proposed Project during the Project review, the approval process, and during the construction duration.</p>
<p>Policy 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.</p>	<p>Consistent. Newspaper notices were published in both Spanish and English in three newspapers—Los Angeles Times, La Opinion, and Inglewood Times. The City would continue to follow these notice procedures for the proposed Project.</p>
<p>Policy EJ-1.14: Offer interpretation services at key meetings and workshops on issues affecting the environment.</p>	<p>Consistent. Project public scoping meeting hosted on July 26, 2018, included Spanish translators and sign language interpreters for the meeting. Spanish translators and sign language interpreters will also be present at future meetings hosted for the Project.</p>
<p>Policy EJ-1.15: Consider offering childcare at key meetings and workshops on environmental issues affecting entire neighborhoods and the City as a whole.</p>	<p>Consistent. The scoping meeting was a focused technical meeting; childcare was considered for this meeting but determined not to be warranted. Childcare would be considered for future general meetings on the Project.</p>
<p>Policy 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.</p>	<p>Consistent. Over 100 meetings with community stakeholders, including business owners and property owners, and agencies has been conducted over the span of over two years. The number of meetings and varying</p>

Goals and Policies

	time, date, and places ensured broad participation by the public. The City would continue to consider varying times, dates, and places for Project meetings and workshops for all future meetings.
Policy 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.	Consistent. Public comment periods were held from July 16, 2018, to August 15, 2018, and from September 10, 2020, to October 12, 2020, for the Original and Revised NOPs. Public comments were accepted on the Draft EIR from December 23, 2020, to February 8, 2021. Comments and feedback on the proposed Project were accepted both through an online form and mail. Both the Original NOP and the Revised NOP for the proposed Project was published through the Envision Inglewood website and distributed through emails and on the ground mailing. The City would continue to seek feedback on the proposed Project through traditional and online forms of communication.
Policy 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.	Consistent. The City has and would continue to coordinate with community-based organizations to conduct outreach on the proposed Project (See Section 2.0).
General Environmental Health	
Goal 2: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.	Consistent. The proposed Project would reduce overall vehicle miles traveled, reduce congestion, and improve local air quality.
Policy EJ-2.1: Incorporate compliance with State and federal environmental regulations in project approvals.	Consistent. The proposed Project would comply with all State and federal environmental regulations for project approval.
Policy EJ-2.2: Work with other agencies to minimize exposure to air pollution and other hazards in the environment.	Consistent. The proposed Project would reduce overall vehicle miles traveled, reduce congestion, and improve air quality in the local community. The City has planned the proposed Project in cooperation with local and regional agencies.
Policy EJ-2.3: Ensure compliance with rules regarding remediation of contaminated sites prior to occupancy of new development.	Consistent. The proposed Project would provide remediation to sites with contamination prior to construction of the proposed Project's components. This includes the removal of existing UST at the MSF site and potentially contaminated soil due to prior use. Refer to Section 4.8: Hazards for more information.
Policy EJ-2.4: Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.	Consistent. The proposed Project would add to local transportation options and promote land use patterns that encourage people to walk, bicycle, and use public transit. Pedestrian facilities near stations and along the guideway would be widened and improved to incorporate ADA components and bicycle parking would be provided at transit stations.
Policy EJ-2.8: Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.	Consistent. The proposed Project would provide an additional public transit option to the local area and reduce overall vehicle miles traveled, reduce congestion, and improve local air quality.

Goals and Policies

Policy 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.

Consistent. The proposed Project would include a Construction Commitment Program and implement mitigation measures to minimize the impacts of construction on the community to the extent feasible. Refer to **Sections 4.2** and **4.10** for more information.

Access and Connectivity

Goal 3: A community that promotes physical activity and opportunities for active living.

Consistent. The proposed Project would promote active living by reducing vehicle volumes and congestion on the City's street system and enhancing the pedestrian and bicycle infrastructure in the City.

Policy EJ-3.4: Require the provision of on-site bicycle facilities in new large-scale development projects.

Consistent. The proposed Project would construct on-site bicycle facilities at stations to facilitate an active lifestyle around the City.

Policy EJ-3.5: Partner with transit agencies to ensure that parks and recreational facilities are accessible to low-income and minority populations.

Consistent. The proposed Project would provide an additional transit option for residents to access park and recreation facilities in the City.

Policy 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.

Consistent. Pedestrian facilities including sidewalks, elevated passenger walkways, and access around stations would be improved to accommodate for ADA requirements and widened to accommodate for support column widths. A elevated passenger walkway would connect the Market Street/Florence Avenue Station with the Metro K Line downtown Inglewood station to facilitate direct and safe pedestrian travel.

Affordable and Nutritious Food

Goal 4: Healthy, affordable, and culturally appropriate food is readily available to all members of the community.

Consistent. Currently all Inglewood residents are within 1-mile of a grocery store, and approximately ninety-two percent (92.1%) of all residents are within 1/8-mile of a grocery store. The proposed MSF has been sited and designed to allow a new replacement Vons store to be developed on the site of the existing Vons store and co-located with the MSF. All Inglewood residents will remain within 1-mile of a grocery store.

Policy 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.

Consistent. The proposed Project would provide additional mode of transportation providing local access to grocery stores and fresh food through the ATS system. Roadway adjacent facilities such as passenger walkways would also be improved to encourage local multimodal access. The proposed Project would facilitate the development of a new Vons replacement store on the MSF Site to replace the existing store to maintain access for the community to a grocery store at this location.

Public Facilities

Goal 6: Adequate and equitably distributed public facilities are available in the community.

Consistent. The proposed Project would provide transit service linking the southern area of the City with downtown and the regional light rail network. The proposed Project would increase local transit options, providing additional reliable and low-cost transportation facilities connecting communities across the City and to regional activity centers on the Metro K line.

Goals and Policies

<p>Policy EJ-6.1: Ensure the City provides equitable public improvements and community amenities to all areas of the City.</p>	<p>Consistent. The proposed Project would provide a reliable and low-cost transit option for the southern area of the City from the Metro K line, thereby increasing local transit options. Pedestrian facilities along the guideway and stations would be widened and improved to accommodate for ADA compliance and column widths. In addition, bike racks would be provided for community use and promote active transportation.</p>
<p>Policy EJ-6.2: Prioritize the City’s capital improvement program to address the needs of disadvantaged communities.</p>	<p>Consistent. The proposed Project is entirely within or adjacent to SB 535 disadvantaged communities, located in the center of downtown Inglewood and provides transit service to the southern area of the City. The proposed Project would increase local transit options, providing an additional reliable and low-cost transportation facility connecting underserved communities across the City and to regional activity centers on the Metro K line.</p>
<p>Policy EJ-6.3: Plan for the future public improvement and service needs of underserved communities.</p>	<p>Consistent. As discussed in Section 4.11, both employment and population in Inglewood are anticipated to increase overtime. In addition, over 90 percent of the City’s residents work outside of the City in the greater Los Angeles region. The proposed Project would reduce congestion and increase transportation capacity, while providing a reliable and low-cost transportation option to disadvantaged communities. As previously discussed, the proposed Project would be located entirely within an SB 535 disadvantaged community.</p>
<p>Policy EJ-6.6: Provide ongoing infrastructure maintenance in existing residential neighborhoods through the capital improvement program.</p>	<p>Consistent. The proposed Project would construct the MSF to allow for the continued maintenance of the ATS trains. Long term maintenance and operation of the system is anticipated for the proposed Project.</p>
<p>Policy EJ-6.8: Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.</p>	<p>Consistent. The proposed Project includes a range of both mandatory and additional feasible sustainability measures including energy efficiency measures, and measures to reduce congestion and overall vehicle miles traveled (See Section 3.0, <i>Table 3.0-5</i>). As discussed in Section 4.1, the proposed Project would include designs that would complement adjacent land uses and fit into the larger fabric of the community.</p>
<p>Policy 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.</p>	<p>Consistent. The NOP and Revised NOP were distributed to the Inglewood Unified School District and various public agencies including Metro and Caltrans. The proposed Project has taken the School District’s concerns into account regarding Kelso Elementary School and would continue to work with the School District to minimize any potential project impacts to the school.</p>

Source: City of Inglewood General Plan, “Environmental Justice Element” (2020).

City of Inglewood Planning and Zoning Code

The City of Inglewood Planning and Zoning Code implements the goals and policies of the comprehensive General Plan. To be consistent with the established zoning code, a proposed Project needs to be consistent with applicable standards.

The proposed Project includes the proposed adoption of a TC Overlay Zone to define appropriate standards for the development and operation of the proposed Project. A description of the TC Overlay Zone is analyzed below for its consistency to the General Plan and its effect on the proposed Project.

New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines

The New Downtown and Fairview Heights TOD Plan and Design Guidelines apply to new construction or rehabilitation within the areas of Fairview Heights and Downtown Inglewood. The New Downtown and Fairview Heights TOD Plan and Design Guidelines address the Downtown TOD area and Fairview Heights TOD areas separately. The Downtown TOD area consists of approximately 585 acres located in the center of Inglewood along the new Metro K line just east of the Florence Avenue/La Brea Avenue intersection. This planning and zoning area extends approximately ½ mile in all directions from the Metro K Line Downtown Inglewood Station.

The New Downtown and Fairview Heights TOD Plan details the vision for the downtown area of the City as a place to live, work, shop and be entertained with a unique mix of accessibility options. The Plan also promotes sustainable development. The proposed Project supports this vision through the implementation of the transit system and the upgrading of pedestrian facilities, while connecting downtown to major commercial entertainment centers including the Forum and HPSP. The TC Overlay Zone, which is designed to implement the proposed Project, would also complement anticipated mixed-use development adjacent to the proposed Project to help revitalize downtown Inglewood. Transit development is considered a sustainable development through its reduction in VMT and air pollutants while offering reliable transit service to the public. In general, the proposed Project supports the visions of the New Downtown and Fairview Heights TOD Plan.

An analysis of the New Downtown and Fairview Heights TOD Plan vision and design concept elements is provided in **Table 4.9-5: Project Consistency with New Downtown and Fairview Heights TOD Plan and Design Guidelines**. The analysis within this section and the table shows that the proposed Project would support and be generally consistent with the New Downtown and Fairview Heights TOD Plan and Design Guidelines. Thus, the proposed Project would result in a less than significant impact related to potential conflicts with the New Downtown and Fairview Heights TOD Plan and Design Guidelines.

Table 4.9-5

Project Consistency with New Downtown and Fairview Heights TOD Plan and Design Guidelines

Vision and Design Concept Elements	
<i>Vision</i>	
Downtown is a place to live, work, shop and be entertained.	Consistent. The proposed Project would strengthen downtown Inglewood neighborhoods by providing a direct connection between downtown Inglewood and major activity centers, promoting local economic development opportunities, and enhancing future transit-oriented development opportunities. These efforts would have the effect of enhancing downtown's retail, recreation, and entertainment offerings and range of housing and employment options. Implementation of the proposed Project would activate and complement development in the City, and enhance social cohesion, equity, and community resilience.
Downtown is a revitalized yet forward-looking gathering place for the community.	Consistent. The proposed Project would help promote economic development in downtown Inglewood and enhance future transit-oriented land use patterns. These opportunities would be a culmination of local planning efforts to achieve a denser built environment connected by modern modes of public transportation. Connections to downtown from regional activity centers would encourage visitors and residents to gather in Downtown gathering spaces. Combined, these efforts would serve to promote downtown Inglewood as a destination location within the neighborhood and broader community.
Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.	Consistent. Implementation of the proposed Project would provide a convenient, reliable, and efficient public transportation option and help diversify the transit options in the downtown Inglewood neighborhood. The proposed Project would serve to increase accessibility to and through the area and help to complete the first/last mile connection from the regional Metro rail system to the City's major activity centers. Pedestrian access and sidewalks in and around the guideway would be enhanced and widened to support columns and meet ADA pedestrian circulation requirements. The updated pedestrian sidewalks would increase accessibility options around downtown.
Downtown is a major economic engine providing jobs, sales tax, and other revenues.	Consistent. As discussed previously, the proposed Project would increase the number of visitors to and through downtown Inglewood. This increase in activity would generate additional business patronage and economic growth in the downtown neighborhood, contributing to more jobs, sales tax revenue, and other revenues in the City.
Downtown is a model for sustainable development.	Consistent. The proposed Project would reduce roadway congestion. The proposed Project's associated streetscape improvements would improve pedestrian access in the proposed Project. The removal of vehicles and congestion on the existing roadway and the increase of transit and pedestrian roadway use would improve air

Vision and Design Concept Elements

	quality in the region and reduce greenhouse gas emissions
Downtown expresses the unique culture of Inglewood.	Consistent. The proposed Project design would reflect the unique character of downtown Inglewood through holistic and integrated design components that integrates the stations within the local setting. For more information, please refer to Section 4.1 .

Design Concept Elements

Area 1: Creation of a new North Market Place destination which includes Inglewood Plaza- the City's new gathering place, closure of Market Street north of Regent Street as part of the Plaza, provision of pedestrian oriented retail around the plaza, new residential developments, several public parking structures, and a bridge/escalator connection across Florence Boulevard.	Consistent. Pedestrian facilities along the guideway and surrounding stations would be improved to incorporate ADA components and widened to accommodate for support columns. In addition, a passenger walkway would be incorporated to connect the Market Street/Florence Avenue Station with the Metro K line across Florence Boulevard, with pedestrian entrance/exit on both sides of Florence Boulevard.
Area 3: Restoration of the Fox Theater in conjunction with revitalization of the Fox Theater block.	Consistent. The proposed Project would connect the local community with the greater Los Angeles region and bring in visitors to downtown and the Fox Theater block. No support columns would be located in front of or adjacent to the Fox Theater and the guideway would have extended clearance to accommodate the vertical pylon sign to promote compatibility of the proposed Project with the historic context of the Fox Theater. The inflow of visitors would economically benefit local businesses, helping revitalize downtown. An increase in transportation option and transportation capacity would connect downtown to the south part of the City as well, likely increasing traffic flow to and from downtown Inglewood and south Inglewood.
Area 12: Linkage between the Metro Station, Downtown, the Forum, Hollywood Park, and the NFL Stadium via a combination of existing and advanced technology local transit systems/people movers.	Consistent. The proposed Project would connect the Metro K line with downtown Inglewood, the Forum, Hollywood Park, and the NFL Stadium using existing technology. The System would provide a reliable and low-cost method of connecting riders from the region to the City.

Source: City of Inglewood. The New Downtown Fairview Heights TOD Plan Design Guidelines. November 2016.
<http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>.

A study of the potential effects of the ITC Project on the economic viability of downtown Inglewood was prepared by the City.³¹ This study reviewed the current economic conditions of downtown Inglewood and analyzed the potential impact of the ITC on downtown Inglewood.

Analysis of market data found that the current market and economic performance of downtown Inglewood is modest compared to other high performing downtowns in the region. Retail vacancies in downtown Inglewood have remained above average retail vacancies in the City and the county for the

31 Analysis of potential impacts on economic viability of Downtown Inglewood as a result of the proposed Inglewood Transit Connector, September 16, 2021, HR&A Advisors, Inc.

last 10 years. In that period, downtown retail vacancies have ranged between 7 and 14 percent, while retail vacancies in the City and the county hovered around 5 percent. A similar trend is observed in retail rents, where average lease rates in downtown Inglewood are 17 and 38 percent lower than those Citywide and countywide, respectively.

Some of the key physical characteristics of high performing downtowns and retail districts identified in this study include good access using multiple modes of transportation, unobstructed visibility of storefronts for drivers and pedestrians, safe and well-lit areas during all hours, and a high-quality public realm (i.e., public improvements including streets, sidewalks, and landscaping).

Prior to the pandemic, visitation to downtown was approximately 4,500 visitors per day, with most of these visits related to daytime employment and occurring during the weekday. Currently, 45 percent of downtown visitors come from within a 10-minute drive. With a projected average daily ITC ridership of approximately 8,400 people, there will be additional visitors to downtown. If 10 to 20 percent of these riders visit downtown Inglewood, this would represent an increase of approximately 840 to 1,670 visitors per day. This would represent an increase of up to 37 percent above the 4,500 daily visitors.

The additional public parking proposed at the Market Street/Florence Avenue Station, consisting of 650 spaces, may also help increase the number of visitors to downtown on a daily basis. By providing an easy to use transit connection to other parts of Inglewood where event venues and new development is planned, such as the Hollywood Park Specific Plan area, visitors to downtown during the evening and at nighttime, when current activity in downtown is lowest would also increase.

The increase in visitors that will be generated by the ITC Project are expected to represent a wider cross section of the region, which would potentially diversify downtown's current visitor base. In addition, the greater share of this new visitor market segment will be during evenings and weekends, further introducing opportunities for existing and new businesses to expand their hours of activity throughout the week and at different times of the day.

The improvements to the public realm proposed as part of the Project, such as landscaping and lighting, has the potential to increase small business performance, increasing sales and reducing vacancies. The proposed streetscape and public realm improvements will also assist in integrating the ITC improvements into downtown Inglewood in a manner that supports the City's current revitalization efforts.

The conclusion of this economic study is that the ITC Project will not negatively impact the factors, including access and parking, visibility and safety, and quality of the public realm that will contribute to the economic viability of downtown Inglewood. This study also included a review of elevated transit systems with similar design features implemented in U.S. cities, which found no evidence that the introduction of these systems alone may lead to economic decline in downtowns. There is a potential for

temporary effects on economic conditions in downtown during the approximate 46-month construction period for the Project. As noted under Impact LU-1, the Construction Commitment Program includes a Business and Community Support Program and a Business Interruption Assistance Program to assist all businesses financially affected by construction activities. This Program includes the following components:

- Advertising support for local businesses in local or regional newspapers and social media.
- Notice of plans to all affected property owners of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.
- Notice of plans to all affected property owners if utilities would be disrupted for short periods of time and ensuring major utility shut-offs are scheduled during low-use periods of the day.
- Methods by which business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effects.
- Access plans that ensure that all businesses, service providers, and residents are provided with adequate access during construction. Where there is a significant limited English population, signage shall be provided in various languages (as appropriate).
- Funding for temporary signage during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

Implementation of the Business and Community Support Program will minimize the potential for temporary effects on local businesses during construction. Additionally, as part of the Construction Commitment Program, the City is committed to providing financial assistance to small local businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the construction of the ITC within the ITC Project area. The City will create a \$5 million dollar Business Assistance Fund to provide financial assistance through grants to eligible businesses for eligible expenses as established by the Business Assistance Fund Program Administrator.

For these reasons, it is not expected that the Project will result in business closures or vacancies. If any commercial property vacancies occur along the proposed alignment, these vacancies are expected to be short term and would not result in changes to the character of the community that would result in physical impacts to the environment that would be significant.

The economic analysis concludes that implementation of the ITC Project presents opportunities to improve the existing economic conditions in downtown Inglewood, consistent with City's current plans and goals for downtown Inglewood.

Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone implements the goals and policies of the General Plan related to the addition of the proposed Project to the City's circulation system. Development of the proposed Project within the TC Overlay Zone would provide the downtown with a unique mix of accessibility options including light rail, pedestrians, buses, and advanced technology local transit. The TC Overlay Zone would also allow transit and pedestrian connection to the Metro Rail. Aerial development of transit conserves limited land within the urban environment which furthers additional goals for conservative use of land within the City.

The TC Overlay Zone allows for pedestrian improvements and ADA compliance upgrades which the proposed Project would implement. Upgraded pedestrian facilities would add to the existing pedestrian network and provide additional public spaces. Lastly, the transit connections provided by the TC Overlay Zone would promote local entertainment and commercial centers, boosting local economy and local businesses.

The TC Overlay Zone would implement goals and policies of the existing General Plan and is consistent with the General Plan for this reason. No significant land use impacts would result from the adoption of the Transportation Corridor Overlay Zone.

Medical Enterprise Overlay Zone Amendment

The proposed amendment to the Medical Overlay Zone would exclude the proposed sites for the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations and associated components of the Project on the west side of Prairie Avenue not located within the public right-of-way.

This amendment would be limited to these properties. The Medical Enterprise Overlay Zone would continue to apply to all other properties in the Overlay Zone and this overlay would continue to effectively implement the City's General Plan. For this reason, this amendment would not result in any significant land use impacts.

Hollywood Park Specific Plan Amendment

The HPSP area is located northeast of Prairie Avenue and Century Boulevard with Pincay Drive to the north. The purpose of the HPSP is to define the land use framework for the redevelopment of the 298-acre Hollywood Park site with a mix of parks, stadium, retail, office, housing, entertainment, gaming, hotel, and civic uses. The HPSP:

- Determines the appropriate location and intensity of development, mix of land uses and building heights to be constructed in the Specific Plan area;
- Guides the character of the land planning to ensure that high-quality, place making improvements are made to create a safe and inviting, pedestrian-oriented, regional retail destination not currently available in the area;
- Establishes public and private sector implementation measures and responsibilities that adequately address both local and regional impacts; and
- Defines the future locations and dimensions of streets, rights-of-ways, or other access ways.

To accommodate the ATS while maintaining the existing roadway capacity along Prairie Avenue, the ITC Project includes the proposed relocation of one existing traffic lane on the east side of Prairie Avenue. The relocated lane would be accommodated within a maximum thirty (30) foot variable easement for street purposes, to be acquired by the City over private property that currently comprises the existing required maximum 30-foot setback area along the west edge of the HPSP area. While existing sidewalk widths along Prairie Avenue would be maintained, landscaping, signs and other streetscape improvements would need to be reduced or eliminated in certain areas, following the property acquisition.

As described above, an amendment to the HPSP is proposed to address any potential conflict or inconsistency with the HPSP that may result from the shift of one lane of Prairie Avenue a maximum of thirty (30) feet into the existing setback area on the east side of Prairie Avenue in the HPSP area and the associated reconfiguration of the existing sidewalk, landscape and other improvements that would be affected. For example, the amendment would eliminate the requirement for a 30-foot setback along the western edge of the HPSP to allow zero-lot line development. Accordingly, future buildings and structures within the HPSP area adjacent to Prairie Avenue would be permitted to be built along the existing setback property line without requiring any additional setback along Prairie Avenue. Subterranean parking and certain structures, such as balconies, would be allowed to encroach within City's easement areas, to minimize the loss of the setback area on future development. Consistent with the proposed TC Overlay Zone, any area previously used to satisfy the minimum setback requirement shall continue to be counted within any density or Floor Area Ratio (FAR) calculations under the Specific Plan for existing and future development purposes, even though it may have been dedicated as a public right-of-way. Additionally, the proposed amendment would allow for the routine closures of 2 interior streets, Champions Way and Touchdown Drive, on event days to reduce pedestrian conflicts with vehicles within designated areas.

The proposed Project would be implemented through the TC Overlay Zone while supporting the HPSP development through the enhancement of local multimodal transportation including the upgrade of pedestrian facilities and providing transit. The proposed Project would connect the development with the

region, connecting residents and visitors to the regional retail, entertainment, and sports venues within the HPSP area. In terms of development, the TC Overlay Zone would complement development allowed by the underlying zone classification with any facilities associated with the ATS system including the guideway, stations, MSF, PDS, vertical circulation elements, walkways, bridges.

A consistency analysis is presented in **Table 4.9-6: Project Consistency with Hollywood Park Specific Plan**, which shows that, the Project would support and be generally consistent with the HPSP.³² In addition, the proposed amendment to the HPSP would also be consistent with the goals and principles of the HPSP by accommodating the ITC Project, including the shift of one travel lane into the existing HPSP area setback along Prairie Avenue without affecting existing and future development permitted by the HPSP. The construction and operation of the proposed Project would not conflict with any of the applicable principles and goals included in the HPSP or obstruct implementation of the HPSP. The analysis in this section and within **Table 4.9-6** shows the proposed Project would no conflict with, or obstruct implementation of, the HPSP.

Table 4.9-6
Project Consistency with Hollywood Park Specific Plan

Principles and Goals	Project Consistency
Transportation	
Provide pedestrian connections from Hollywood Park to major transit corridors on Century Boulevard and Prairie Avenue.	Consistent. The proposed Project includes a pedestrian connection from the Prairie Avenue/Hardy Street Station over Prairie Avenue to Hollywood Park. The existing sidewalk on the east side of Prairie Avenue and associated streetscape improvements that would be affected by the shift of one travel lane east by a maximum of thirty (30) feet into the existing setback area will be replaced to maintain the pedestrian circulation system on Prairie Avenue. The change to associated standards included in the proposed amendment to the HPSP would maintain the pedestrian circulation network along Prairie Avenue.
Reduce reliance on the private automobile by enhancing opportunities for transit ridership, walking and biking.	Consistent. The proposed Project would reduce congestion on the existing roadway system by reducing overall vehicle miles traveled and providing an increase in local transit options. By providing a connection to the Metro K line, the ITC Project would enhance opportunities for alternative transportation and reduce reliance on the private automobile. The Project would also support the full amount of development approved in the General Plan for Hollywood Park. The proposed modifications to Prairie Avenue, including shifting one travel lane to the east and modifying the existing

32 City of Inglewood. *Hollywood Park Specific Plan* (2009, amended 2014, amended 2015).
<https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>.

Principles and Goals	Project Consistency
<p>Reduce traffic compared to other developments by providing a mix of commercial, entertainment, restaurant, residential and park uses in proximity to each other and to existing transit routes.</p>	<p>streetscape improvements on the west side of Prairie Avenue, and the associated amendment to standards in the HPSP to accommodate these improvements would include pedestrian and bicycle facilities. The proposed HPSP amendment would allow for the routine closures of 2 interior streets, Champions Way and Touchdown Drive, on event days to reduce pedestrian conflicts with vehicles within designated areas, which would enhance pedestrian circulation to and from the Project.</p> <p>Consistent. The proposed Project would provide an additional transit option near the commercial, entertainment, restaurants, residential and park uses allowed by the HPSP. The Prairie Avenue/Hardy Street station includes a direct pedestrian connection to the HPSP area, which will reduce traffic and reduce overall vehicle miles traveled compared to other developments. The Project would also support the full amount of development approved in the General Plan for Hollywood Park.</p>
Development Standards	
<p>§ 2.6 and § 6.2.5 - Minimum Building Setbacks: The required minimum setbacks for the HPSP are shown in Exhibit 6-5—Minimum Building Setbacks. The intent of the setback requirements is to reinforce and protect the character of the public streets and to create a pedestrian-scaled street scene. Also, the setbacks provide a landscape buffer from the surrounding development.</p>	<p>Consistent. The proposed Project would amend the HPSP to eliminate the requirement for a 30-foot setback along the western edge of the HPSP along Prairie Avenue to allow zero-lot line development. Accordingly, future buildings and structures within the HPSP would be permitted to be built along the existing property line without requiring any additional setback along Prairie Avenue. Subterranean parking and certain structures, such as balconies, would be allowed to encroach within City’s easement areas, to minimize the loss of the setback area on future development.</p>
<p>§ 2.15 and § 6.2.14 – Signage: The purpose of the HPSP signage requirements is to allow signage to create an identity for the HPSP area. Exceptions to the HPSP signage requirements are established for development within the Sports and Entertainment Zone. For example, outside of the Sports and Entertainment Zone, the size of mural graphics within the HPSP may not exceed 75% of the building face or wall, or 1,000 SF per mural, whichever is less. This requirement does not apply within the Sports and Entertainment Zone.</p>	<p>Consistent. The proposed Project would amend the HPSP to clarify that signage within the TC Overlay Zone on property that is also located within the HPSP boundaries must adhere to the signage requirements set forth in section 2.15 of the HPSP and that the exceptions for the Sports and Entertainment Zone recognized in the HPSP do not apply within the TC Overlay Zone.</p>
Streetscapes	
<p>§ 3.3.2 – Streetscapes: Street trees and parkways in Hollywood Park are designed to achieve a diverse urban forest, to integrate Hollywood Park with the adjoining urban fabric and to assist in developing districts of distinctive and appropriate character.</p>	<p>Consistent. The proposed Project would amend the HPSP to clarify that property within the TC Overlay Zone that overlaps with the HPSP boundaries must adhere, to the maximum extent feasible, to the streetscape requirements set forth in the HPSP, including the standards set forth in the following exhibits to the HPSP: Exhibit 3-30 (Prairie Avenue), Exhibit 3-52 (Prairie Avenue Landscape Setback), and Exhibit 3-53 (Prairie Avenue/Century Boulevard Setback).</p>

Principles and Goals	Project Consistency
Design Guideline Checklist	
<ul style="list-style-type: none"> – Pedestrian and vehicular circulation routes shall comply with all requirements of the Americans with Disabilities Act (ADA), and include one or more of the following design elements along all or a portion of all streets or pedestrian pathways: (1) pedestrian pathway includes a pattern, color, or paving material that is differentiated from surrounding landscaping or paved areas; (2) way-finding signage; (3) the streets and pathways are oriented such that they include verifiable lines of sight that would allow both pedestrians and vehicles to see any one or more of the following: (a) Stadium, (b) performance venue, casino, retail or residential gateway, or (c) Champion Plaza, Lake Park, Arroyo Park, or Bluff Park. 	<p>Consistent. Pedestrian facilities along the guideway, and adjacent to stations adjacent to the HPSP area would be improved to comply with all ADA requirements. The elevated passenger walkway would be made of a different paving material than those of the surrounding paved areas and way finding signage would be installed where appropriate. Elevated passenger walkways to the east of the guideway and stations will provide lines of sight to the HPSP area and, depending on location, could include the Stadium, the performance venue and/or the retail or residential gateway.</p>
<ul style="list-style-type: none"> – The exterior entryways of buildings shall include one or more of the following: (1) a trim or border of a different color or material than other portions of the façade; (2) an integral porch; (3) an awning; (4) an articulated entryway offset from the immediately adjacent façade by not less than one foot; or (5) an arched opening. 	<p>Consistent. The proposed Stations would incorporate distinguishing features, such as distinctive canopies that do not detract from the surroundings, that are generally consistent with the HPSP Design Guidelines</p>
<ul style="list-style-type: none"> – When using more than one material on a façade (except as a trim or offset portion of the façade or as an entry or window treatment), the variation in materials shall continue to all side and rear elevations that are visible from the front or corner lot line. 	<p>Consistent. As defined in the Design Guidelines, materials used on the stations would be neutral in tone and would include color accents only where appropriate. The façade of the stations would not be incompatible with the HPSP.</p>
<p>Each building shall include one or more of the following:</p> <ul style="list-style-type: none"> – Entry or window trim/surrounds – Horizontal banding – Corner quoins – Balconies (supported, cantilevered or Juliet) – False, shuttered windows – Awnings – Change in material or color 	<p>Consistent. Stations will be visibly compatible with the standards articulated in the HPSP Design Guidelines. Under the Design Guidelines, stations will be identifiable, distinctive and streamlined.</p>
<p>Railings shall be constructed of wood, wrought iron, or other material, such as stucco, which is used to construct the façade or entry or window trim on the same building.</p>	<p>Consistent. The materials chosen for station railings would be consistent with the other station materials as defined in the Design Guidelines in a manner that is generally consistent with the HPSP Design Guidelines.</p>
<p>Exposed gutters and downspouts shall be colored or painted, and shall not be constructed of unpainted aluminum, copper, or zinc.</p>	<p>Consistent. Exposed gutters along Prairie Avenue would be painted or colored as defined in the Design Guidelines in a manner that is generally consistent with the HPSP Design Guidelines.</p>
<p>Stairs shall be constructed of the same material as the deck and landing.</p>	<p>Consistent. Station stairs would be constructed of the same material as the deck and landing as defined in the Design Guidelines in a manner that is generally consistent with the HPSP Design Guidelines.</p>

Principles and Goals	Project Consistency
Columns and posts shall be constructed of stone, stucco, or wood (or other material painted or molded to look like one of the allowed materials) and shall be not less than four inches in diameter if round, or four inches on each side if rectangular.	Consistent. Columns and posts would be constructed of materials used elsewhere in the station as defined in the Design Guidelines in a manner that is generally consistent with the HPSP Design Guidelines.
Sustainability	
Goal 1: Create a more sustainable community	Consistent. The proposed Project would reduce vehicle miles traveled and traffic congestion on the street network, which will improve both local and regional air quality. Additionally, the Design Guidelines outlines sustainability measures including energy efficiency, addressing heat island effect, use of recycled water and rainwater, and recycling of demolished materials in a manner that is generally consistent with the HPSP Design Guidelines.
Goal 2: Respect the site.	Consistent. Under the Design Guidelines, landscape designs will prioritize the use of drought-resistant plants, which would be consistent with the landscape areas and plants provided by the HPSP. The proposed amendment to the HPSP includes minor revisions to development standards along Prairie Avenue to accommodate the street improvements included in the Project in a manner that is compatible with the planned conditions within the HPSP area.
Goal 3: Save water and reduce local water impacts.	Consistent. The Water Efficiency and Conservation Objective of the Design Guidelines is consistent with the HPSP Sustainability Goals.
Goal 4: Reduce, reuse, recycle.	Consistent. The Material Conservation and Resource Efficiency Objective of the Design Guidelines is consistent with the HPSP Sustainability Goals.
Goal 5: Make concrete with sustainable materials.	Consistent. The Material Conservation and Resource Efficiency Objective of the Design Guidelines is consistent with the HPSP Sustainability Goals.
Goal 6: Design to save wood and labor.	Consistent. The proposed Project would use an integrated design approach that brings together all, applicable, major design disciplines including architecture, planning, structural, landscape, mechanical, electrical, and plumbing engineers and other specialists to collaborate on the most effective way to meet programmatic goals with lowest lifecycle environmental impacts in a manner that is generally consistent with the HPSP Sustainability Goals.
Goal 7: Support sustainable forests.	Consistent. The proposed Project would use an integrated design approach that brings together all, applicable, major design disciplines including architecture, planning, structural, landscape, mechanical, electrical and plumbing engineers and other specialists to collaborate on the most effective way to meet programmatic goals with lowest lifecycle environmental impacts in a manner that is generally consistent with the HPSP Sustainability Goals.

Principles and Goals	Project Consistency
Goal 8: Make a sustainable roof.	Consistent. The Design Guidelines provide that to achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The MSF and PDS substation roof surfaces will be light in color to reduce the urban heat island effect. These features of the Project are generally consistent with the HPSP Sustainability Goals.
Goal 9: Save energy through passive design.	Consistent. Designs with passive reductions to energy use would be preferred for the proposed Project, which generally consistent with the HPSP Sustainability Goals.
Goal 10: Save water and energy in plumbing systems.	Consistent. The Water Efficiency and Conservation Objective and the Energy Objective of the Design Guidelines are The proposed Project would utilize rainwater or gray-water for toilet flushing as feasible. Low flow fixtures including low flow faucets would be used to reduce water and energy consumption within the plumbing system. These features of the Project are generally consistent with the HPSP Sustainability Goals.
Goal 11: Save energy in lighting.	Consistent. The Energy Efficiency Objective of the Design Guidelines, the purpose of which is to achieve energy efficiency and maximize the use of renewable energy in the Project above and beyond minimum code requirements is generally consistent with the HPSP Sustainability Goals.
Goal 12: Save energy in equipment use.	Consistent. Sustainability measures to reduce energy use of equipment would be incorporated into the proposed Project. Measures include using Tier 4 construction equipment (See Section 4.5: Energy). Further, the Energy Efficiency Objective of the Design Guidelines would achieve energy efficiency and maximize the use of renewable energy in the Project above and beyond minimum code requirements. e These features of the Project are generally consistent with the HPSP Sustainability Goals.
Goal 13: Create healthy indoor environments	Consistent. The Design Guidelines include measures to provide maximum natural daylighting and access to views of the outdoors. Further, under the Design Guidelines, indoor spaces should use high efficiency air filtration and should create a comfortable indoor acoustical environment and materials and systems should be selected that will provide for a healthy indoor environment. These features and guidelines of the Project are generally consistent with the HPSP Sustainability Goals.
Goal 14: Replace fossil fuel use with alternatives.	Consistent. Sustainability measures to reduce energy use of equipment would be incorporated into the proposed Project. Measures include using Tier 4 construction equipment (See Section 4.5: Energy). Further, the Energy Efficiency Objective of the Design Guidelines would achieve energy efficiency and maximize the use of renewable energy in the Project above and beyond minimum code requirements. These features of the

Principles and Goals	Project Consistency
	Project are generally consistent with the HPSP Sustainability Goals.
Goal 15: Support market for recycled materials.	Consistent. The Material Conservation and Resource Efficiency Objective of the Design Guidelines is generally consistent with the HPSP Sustainability Goals.
Goal 16: Use creativity and innovation to build sustainable environments.	Consistent. The proposed Project uses existing technology to provide transit service and remove vehicles off of the existing roadway network. The guideway would be elevated to allow existing roadway capacity to remain while improvements to sidewalks would promote alternative transportation and an active lifestyle in the local community. The Project would be generally consistent with this HPSP goal and facilitate the ability of development in the HPSP area to meet this goal.

Source: City of Inglewood. Hollywood Park Specific Plan. (July 2009, amended 2014, amended 2015). <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Accessed October 5, 2021.

The Forum Development Agreement

The proposed relocation of one existing traffic lane on the east side of Prairie Avenue would be accommodated within a 30-foot street easement to be acquired along the western edge of the Forum Property. The proposed street improvements would eliminate approximately 250-300 of the existing parking spaces in the Forum Parking lot located along Prairie Avenue.

The amount of parking required for a use is a land use regulatory matter and the direct impact of a proposed project on existing parking is not considered an impact under the California Environmental Quality Act. Effects on parking is considered a social impact under CEQA and not an environmental impact unless the effect on parking would result in specific significant secondary effects on the physical environment. The small amount of parking spaces that may be eliminated as a result of the ITC Project would not result in secondary impacts on the environment, as the amount of parking remaining on the Forum site would be adequate to meet parking demands of events held at the Forum, especially given the increased transit ridership from the ITC Project anticipated for events at the Forum. The Project may also include an amendment to the Forum Development Agreement to confirm that as a regulatory matter the amount of parking left post-acquisition will be sufficient and the Forum can continue to operate without an additional parking supply.

Summary of Impacts

A project is considered to be consistent with a general plan and related planning documents if, considering all its aspects, it will further the objectives and policies of the plan or not obstruct their attainment. As discussed above, the proposed Project would be consistent with applicable plans, policies, and

regulations, and would further the goals and objectives of the existing plans and policies and would not obstruct the attainment of the existing policies, plans, and programs. As demonstrated in this section, the proposed Project (including the proposed General Plan Amendment, TC Overlay Zone, Hollywood Specific Park Amendment, property acquisitions and easements) would further the objectives and policies of applicable regional and local plans or will not obstruct the attainment of the goals of these plans, and therefore, the proposed Project's impacts would be less than significant.

Mitigation Measures

Impact is less than significant. No mitigation measures required.

Level of Significance after Mitigation

Impact is less than significant. No mitigation measures required.

4.9.7 CUMULATIVE IMPACTS

A cumulative impact analysis for land use evaluates whether impacts of a project and related projects, when taken as a whole, would have significant environmental impacts under the two land use thresholds. The geographic scope of this cumulative impact analysis is the community, City, and the region. If the related projects identified in **Section 4.0, 4.0.6: Cumulative Assumptions** in combination with the proposed Project would result in a cumulatively significant impact, then the significance of the proposed Project's incremental contribution to that cumulatively significant impact must be determined. The City is currently planning to build a parking structure, containing up to 2,500 spaces in six-level structure, on the City's ITF site located on the southeast corner of Prairie Avenue and Arbor Vitae Street. This parking structure would provide additional public parking near event venues in the LASED in the HPSP area and for the IBEC. The ITF site is currently improved as a surface parking lot and bus transit facility. This parking structure would facilitate flexibility during events at the venues in the area. During non-event times, this parking would be available as a park-and-ride facility to connect to the Metro rail system via the ITC Project. Developing this parking structure on the site of the existing ITF would provide additional public parking to support the existing and planned land uses.

As analyzed above within this section, the proposed Project would not create a physical division in the community. Potential future related projects, including the parking structure planned on the ITF site, would not create physical divisions in the community, in the City, or in the region. Therefore, the proposed Project, in combination with related projects, would not cause a significant cumulative impact related to the physical division of an established community.

The related projects would be required to be consistent with all applicable planning documents. The proposed Project, with the proposed amendments to the General Plan, IMC, and HPSP would also be consistent with existing policies, plans, and programs. Therefore, the proposed Project, in combination with related projects, would not cause a cumulatively significant impact related to inconsistencies with existing policies, plans, and programs.

4.9.8 CONSISTENCY WITH CITY OF INGLEWOOD GENERAL PLAN

As discussed in the analysis provided above, the proposed Project is consistent with the City of Inglewood General Plan with the proposed regulatory changes included in the Project. For General Plan consistency analysis regarding specific topic areas, please refer to the chapters addressing those topic areas. No additional analysis is required.