

ATTACHMENT D
Agency Correspondence and Interested Party Coordination

1. Section 106 Interested Party Coordination
2. State Historic Preservation Office Correspondence
3. Tribal Consultation

ATTACHMENT D1

Section 106 Interested Party Coordination

Consultation Log

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
National Trust for Historic Preservation	Katherine Malone-France, Chief Preservation Officer	January 11, 2022	None.	02/04/22, via email Call made on 3/7/2022; left voicemail with Katherine Malone-France; no response.	None.	No. No further action needed
California Preservation Foundation	Cindy Heitzman, Executive Director	January 11, 2022	None.	02/04/22, via email Call made 3/7/2022	Communicated with Cindy Heitzman who stated that no further consultation is necessary.	No. No further action needed.
Los Angeles Conservancy	Adrian Scott Fine, Directory of Advocacy	January 11, 2022	None.	02/04/22, via email 3/7/2022; left voicemail and email with Mr. Fine	None.	No. No further action needed

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
Los Angeles Historic Theatre Foundation	Tiffany Nitsche, President	January 11, 2022	None.	02/04/22, via email Call made 3/7/2022	Call made on 3/7; spoke with Tiffany Nitsche. 9/28/22 Ms. Nitsche was emailed a notification of the Draft EA which included a summary of the Finding of No Adverse Effect. No reply was received and a second email was sent 10/19. A follow-up email was sent 12/7/22 to seek additional input on the effects findings. On December 19, 2022, Ms. Nitsche responded via email to note that she was reviewing the Draft EA. On 1/4/23 Ms. Nitsche responded via email and confirmed that the consultation process was closed.	No. No further action needed.
Historical Society of Centinela Valley	Diane Sambrano	January 25, 2022	None.	02/14/22, left voicemail to Diane Sambrano. Calls placed to Diane Sambrano on 3/8, 3/23 and 4/4	Communicated with Diane Sambrano on 4/4/2022 who stated that no further consultation is necessary	No. No further action needed

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
California African American Museum	Cameron Shaw, Executive Director	January 11, 2022	Responded February 17, 2022 via email. Indicated inability to provide information.	02/04/22, via email	Organization responded and left voicemail to FTA stating that no consultation is necessary. FTA notified City 02/16/22.	No. No further action needed

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
Inglewood Historic Preservation Alliance	Anne Cheek LaRose, Executive Officer	January 11, 2022	Responded February 2, 2022 via email. Commented on the historic quality of Market Street and potential effects the Project may have on the resource.	02/04/22, via email City responded 2/28/22 requesting response confirming or declining invitation to participate as a consulting party.	Replied 2/7/22, Via email. Ms. LaRose replied again 4/3, via email to indicate interest in discussing the Project and provided recommendations for historic reports to review. 4/30/22 Ms. LaRose commented that she looked forward to further consultation. 9/28/22 Ms. LaRose was emailed a notification of the Draft EA which included a summary of the Finding of No Adverse Effect. No reply was received and a second email was sent 10/19. A follow-up email was sent 12/7/22 to seek additional input on the effects findings. Follow-up calls were made on 12/14/22 and 12/21/22. No response has been received to date.	City has not received responses and therefore no further action needed

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
City of Inglewood Parks, Recreation and Community Services Department	Sabrina Barnes, Director	January 11, 2022	None.	02/04/22, via email	Sabrina Barnes responded 2/7/22 via email confirming that that no further consultation is necessary	No. No further action needed



**U.S. Department
of Transportation**
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Sabrina Barnes
Director, City of Inglewood
Parks, Recreation and Community Services Department
1 Manchester Boulevard
Inglewood, CA, 90301

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Barnes,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

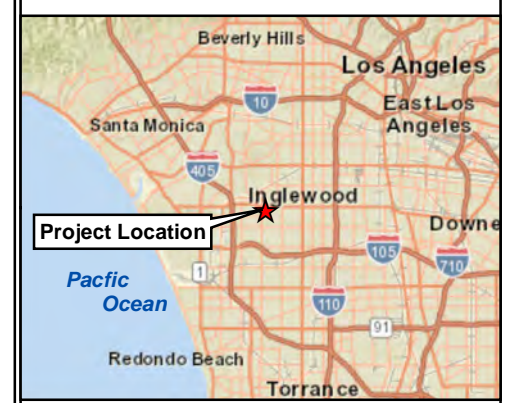
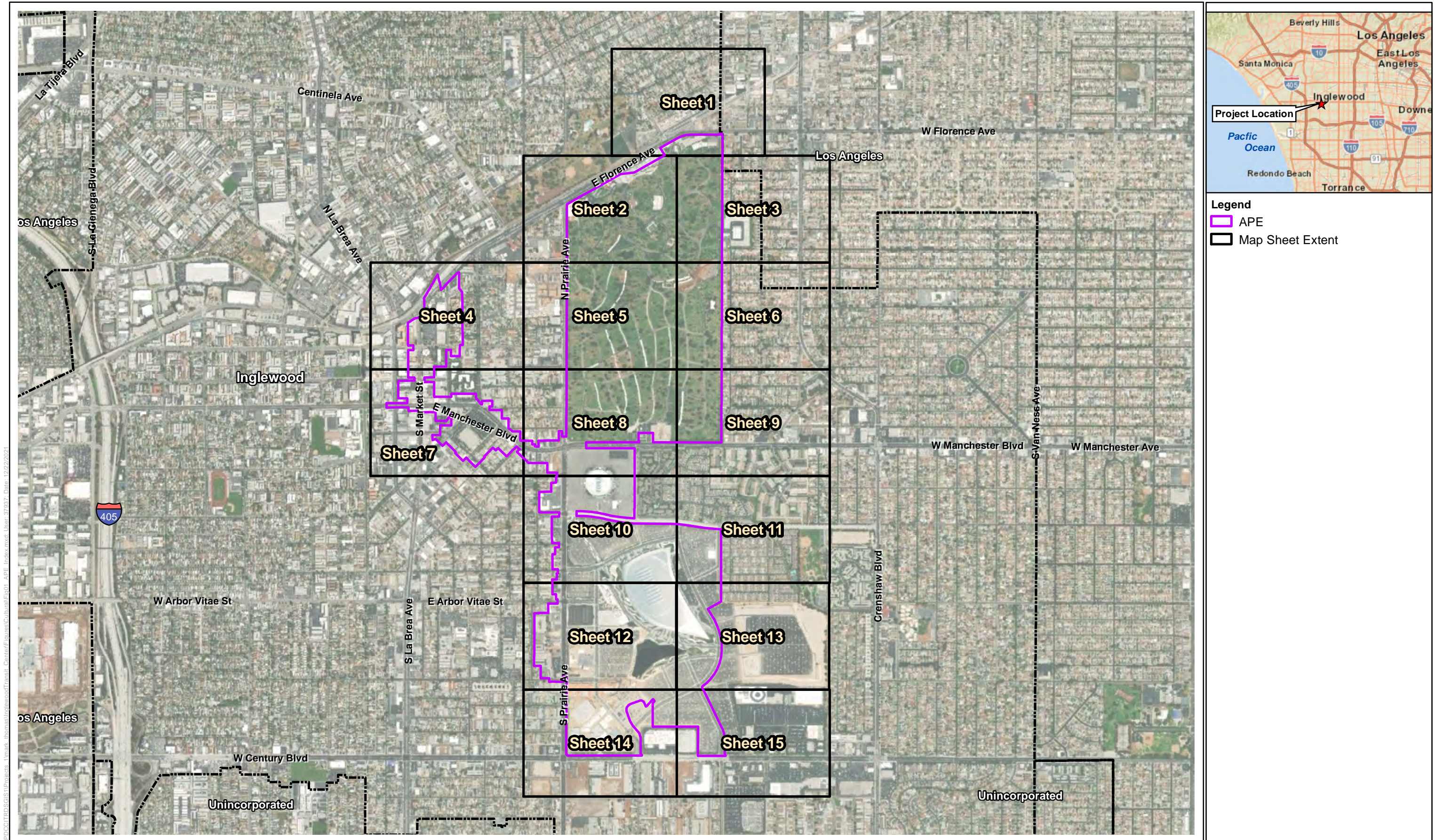
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

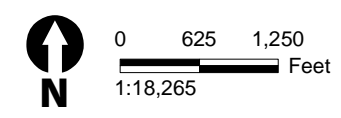
Figure 1: Location of proposed Project





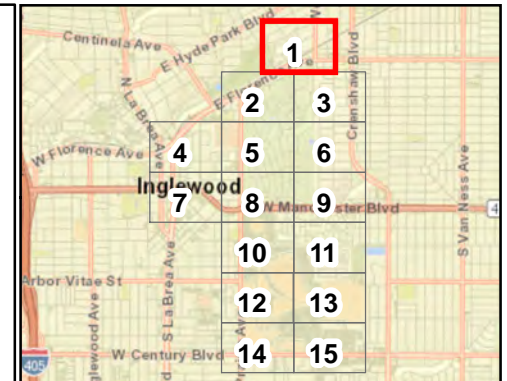
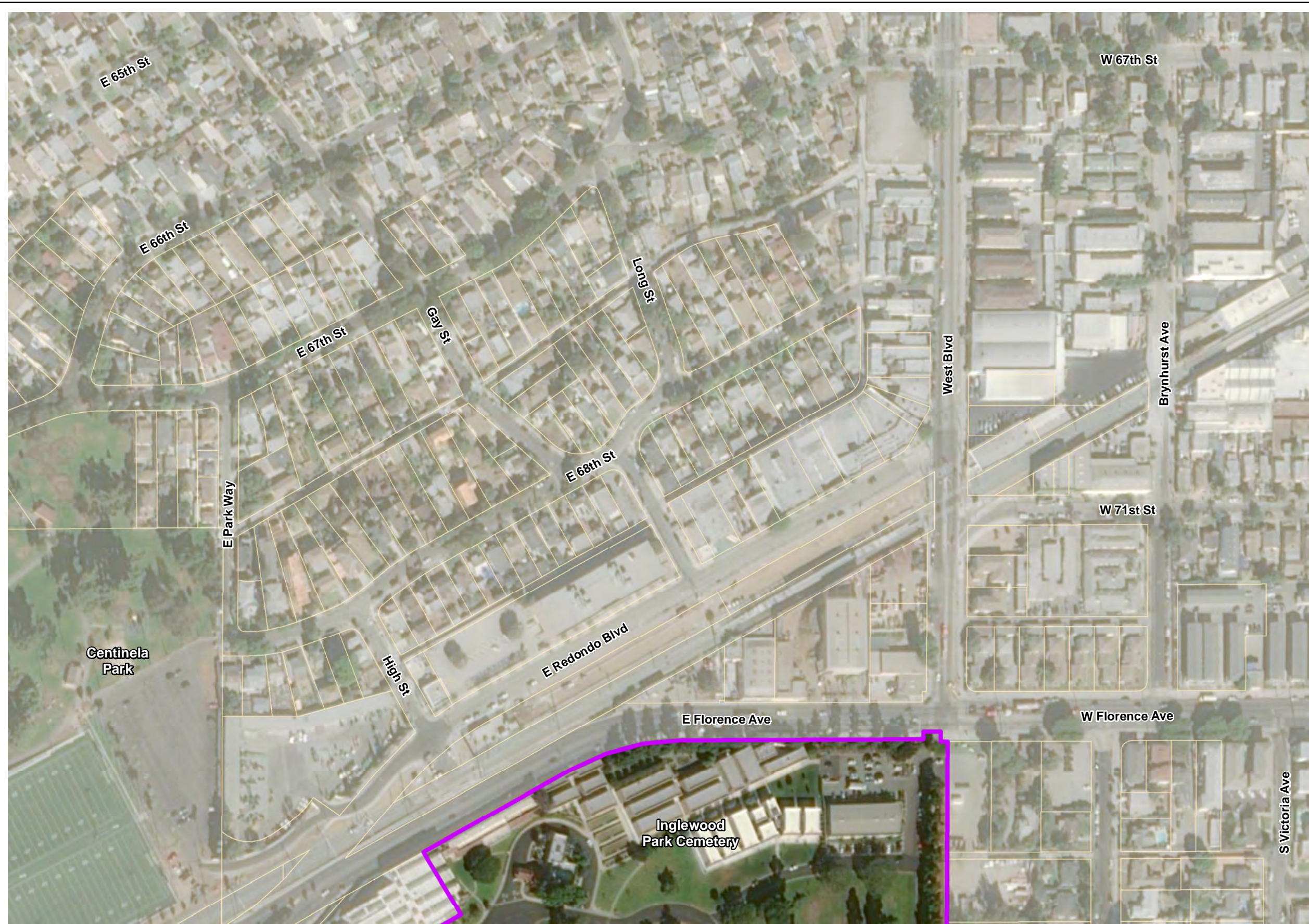
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**Figure 1, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

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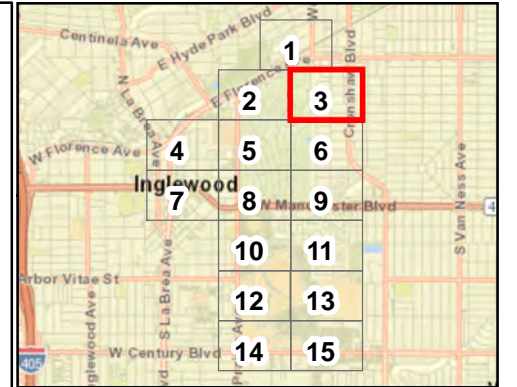
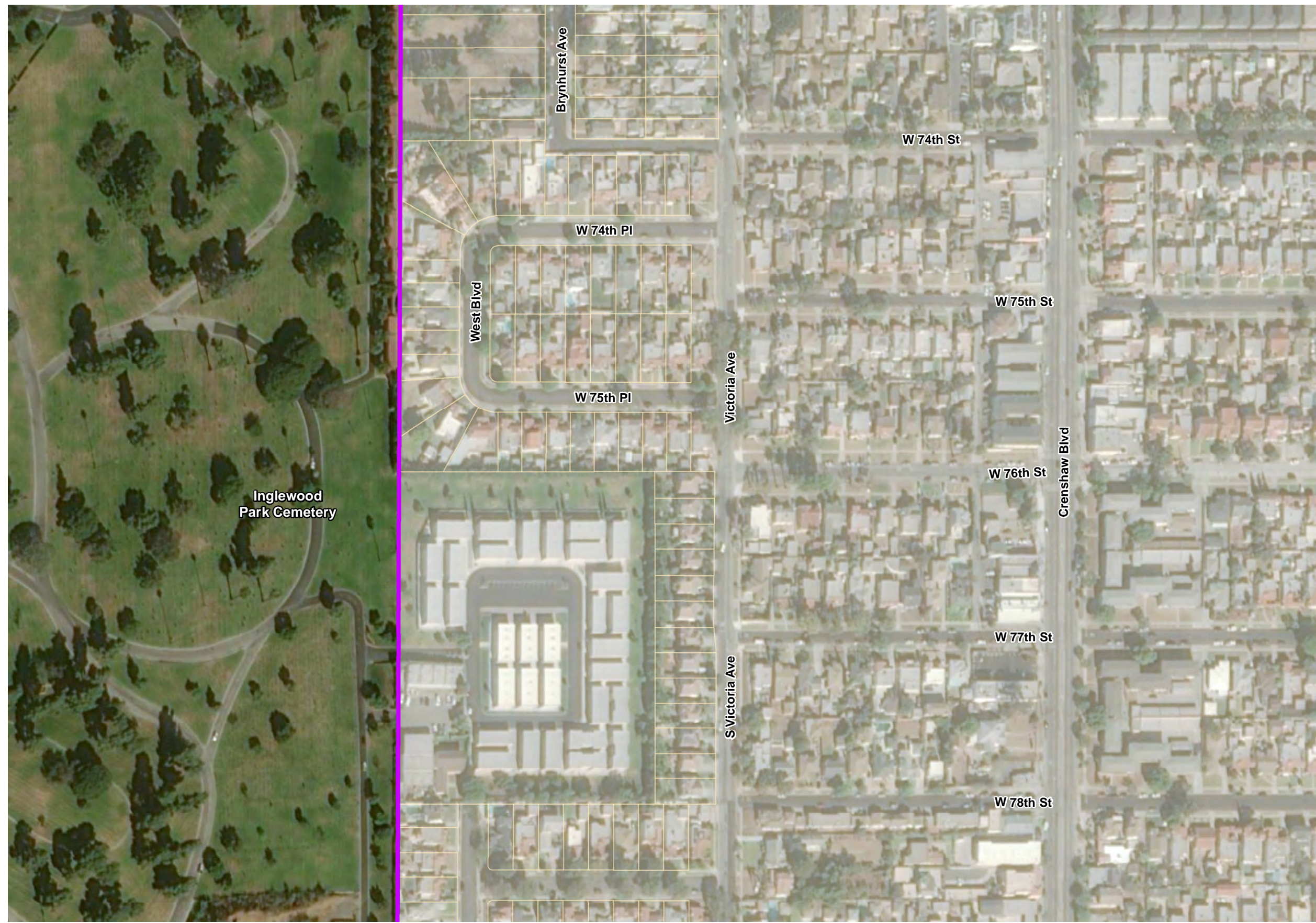


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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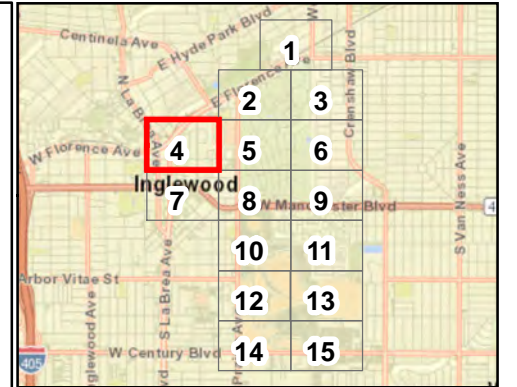
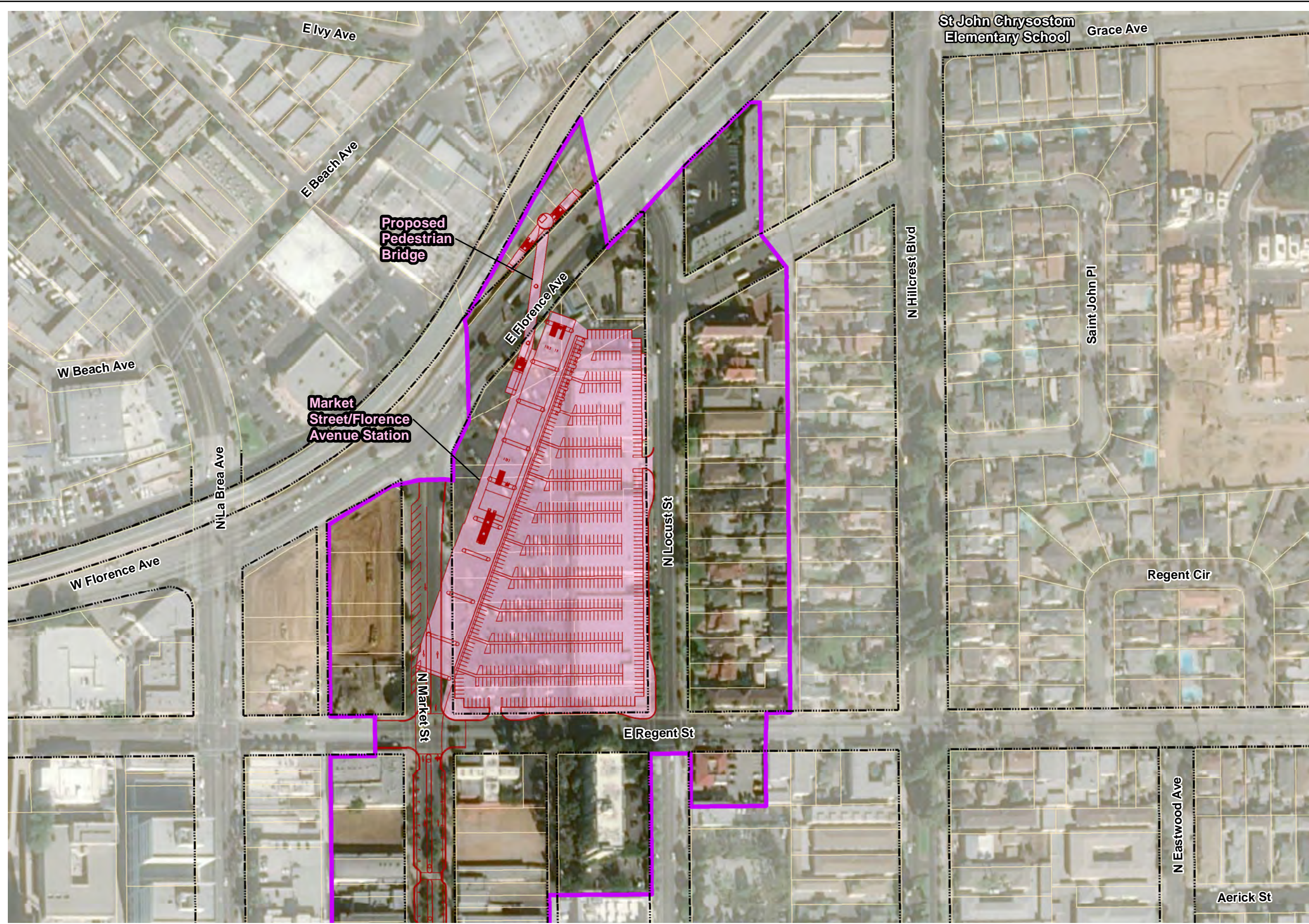


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
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 - Parcel Boundary

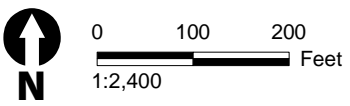


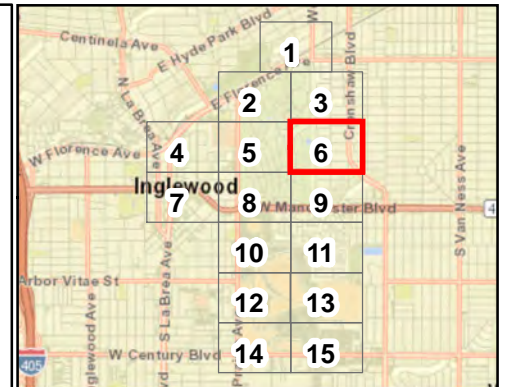
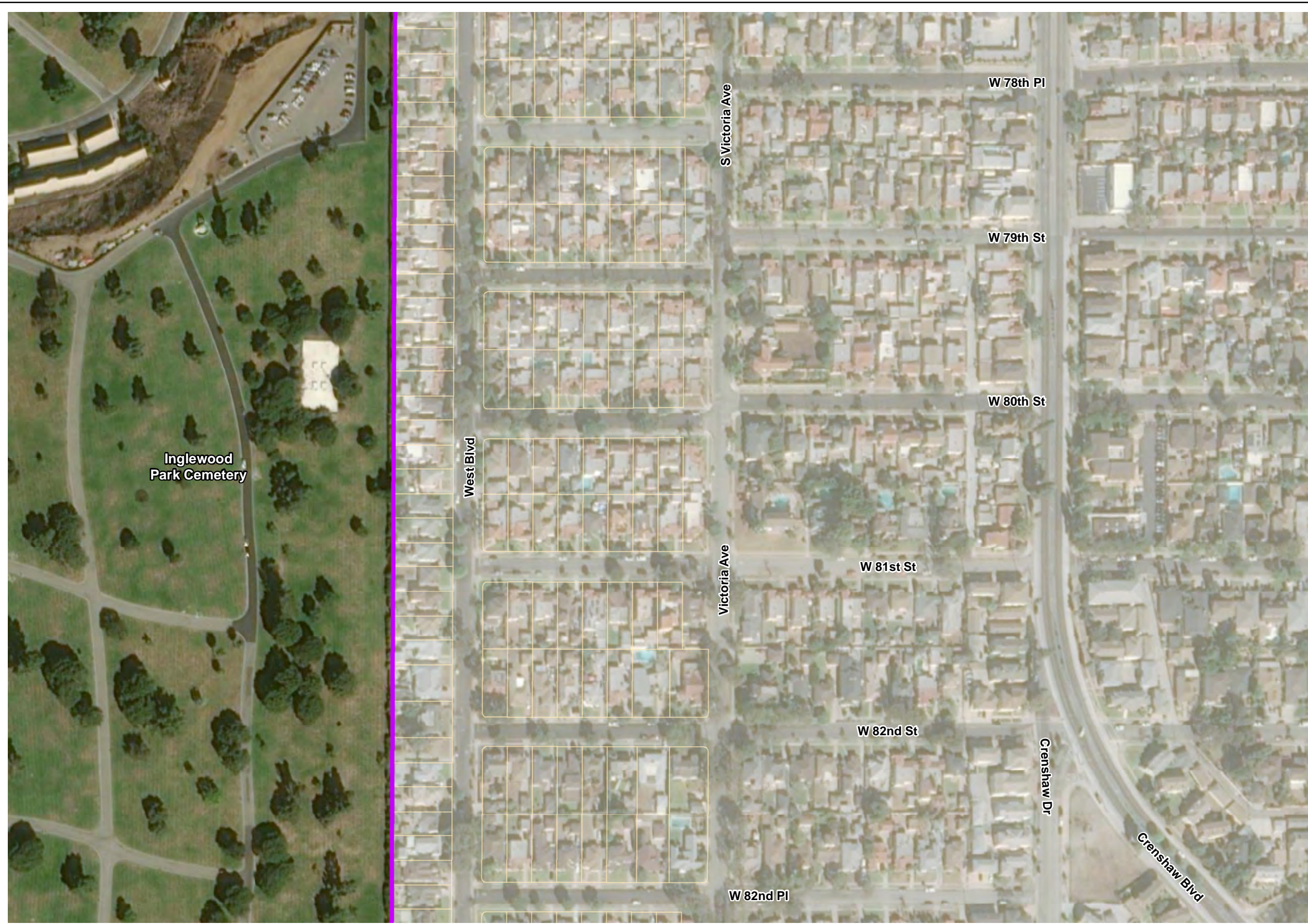
Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

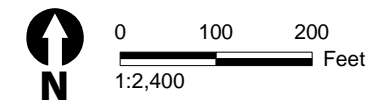
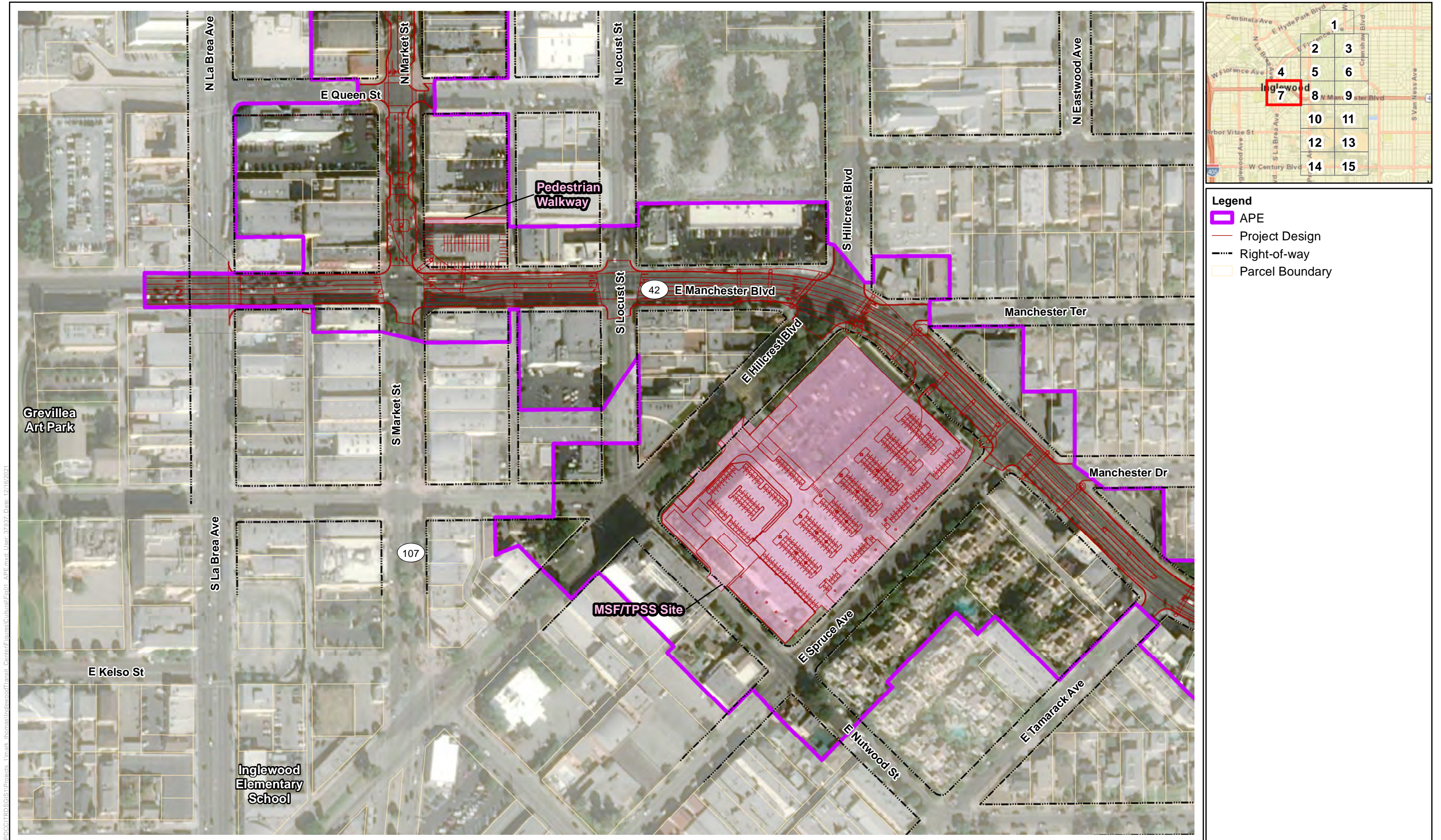
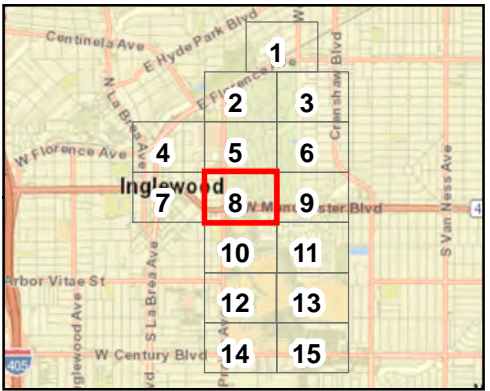
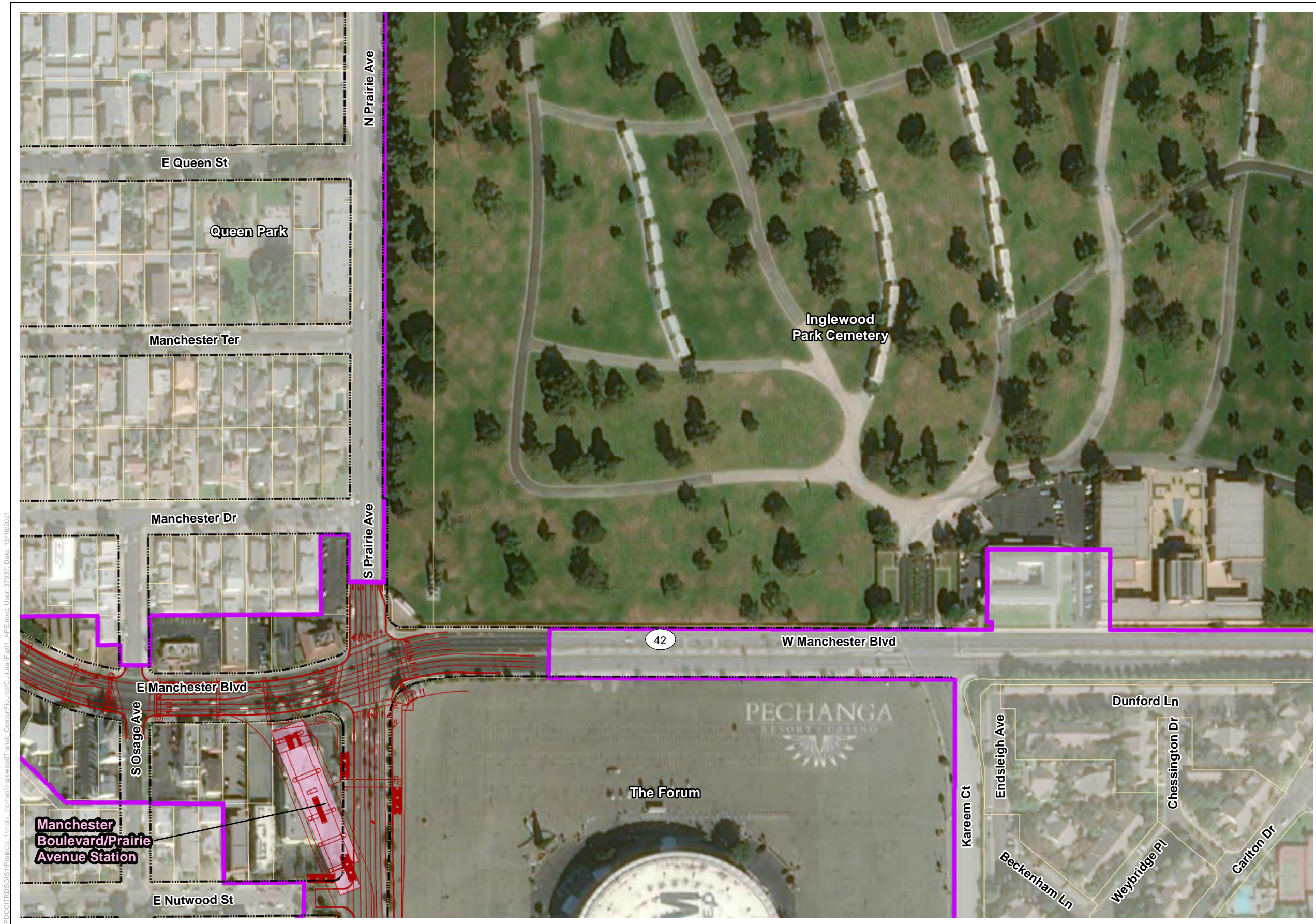


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

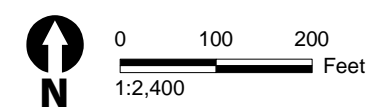
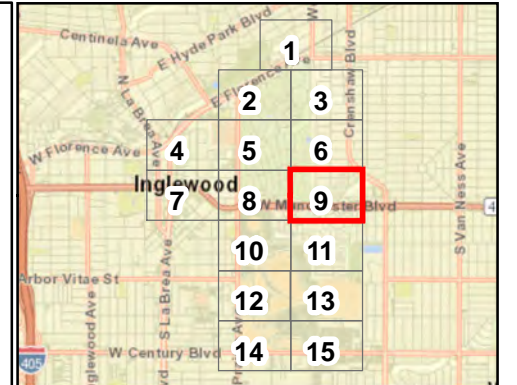


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

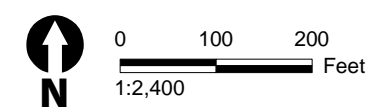
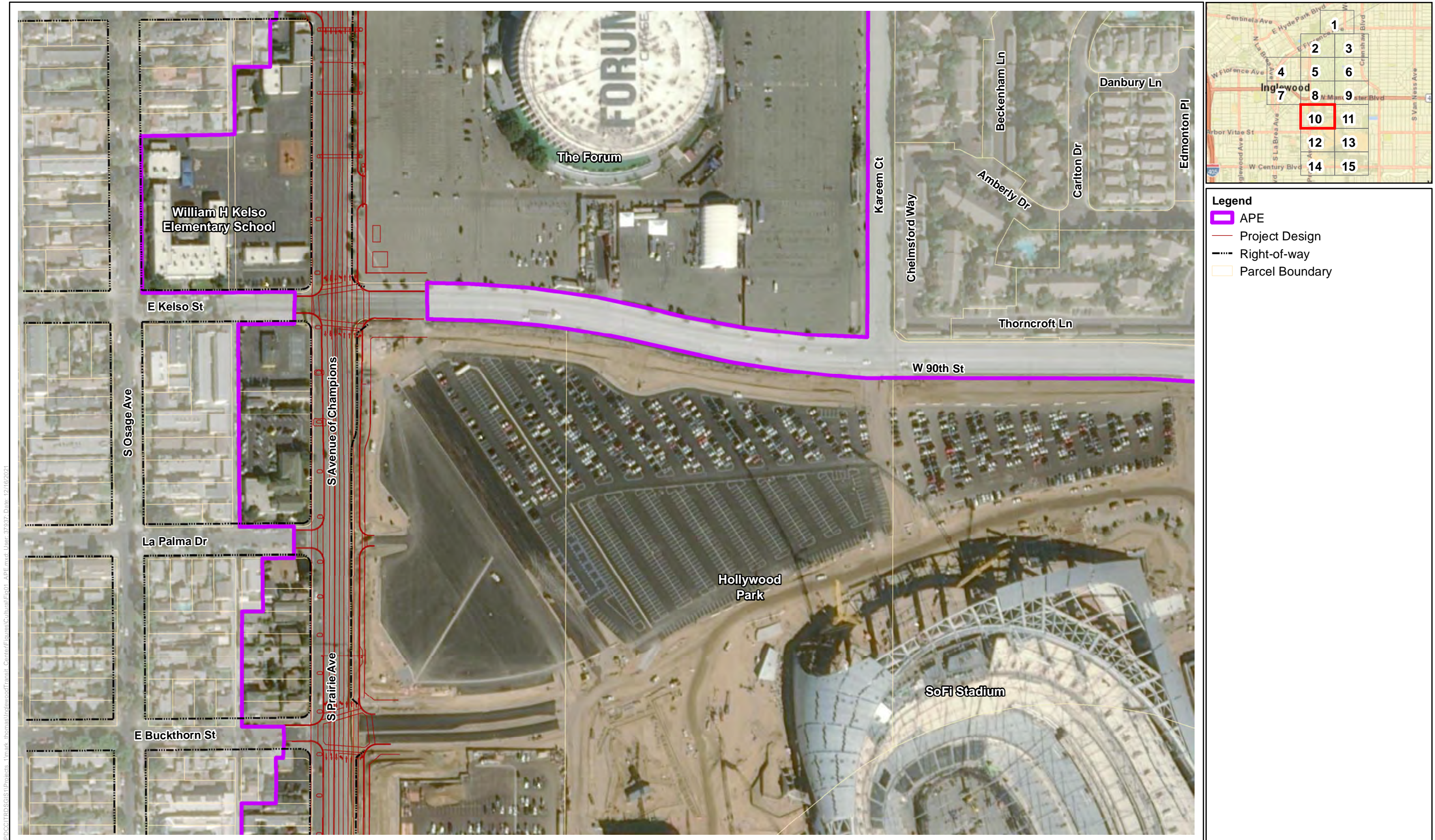
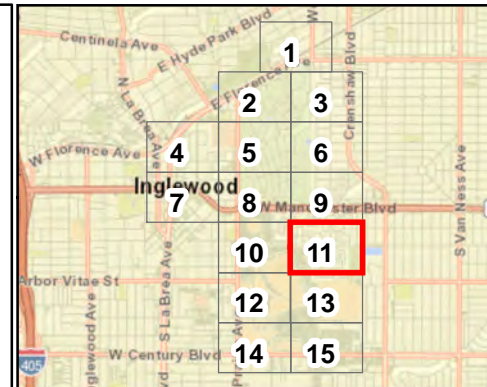


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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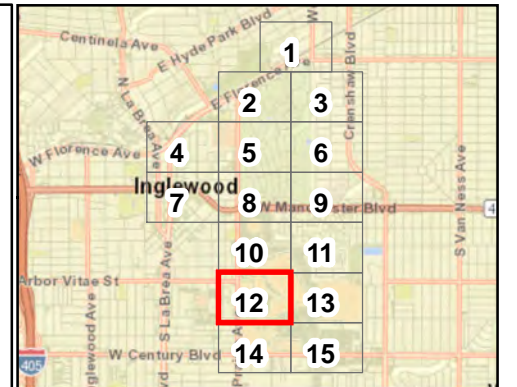
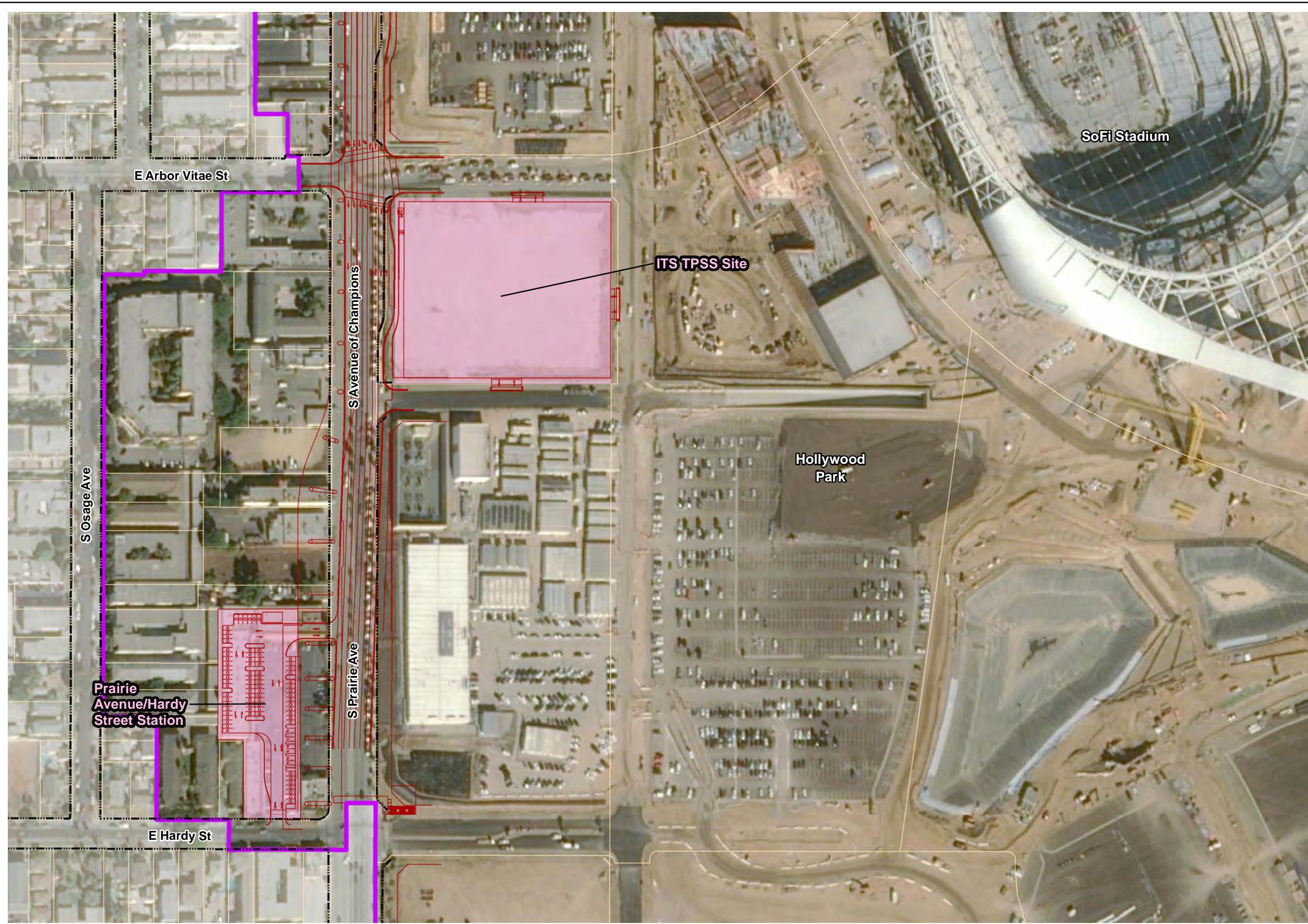


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- APE
 - Project Design
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 - Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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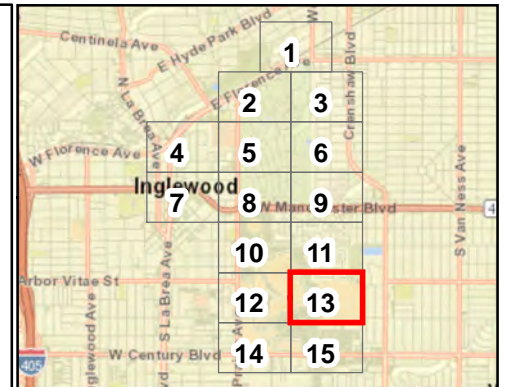


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 - Project Design
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 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

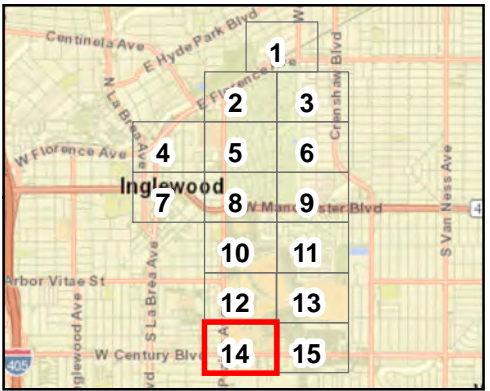
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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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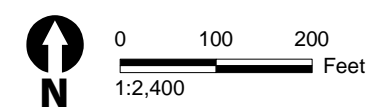
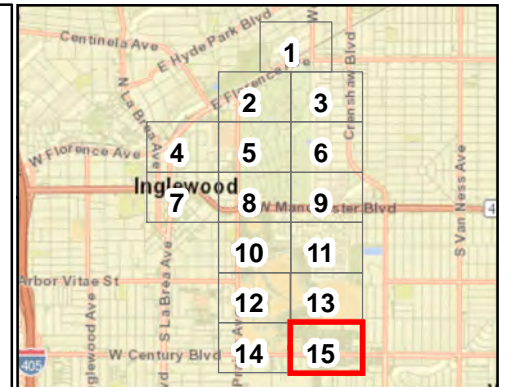
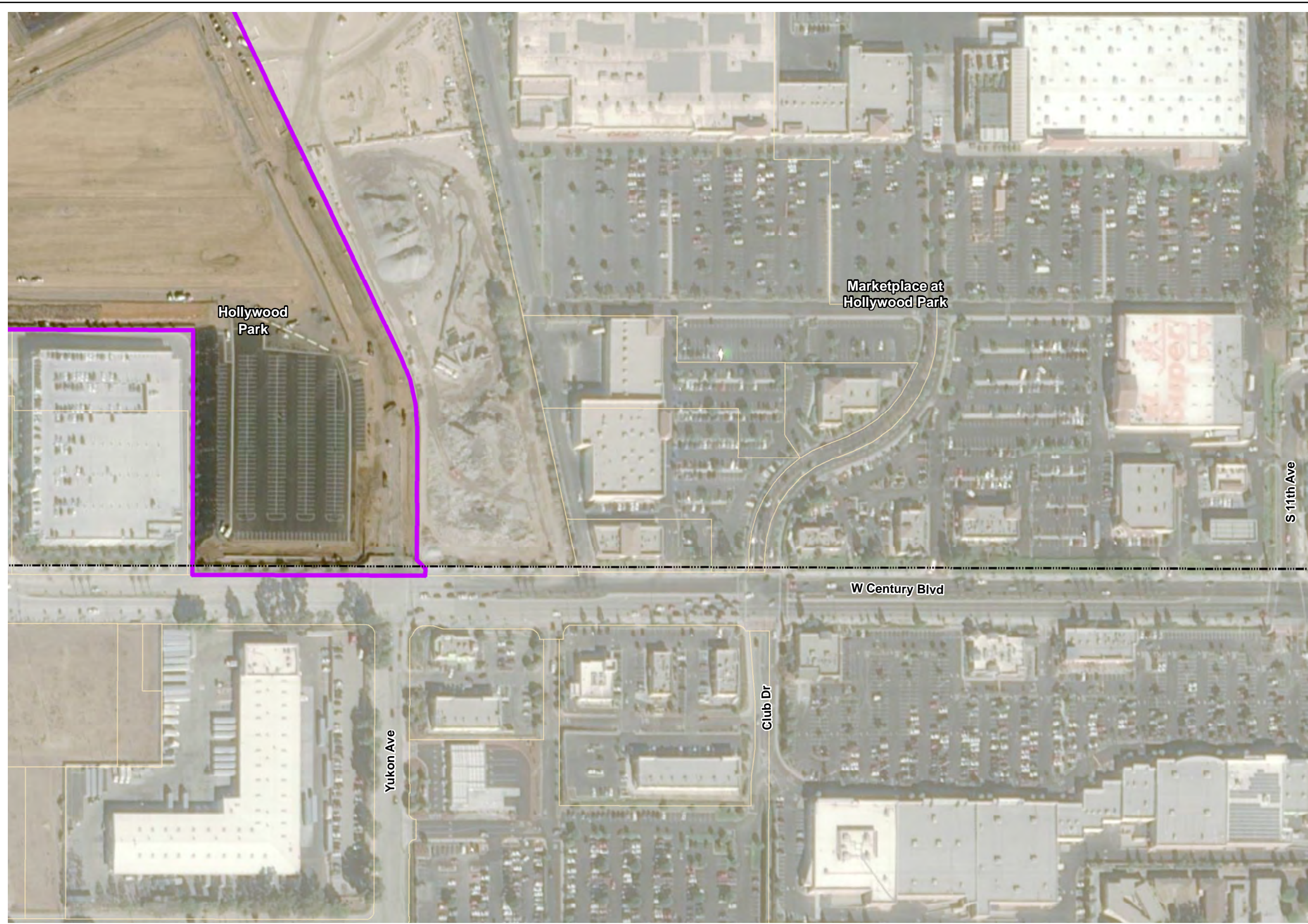


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 25, 2022

Ms. Diane Sambrano
Historical Society of Centinela Valley
Centinela Adobe Complex
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, CA

Dear Ms. Sambrano,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

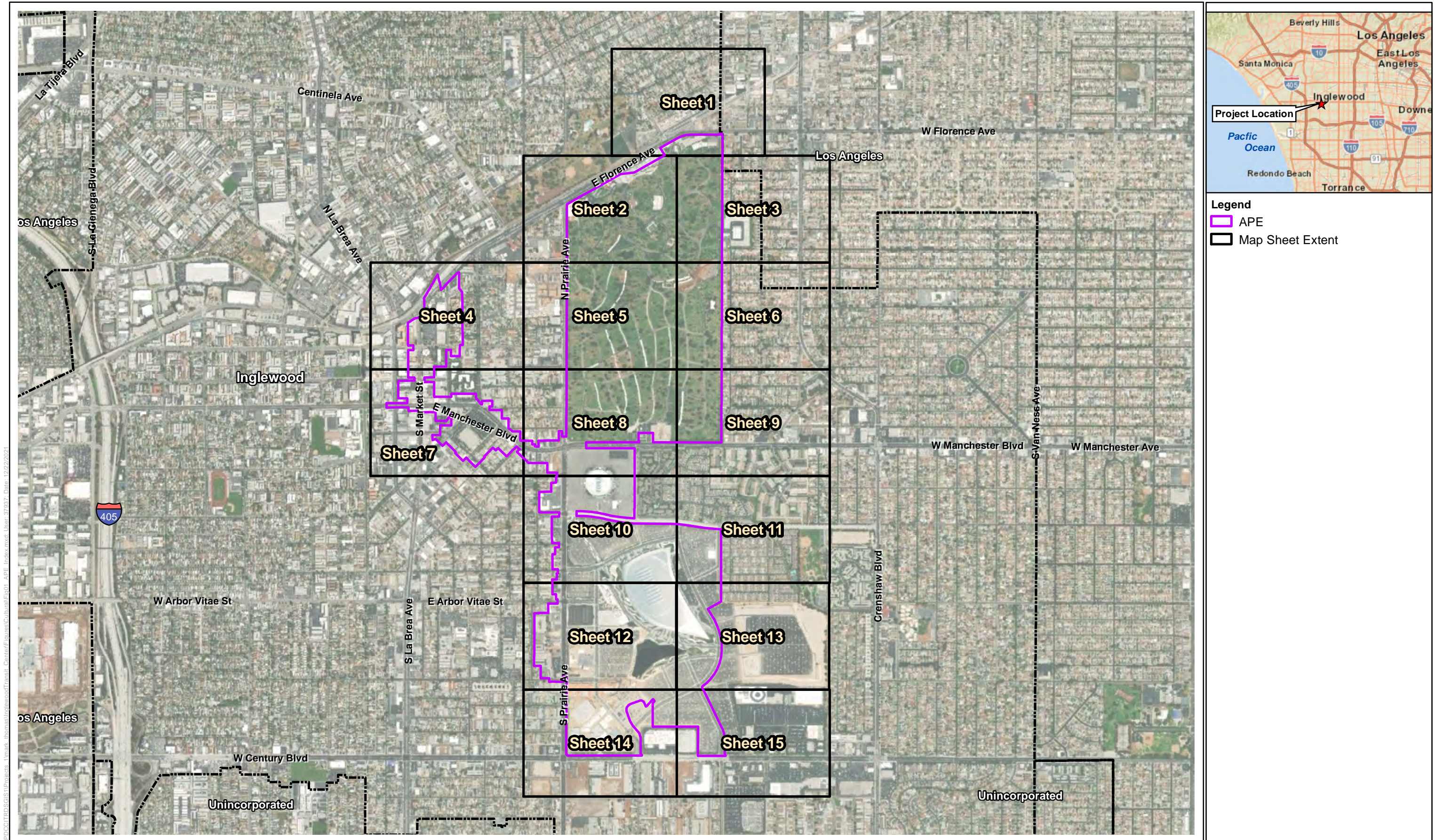
APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

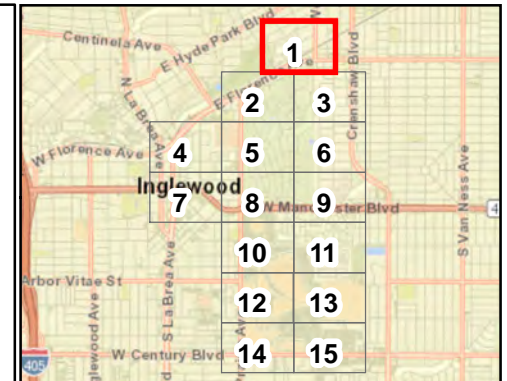
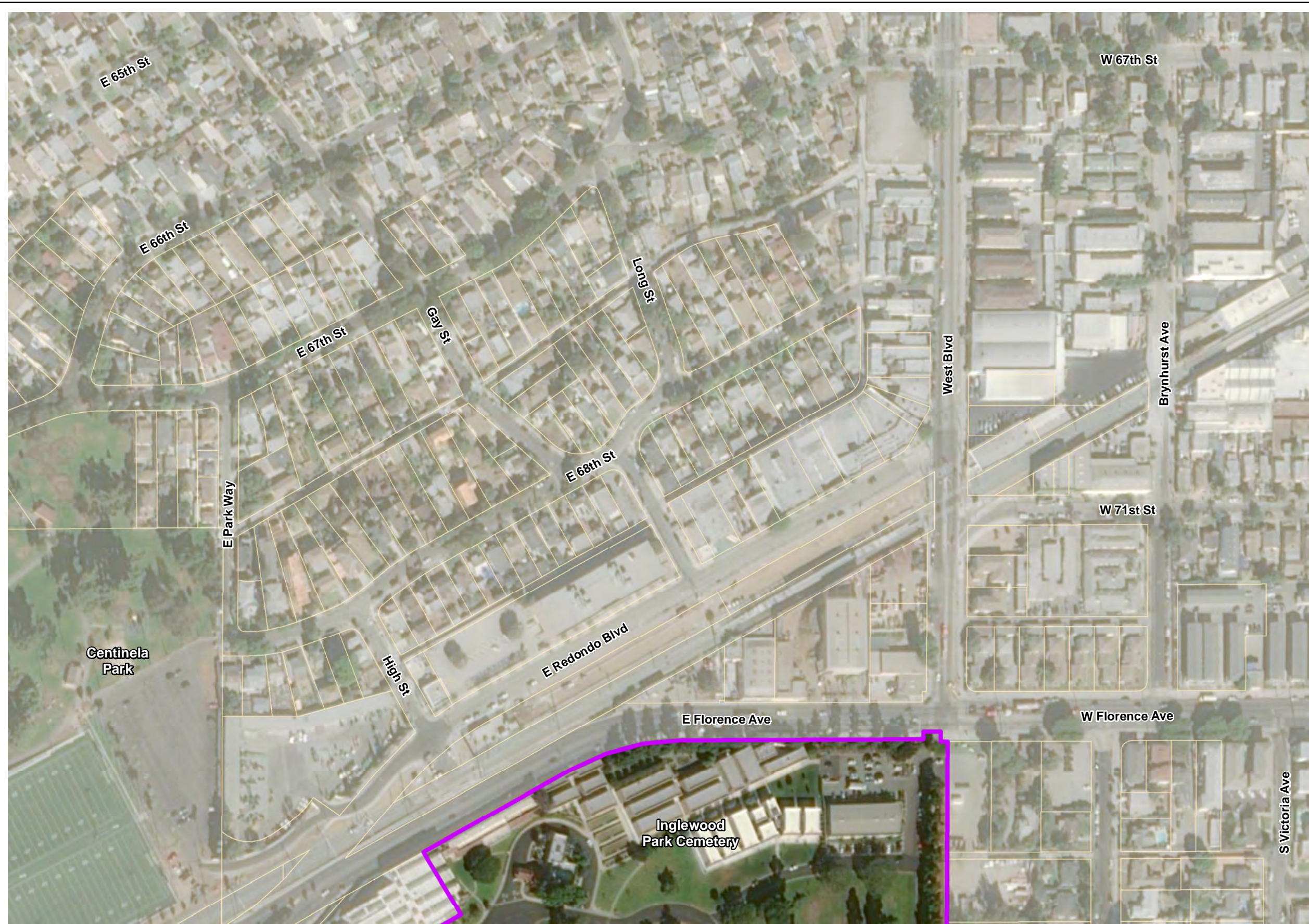
Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.



**Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector**

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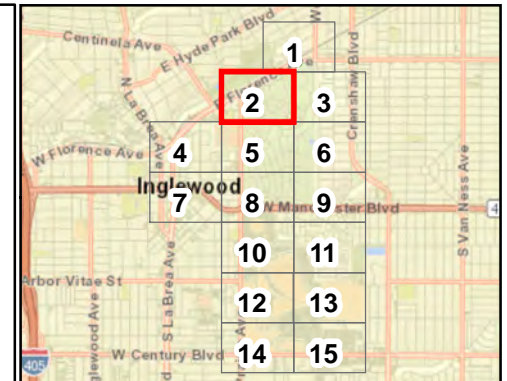
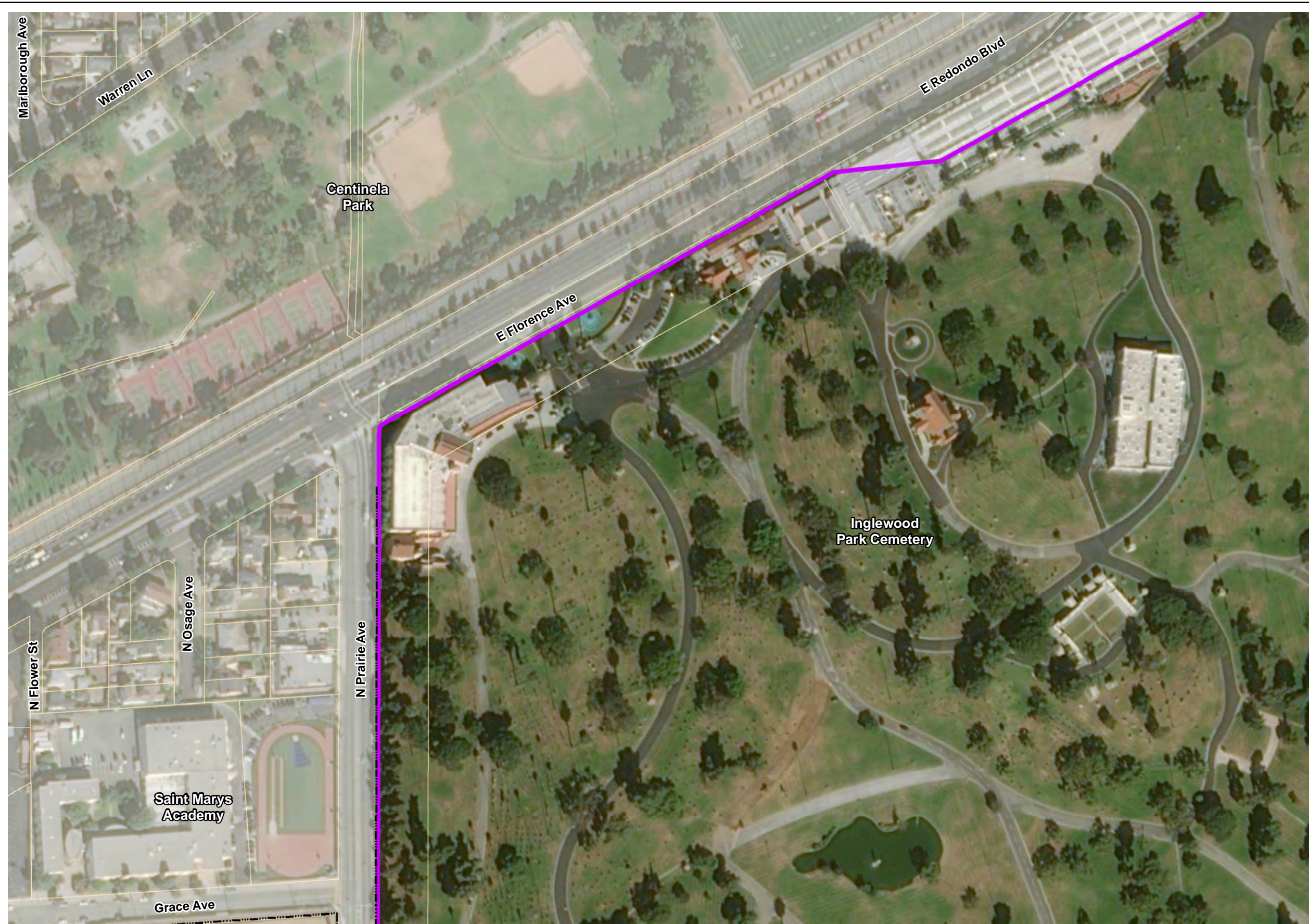


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**Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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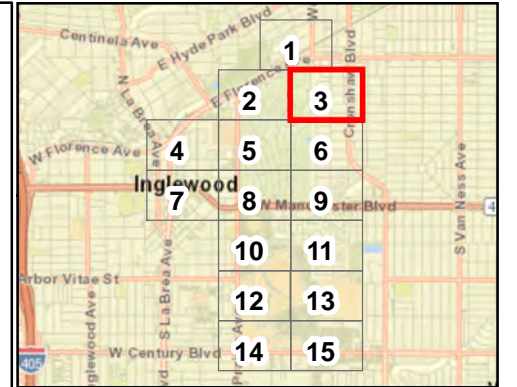
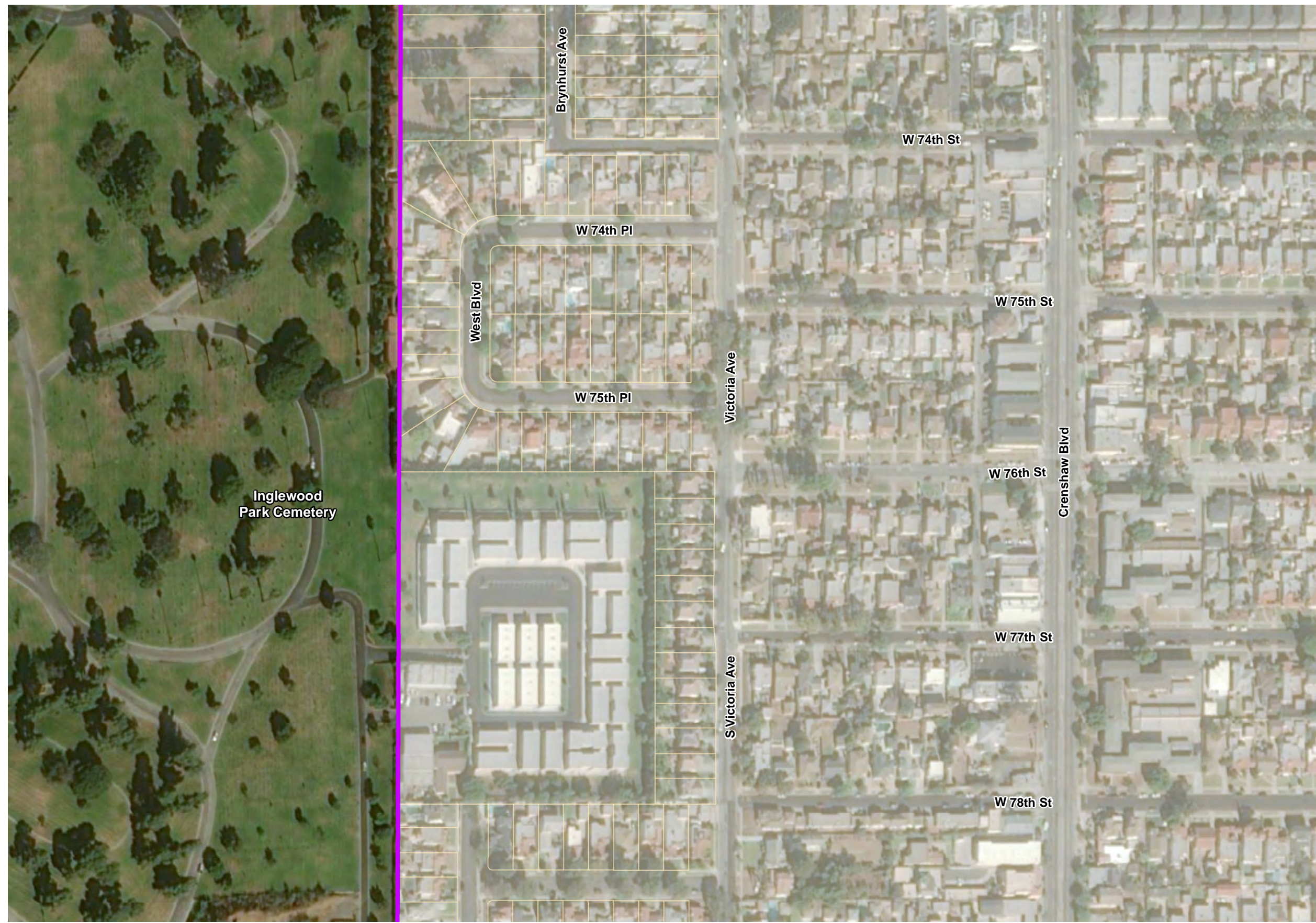


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Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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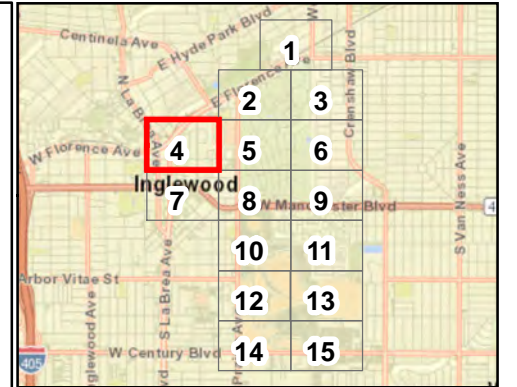
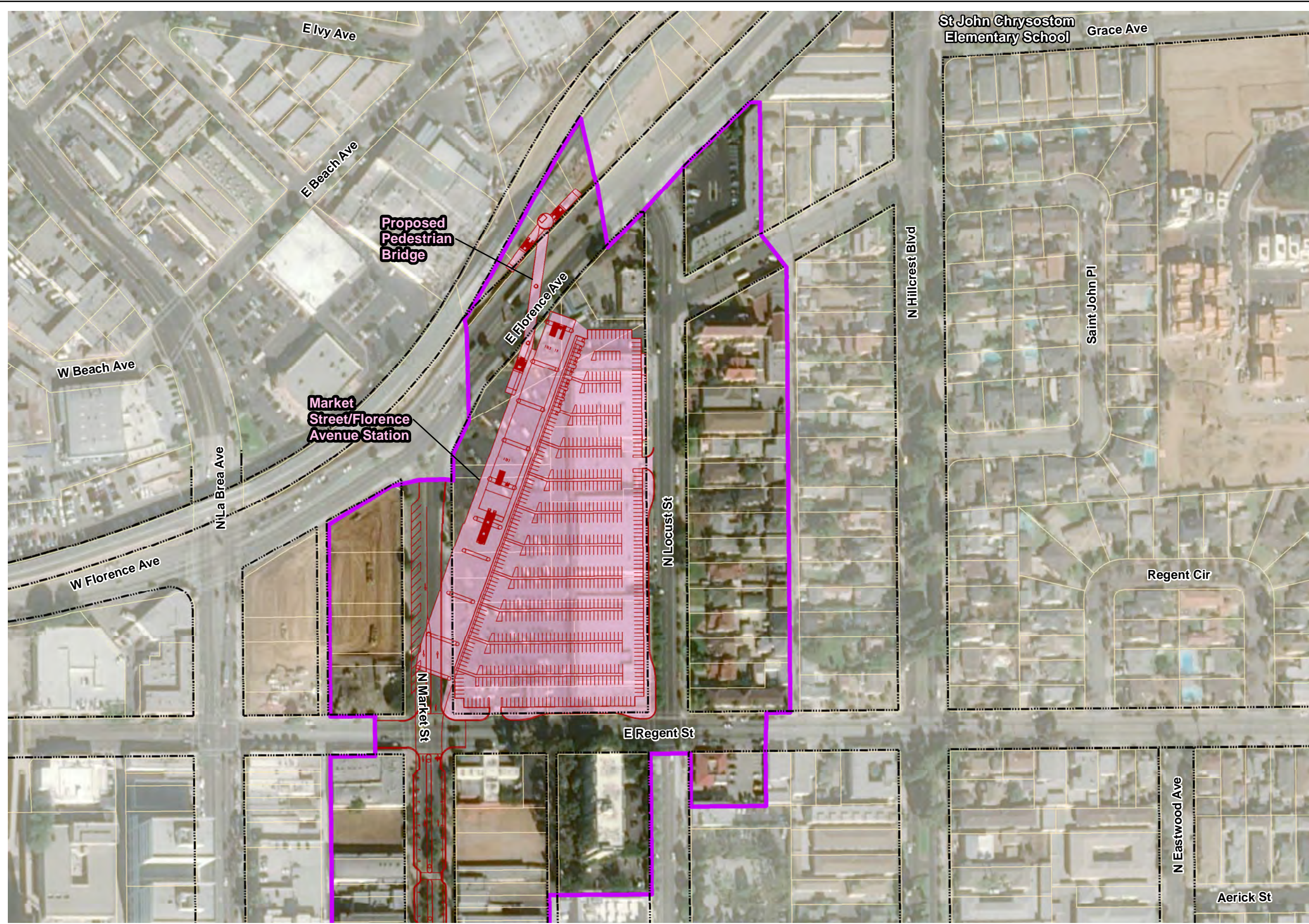


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Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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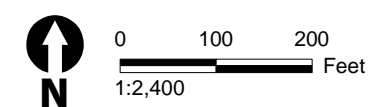
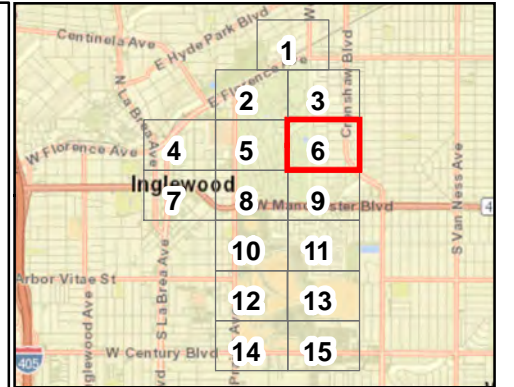


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

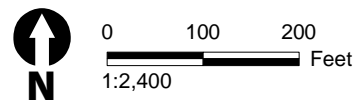
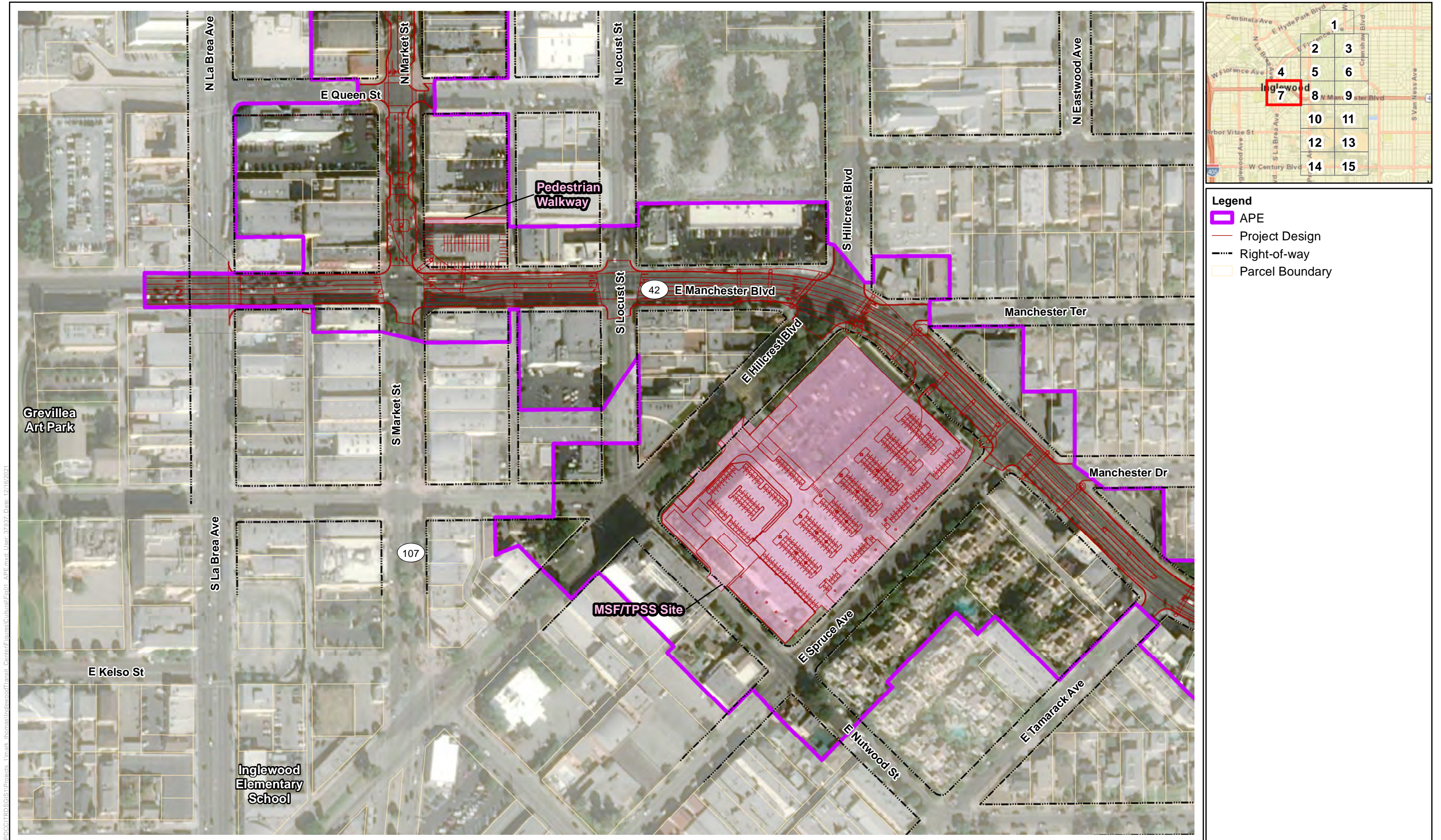


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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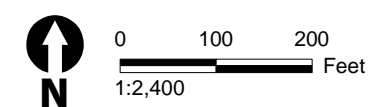
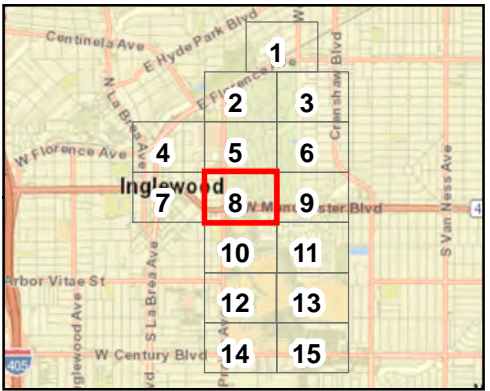
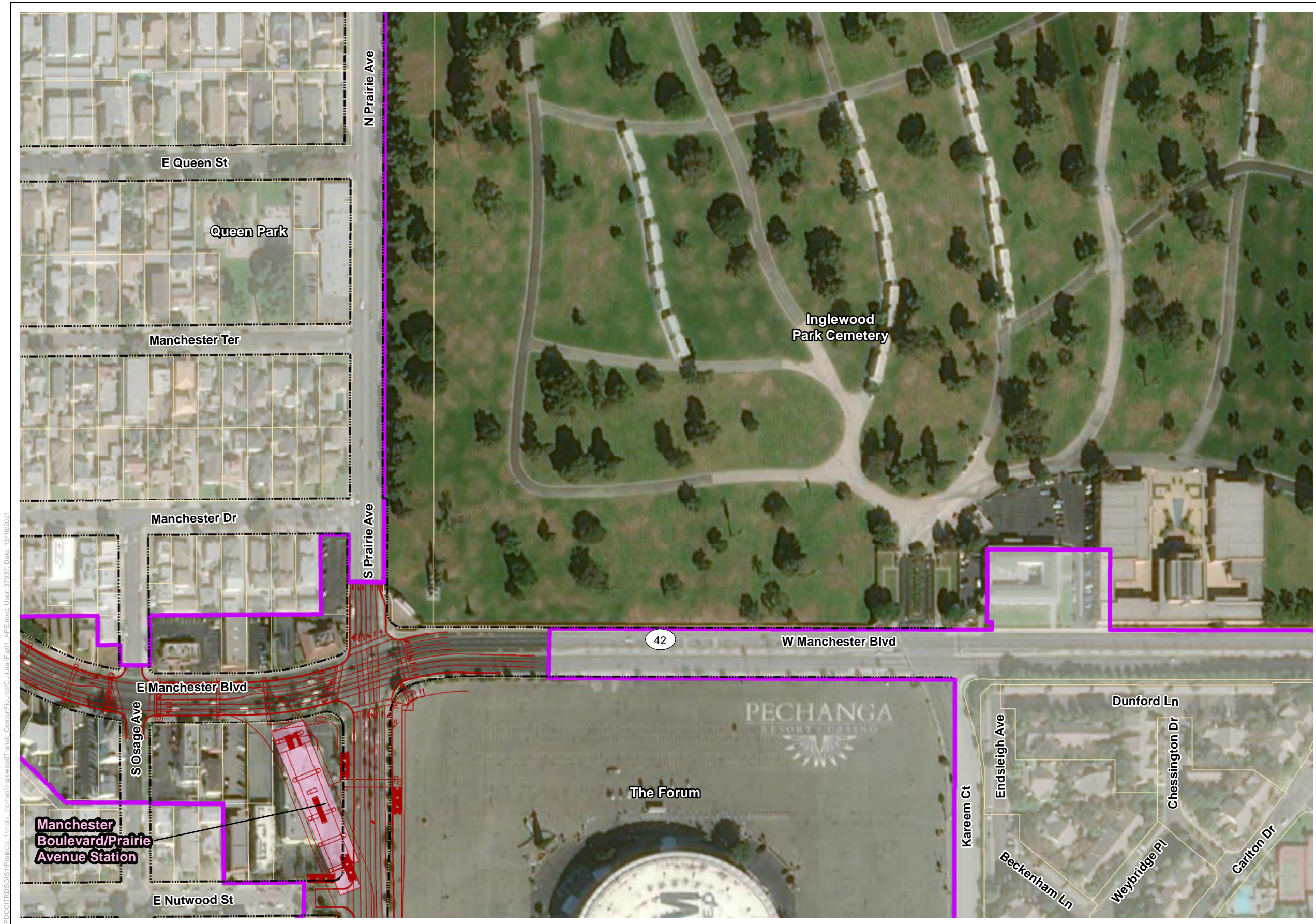


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

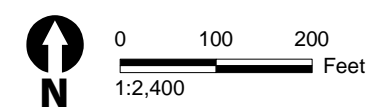
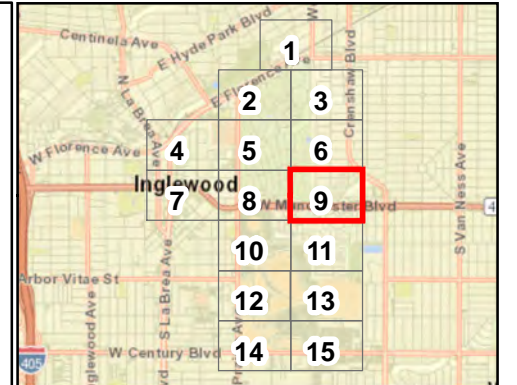


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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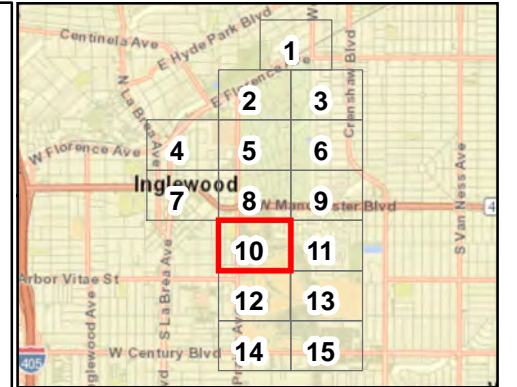
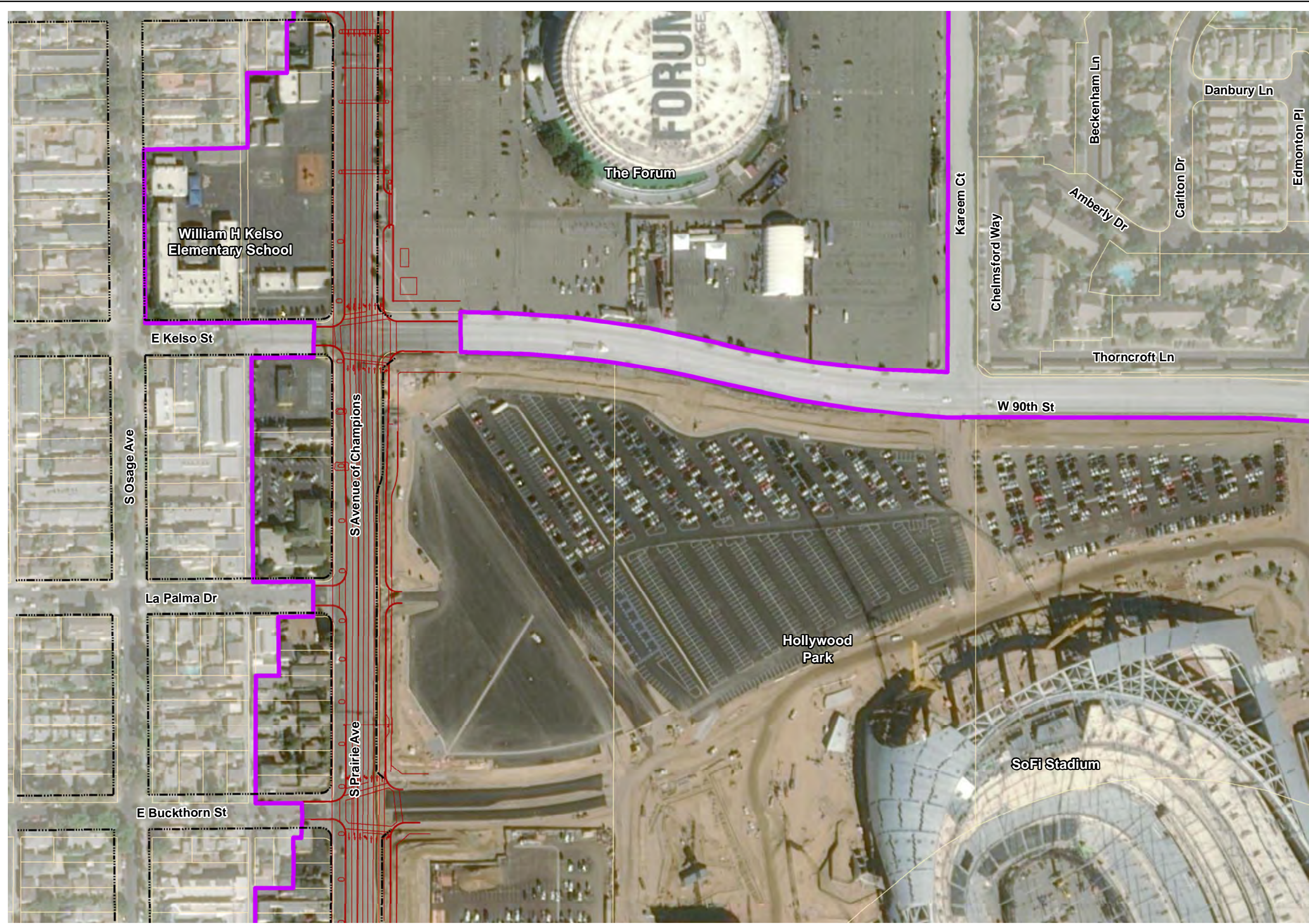


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

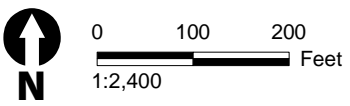


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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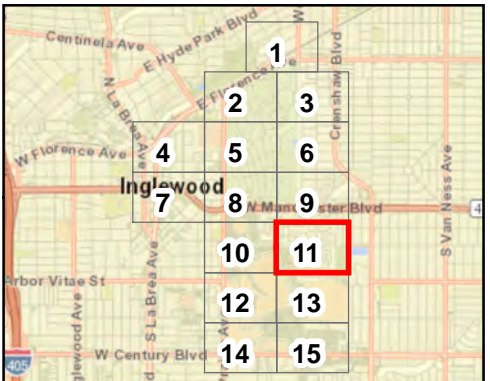


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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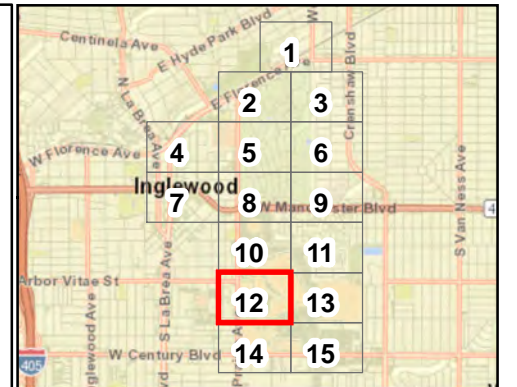
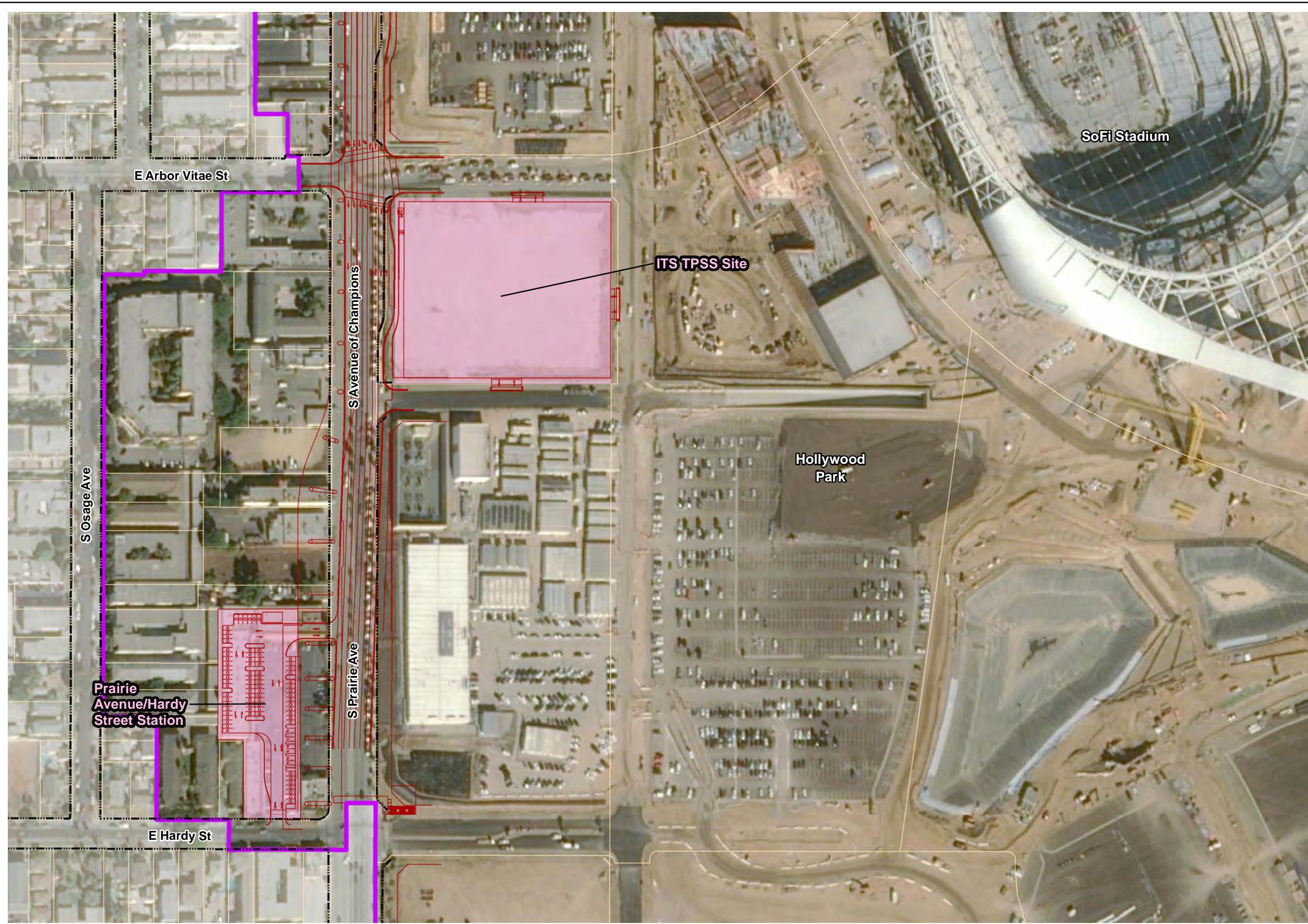


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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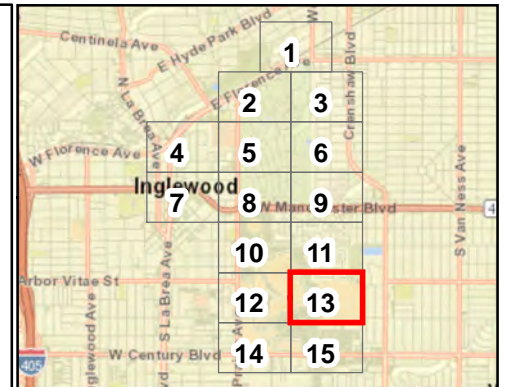


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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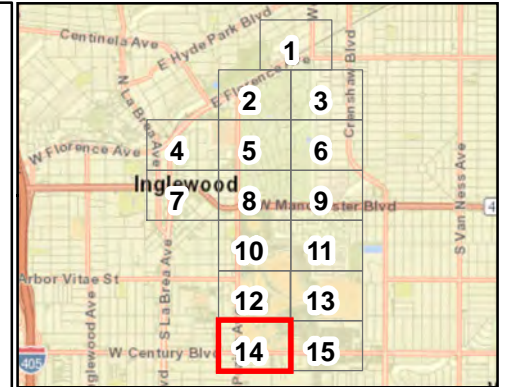


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
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 - Parcel Boundary

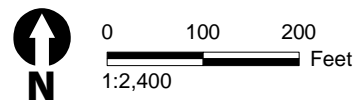
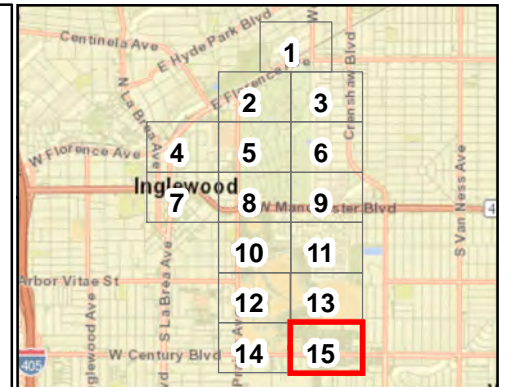
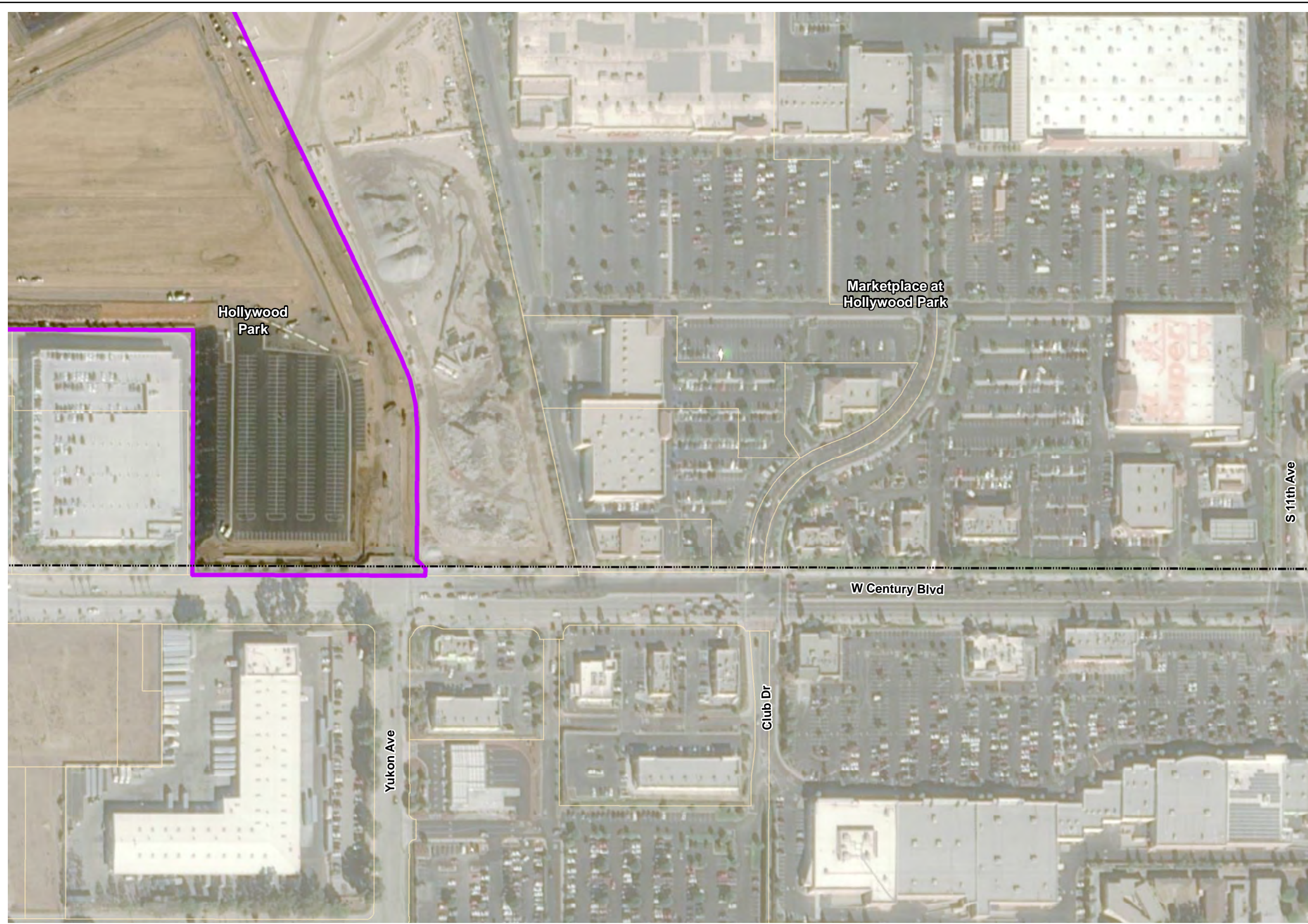


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Cindy Heitzman
Executive Director
California Preservation Foundation
101 The Embarcadero, Suite 120
San Francisco, CA, 94105

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Heitzman,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

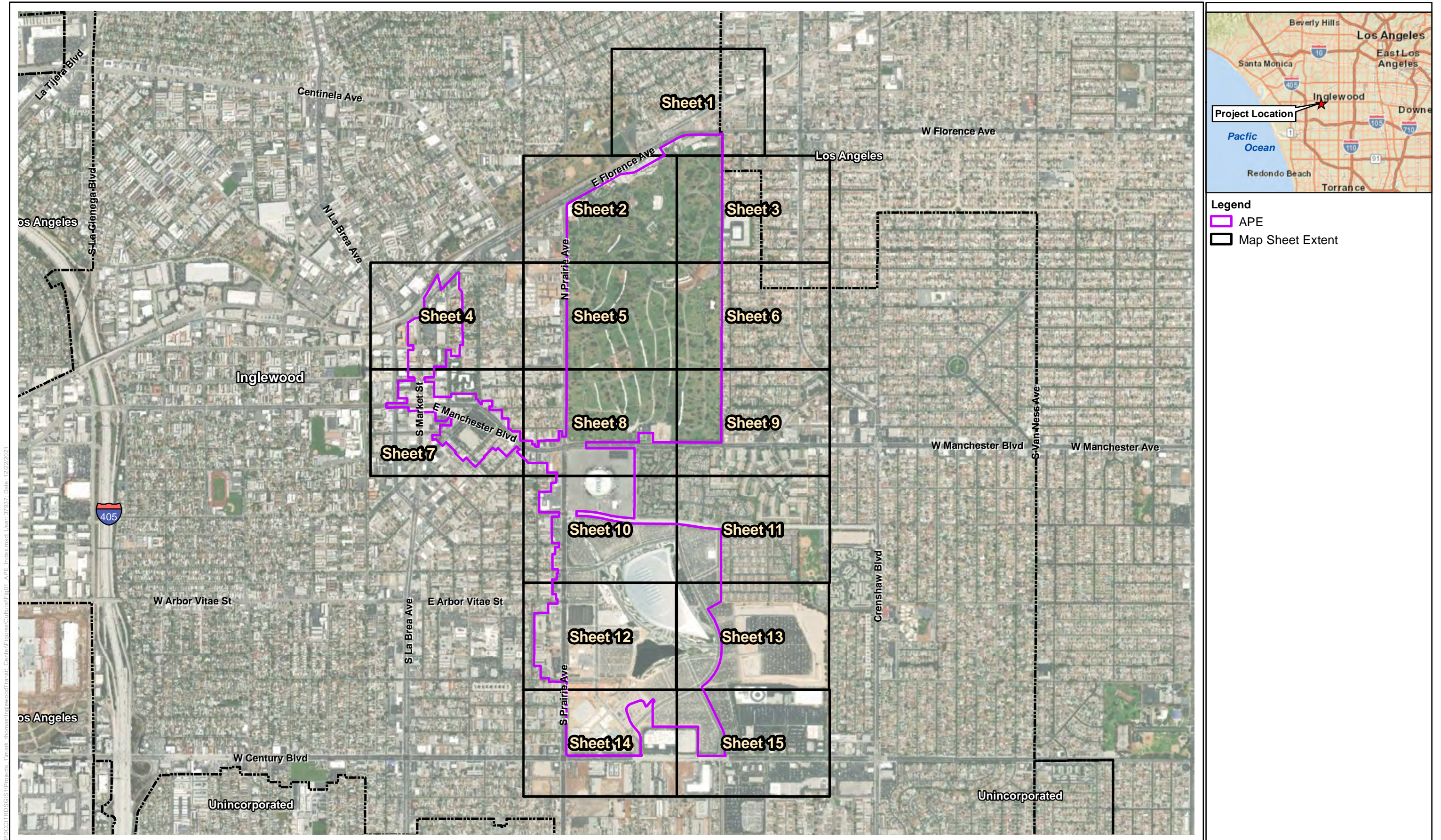
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

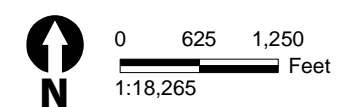
Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project



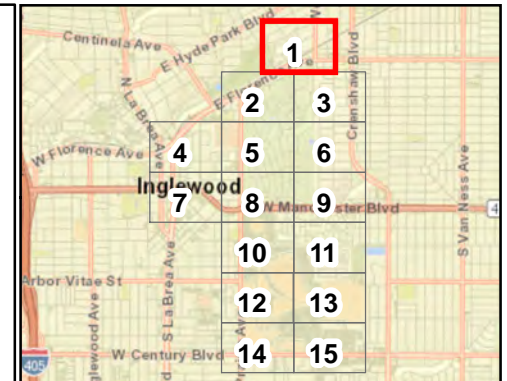
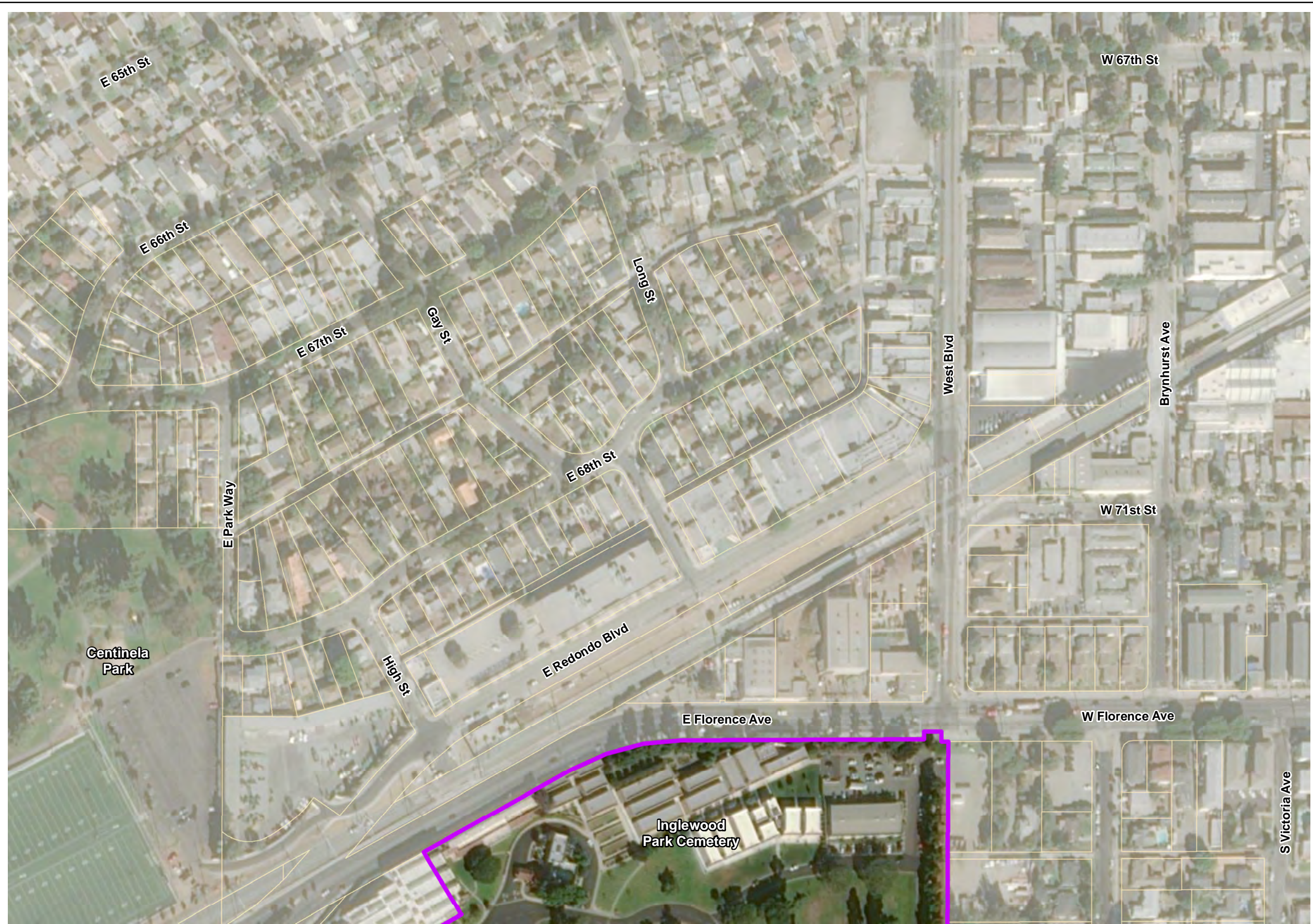


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**Figure 1, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

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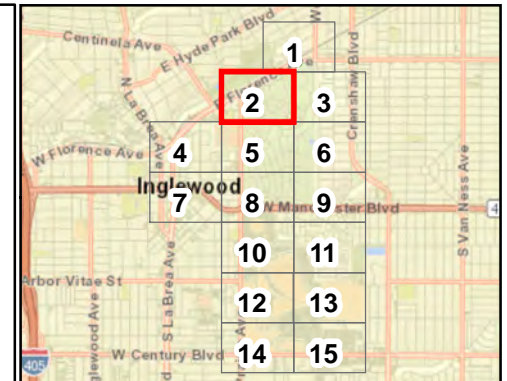
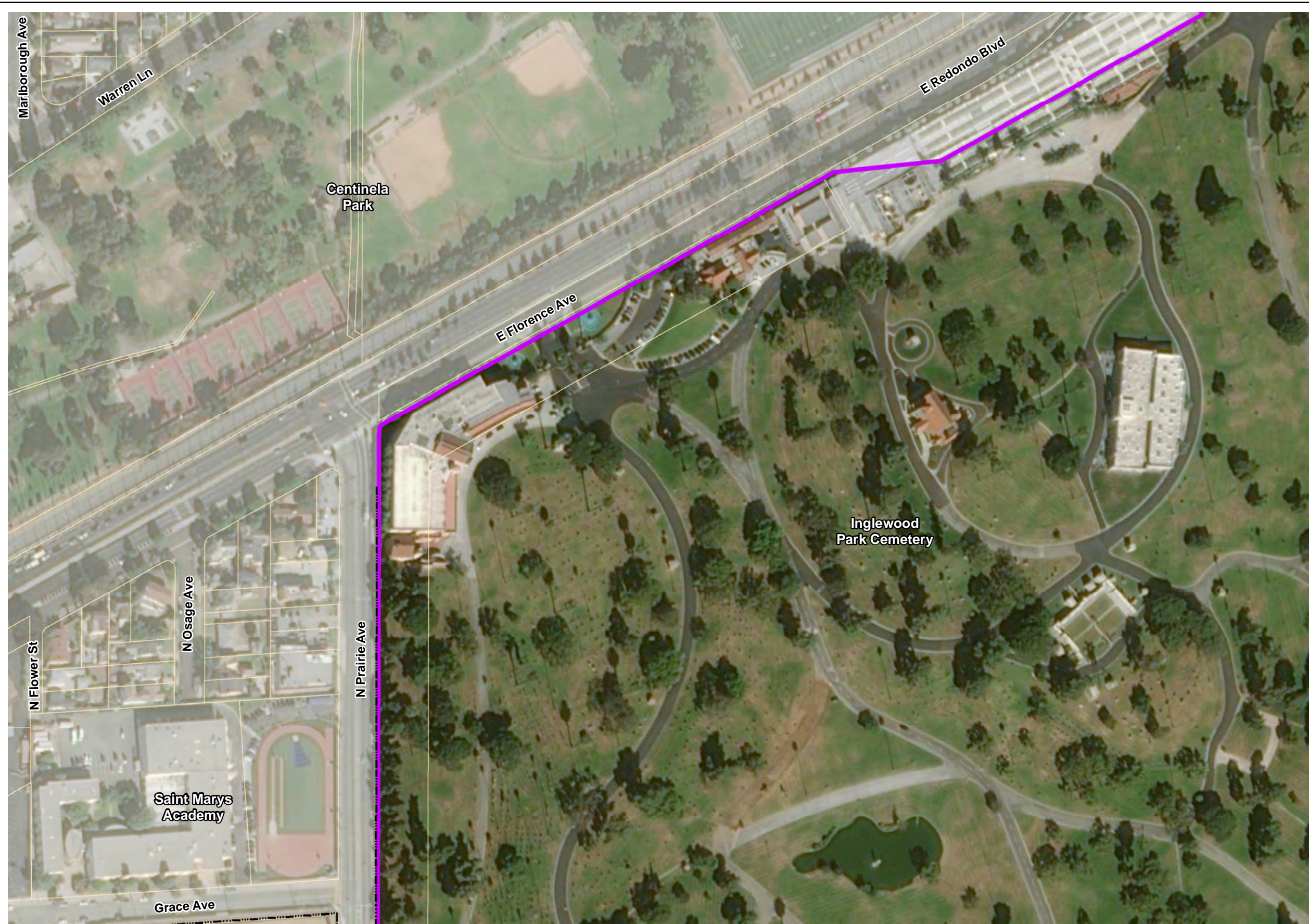


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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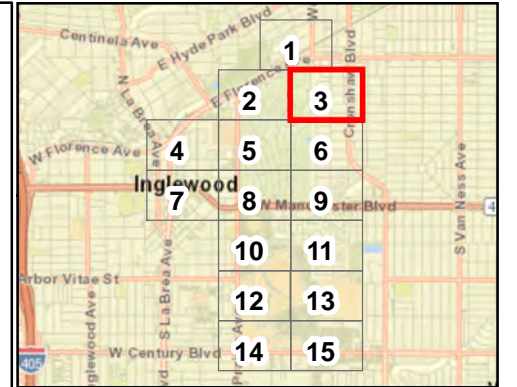
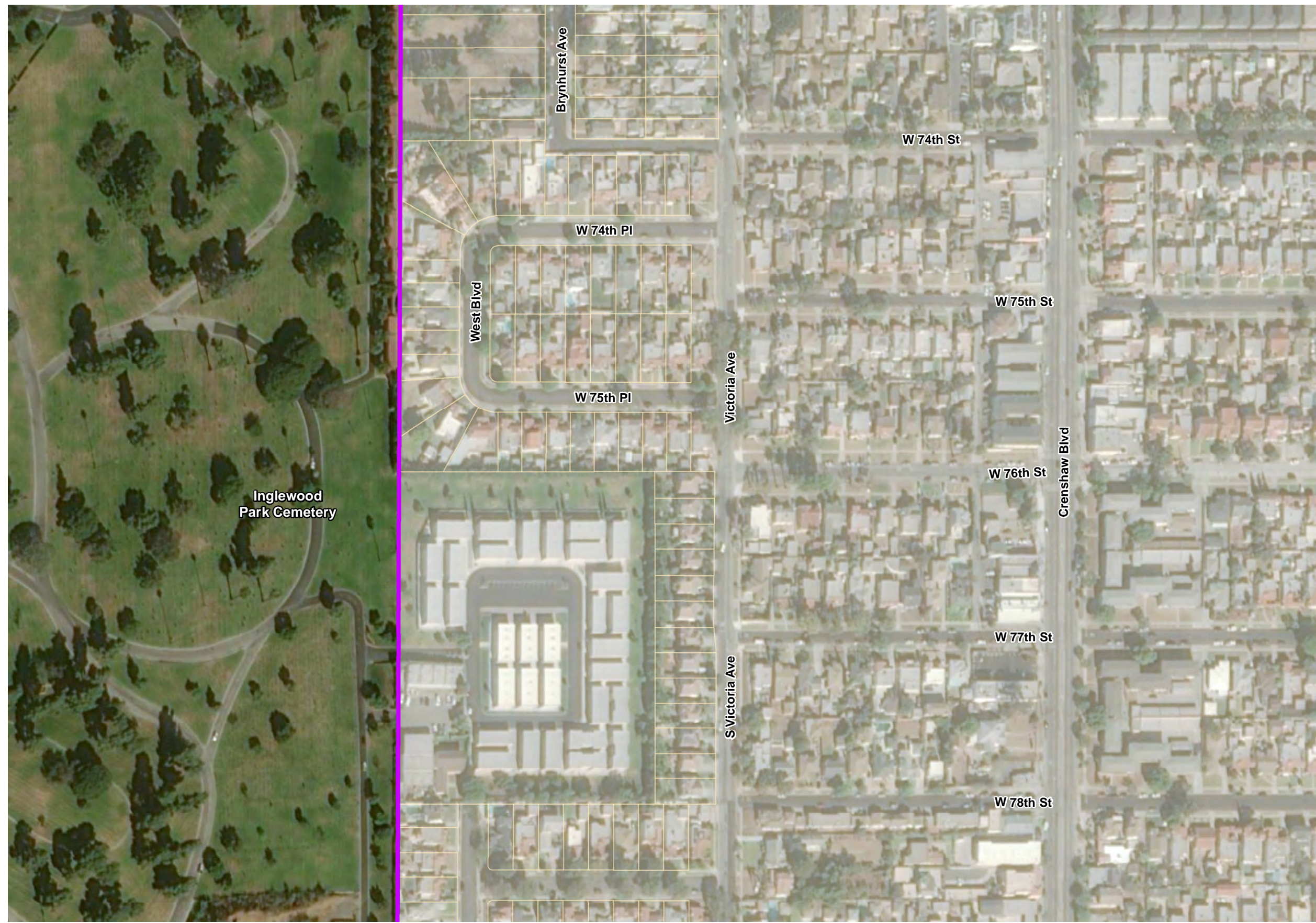


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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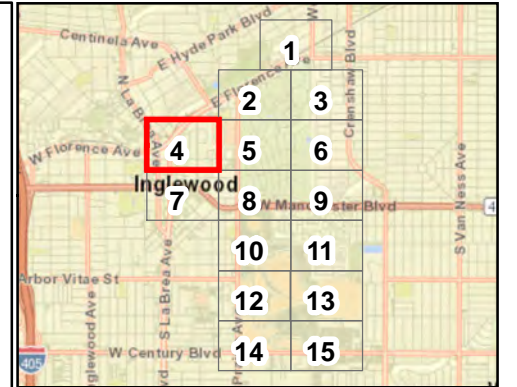
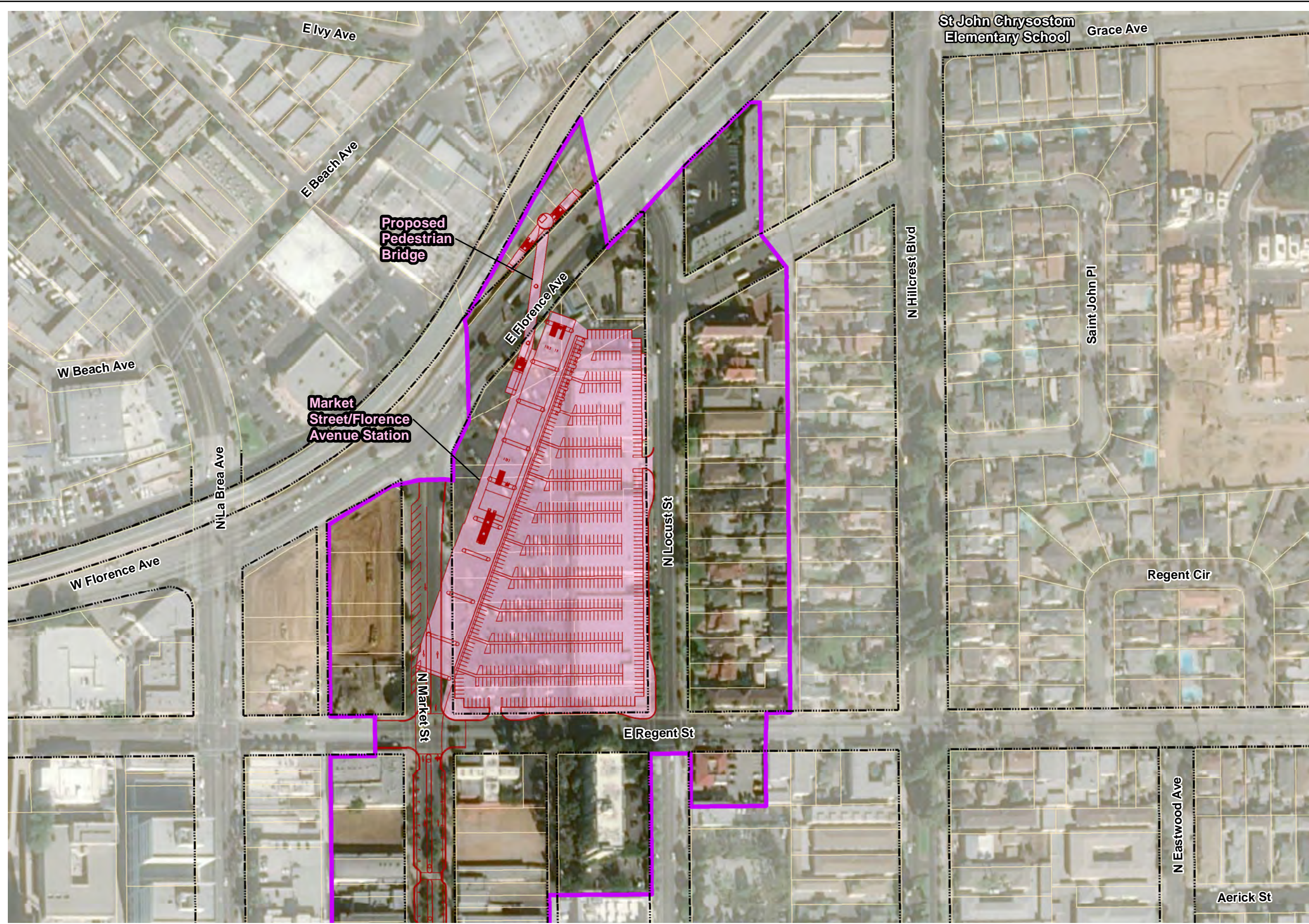


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

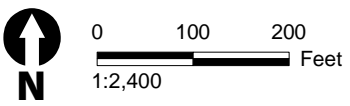


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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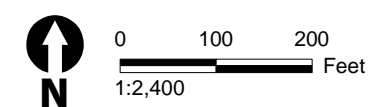
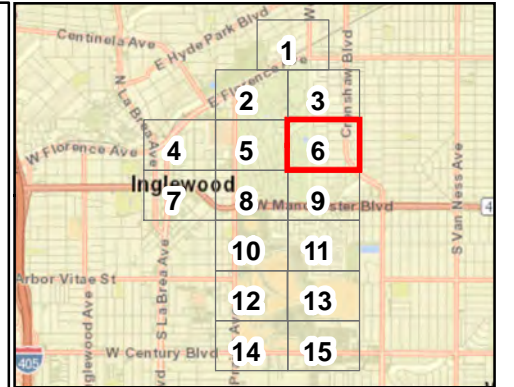


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

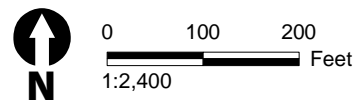
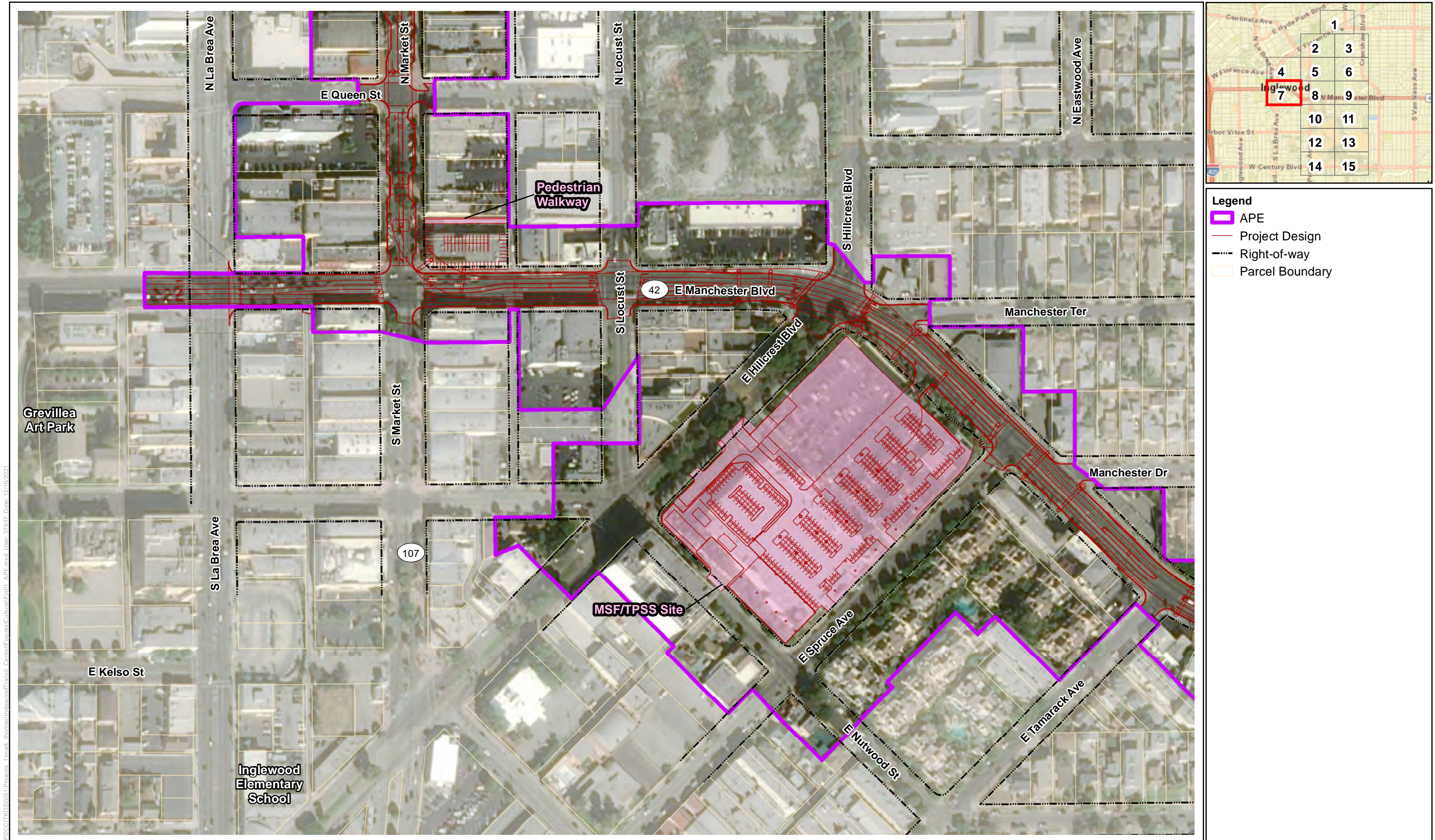


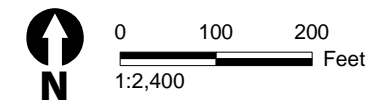
Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



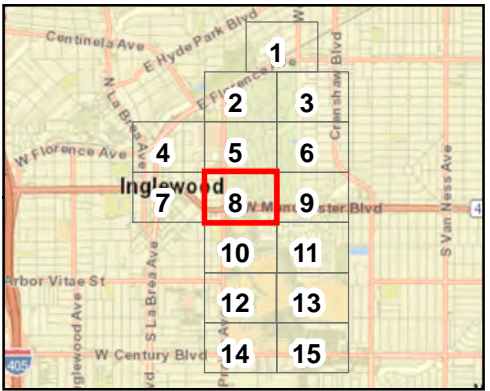
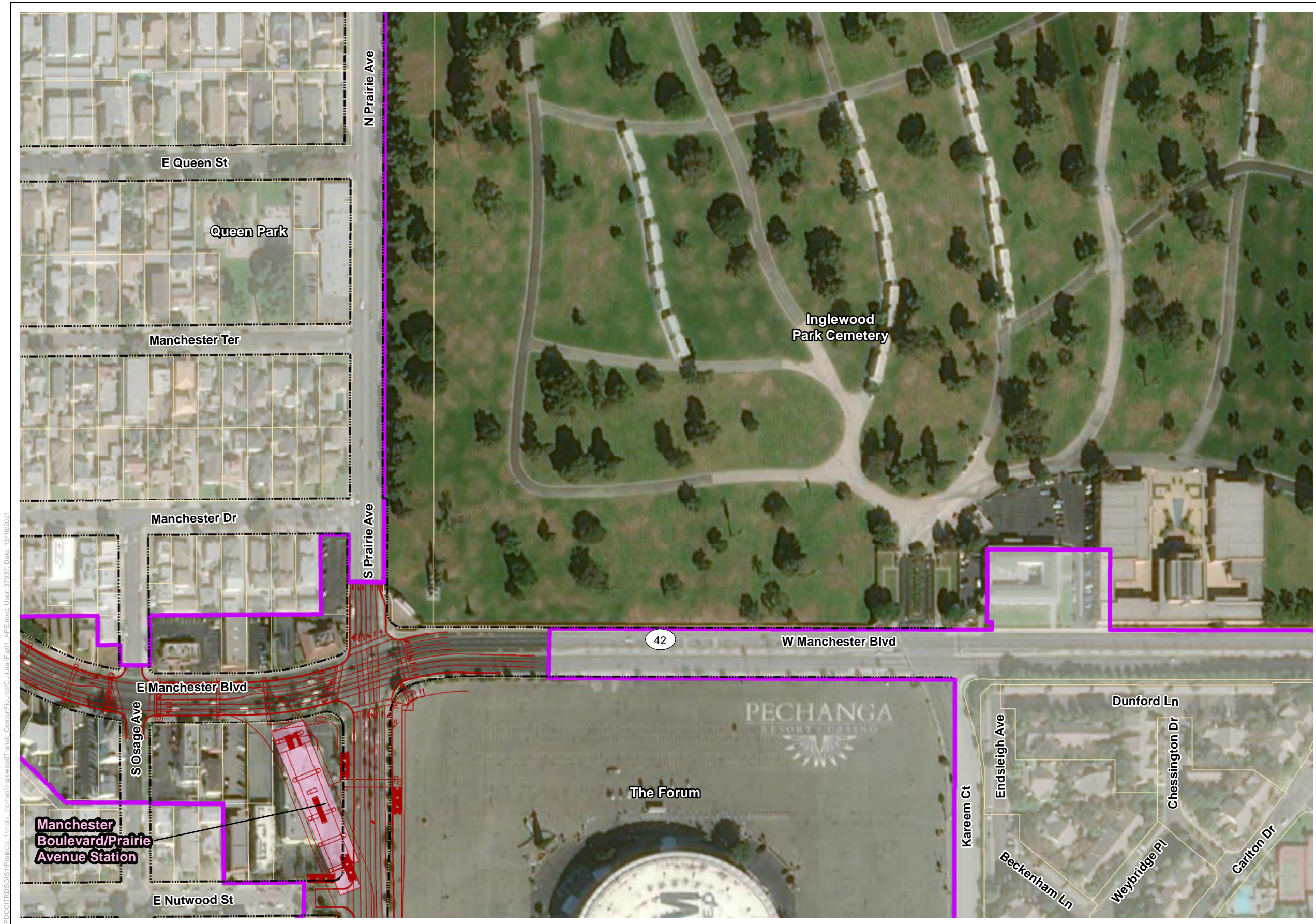
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- APE
- Project Design
- Right-of-way
- Parcel Boundary

Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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 - Project Design
 - Right-of-way
 - Parcel Boundary

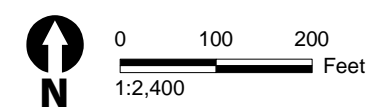
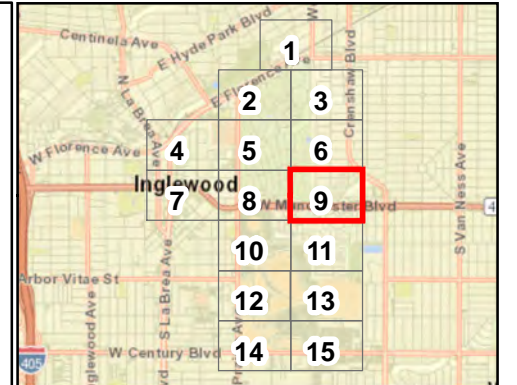


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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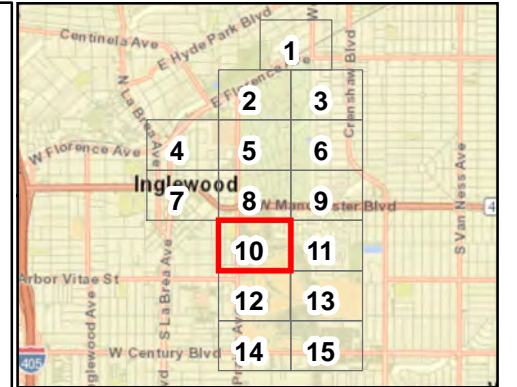
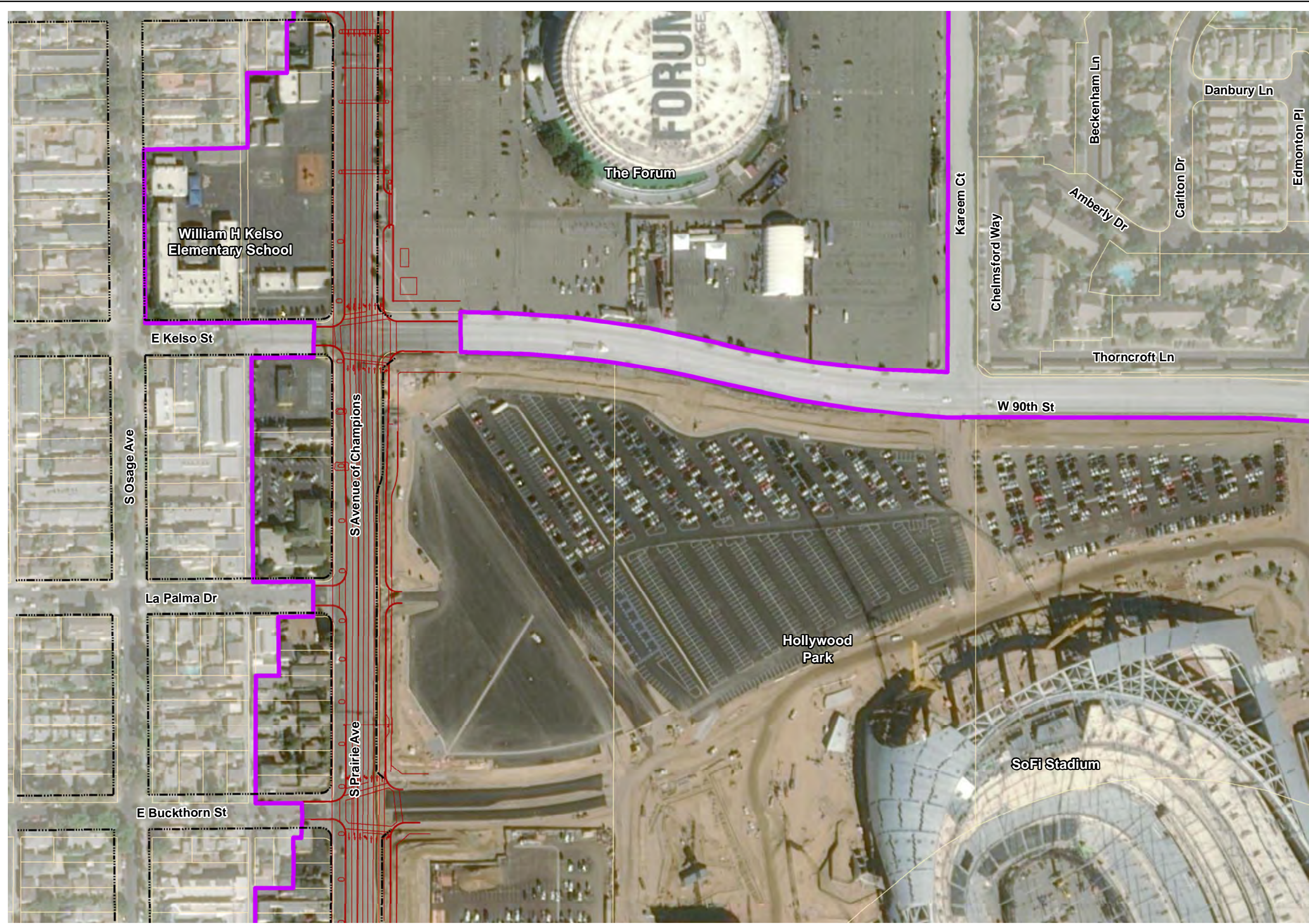


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

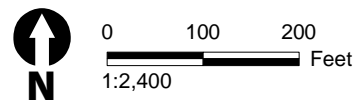


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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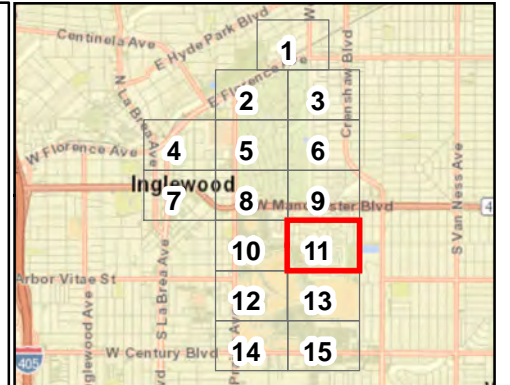


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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 - Parcel Boundary

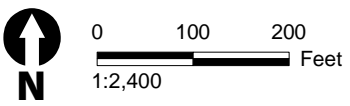
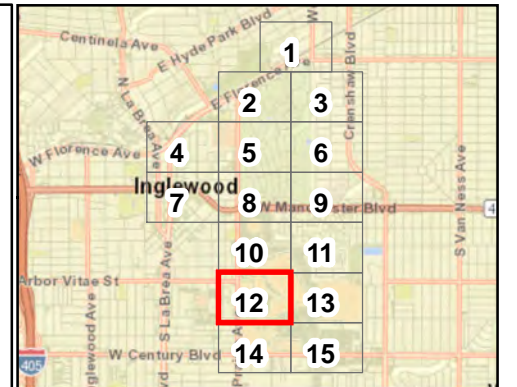
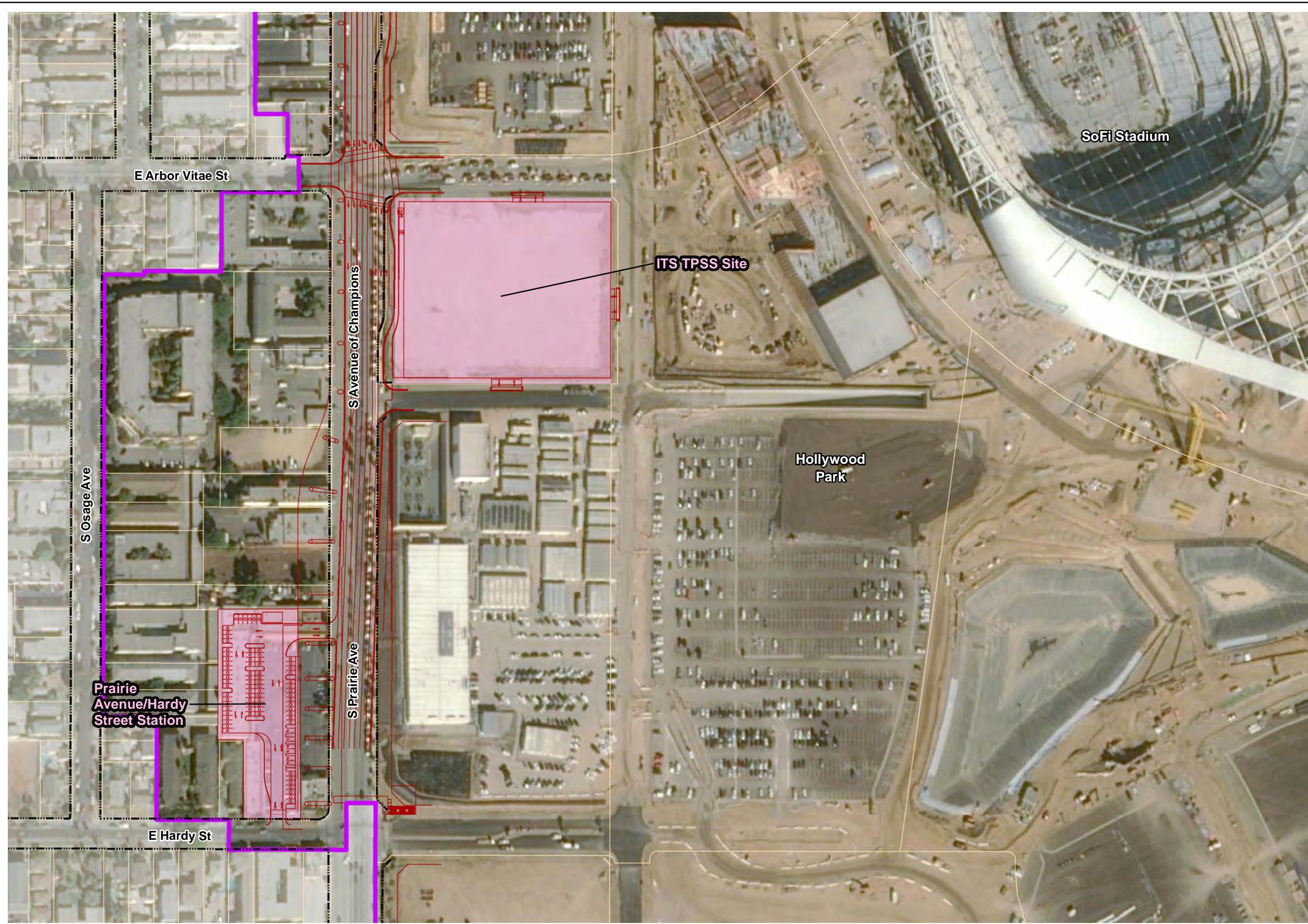


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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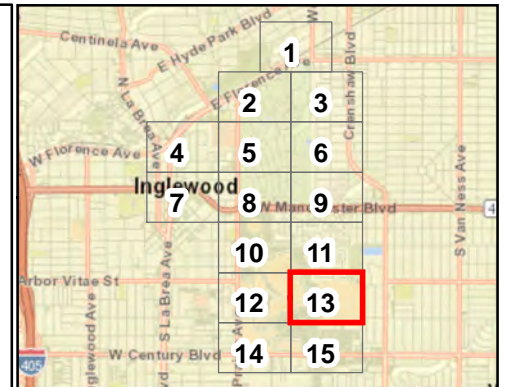


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 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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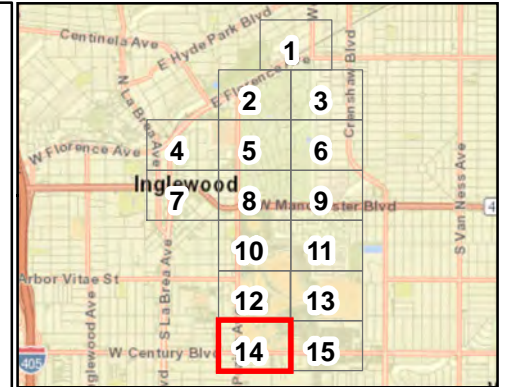


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 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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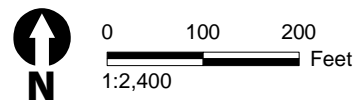
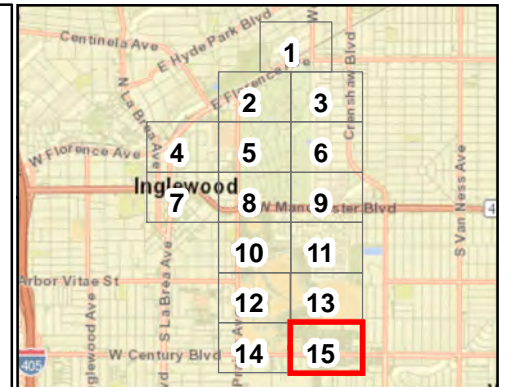
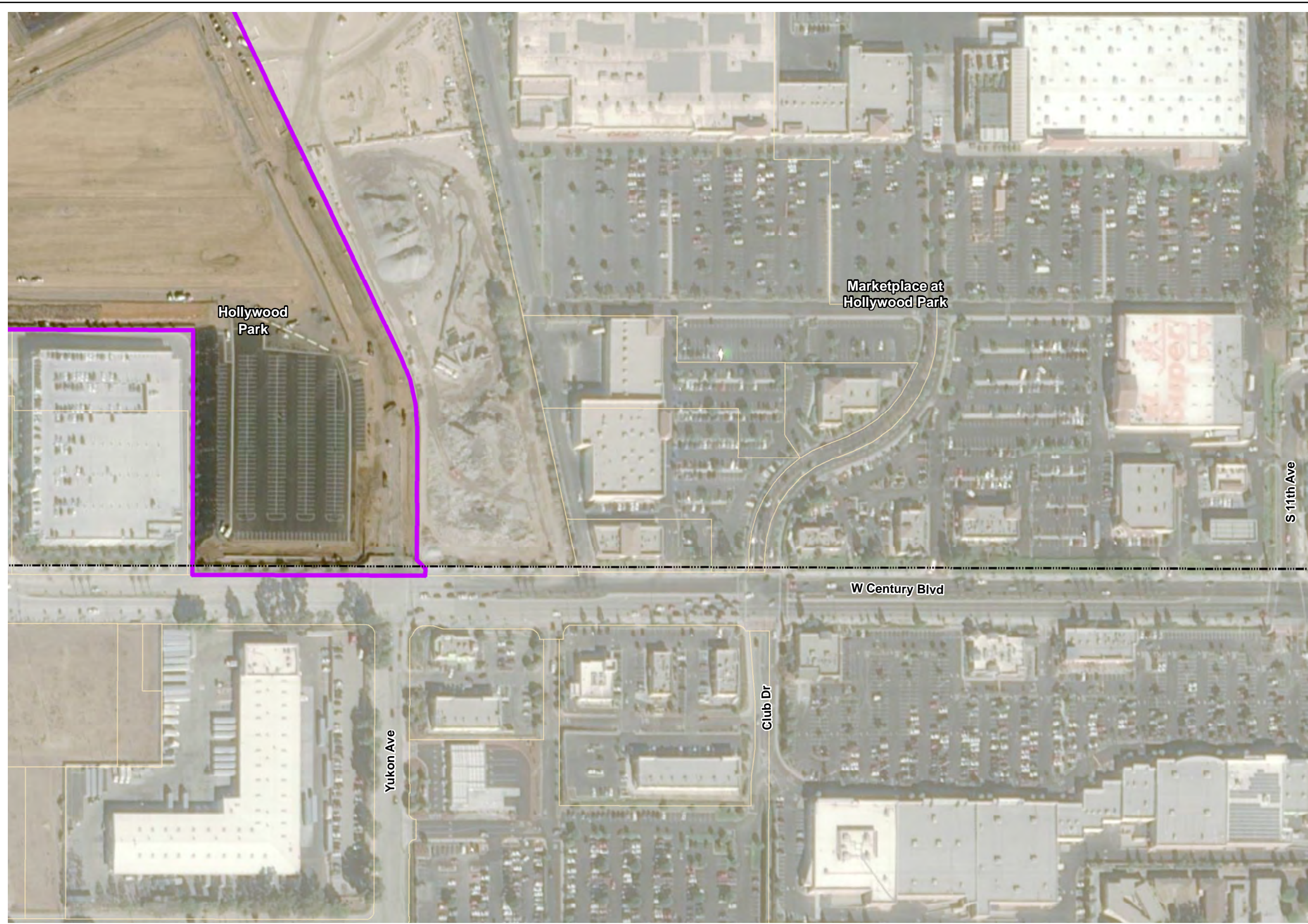


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Cameron Shaw
Executive Director
California African American Museum
600 State Drive, Exposition Park
Los Angeles, CA, 90037

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Shaw,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

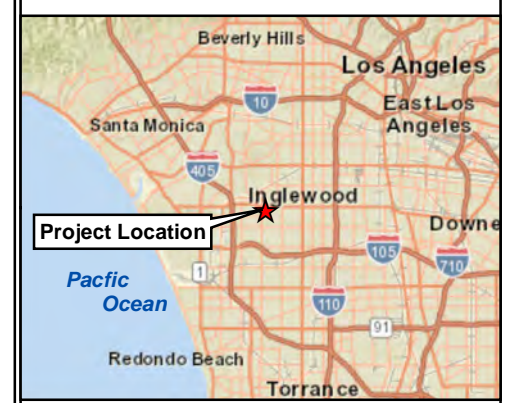
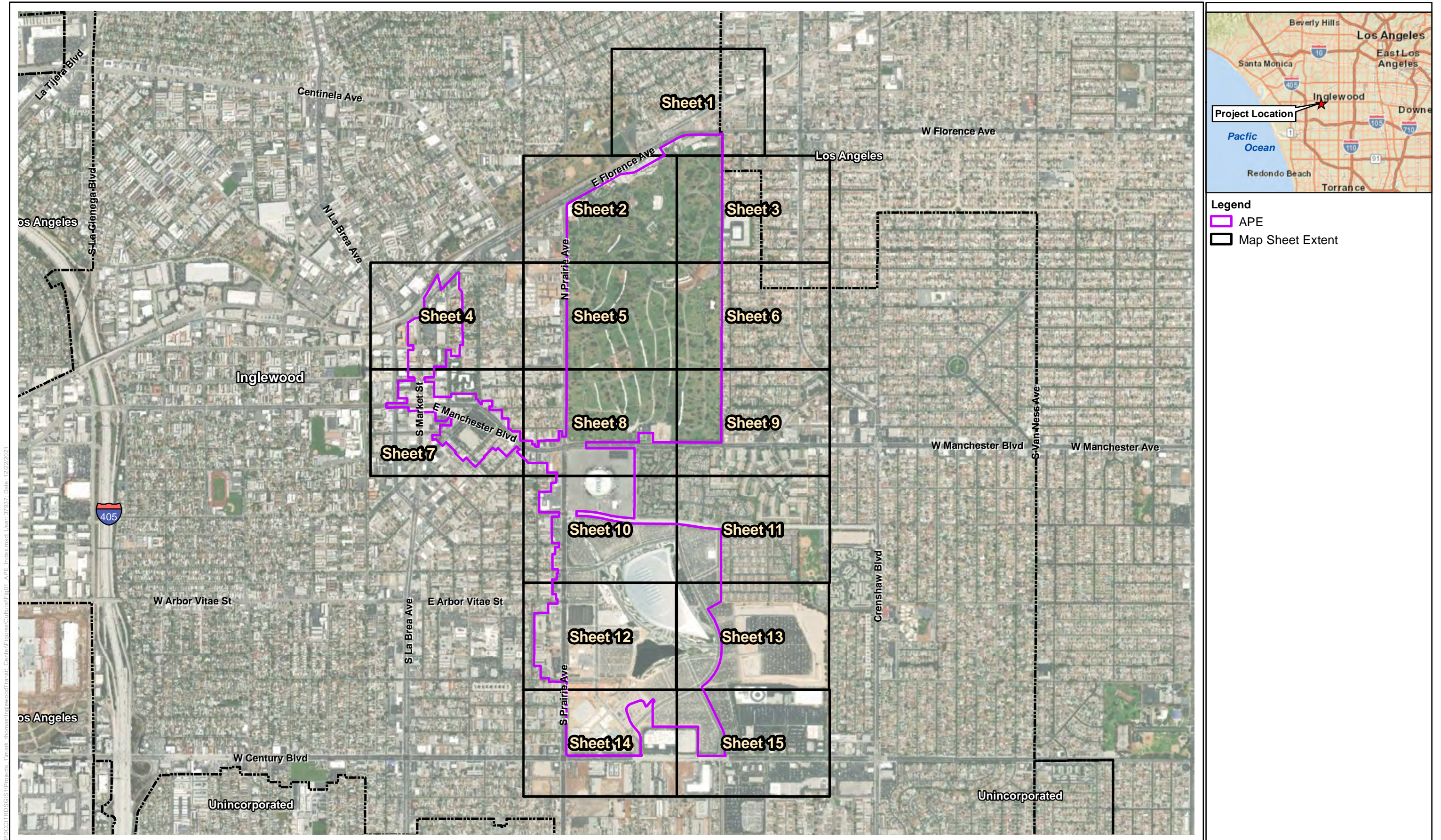
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

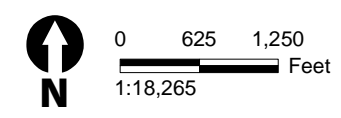
Figure 1: Location of proposed Project





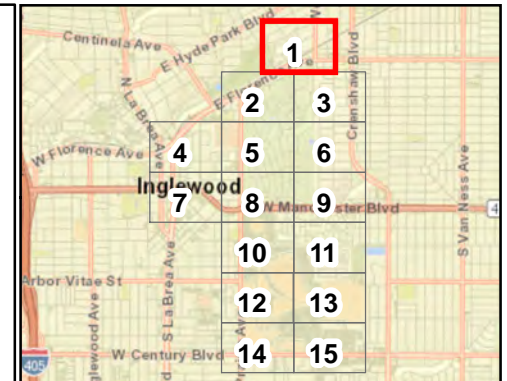
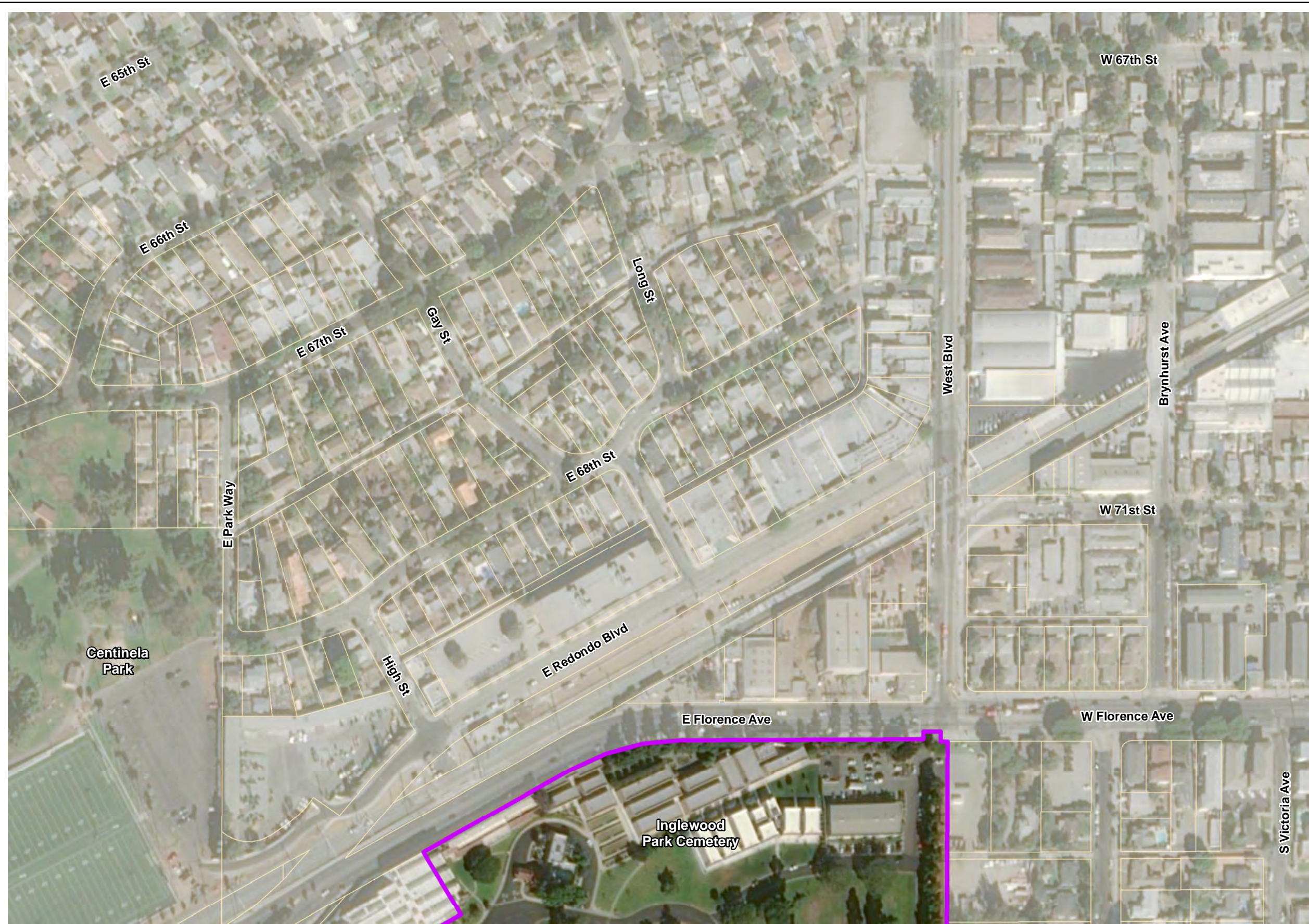
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 [Black outline] Map Sheet Extent

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**Figure 1, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

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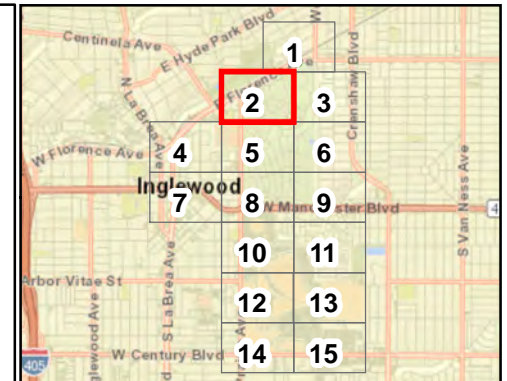
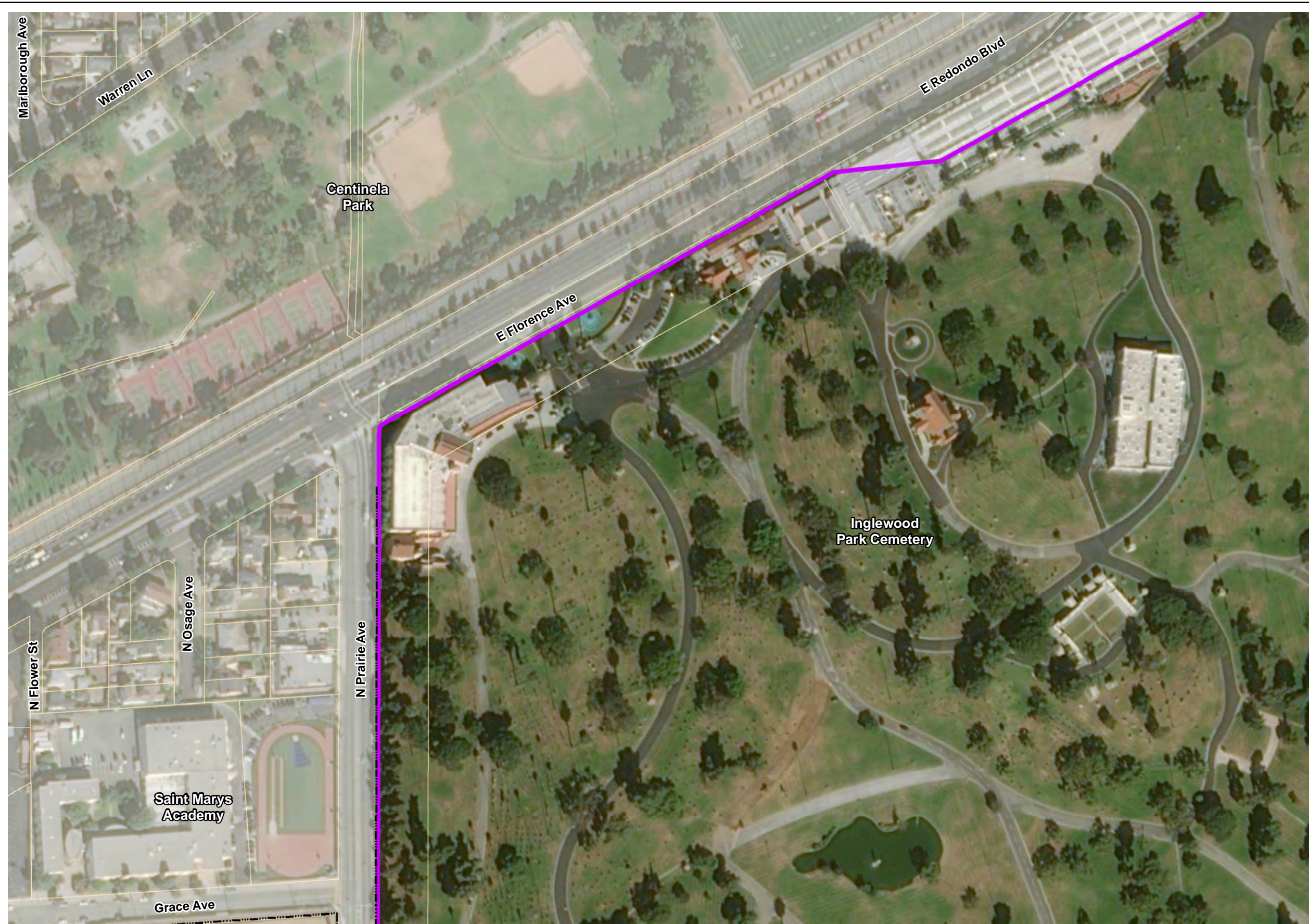


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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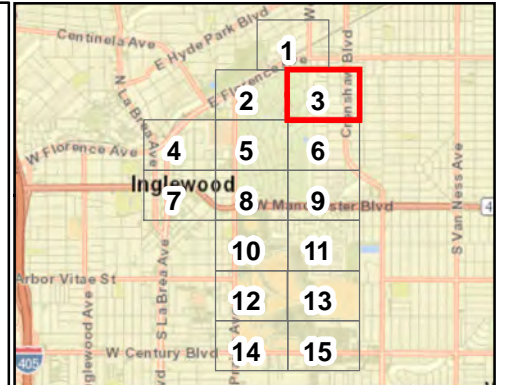
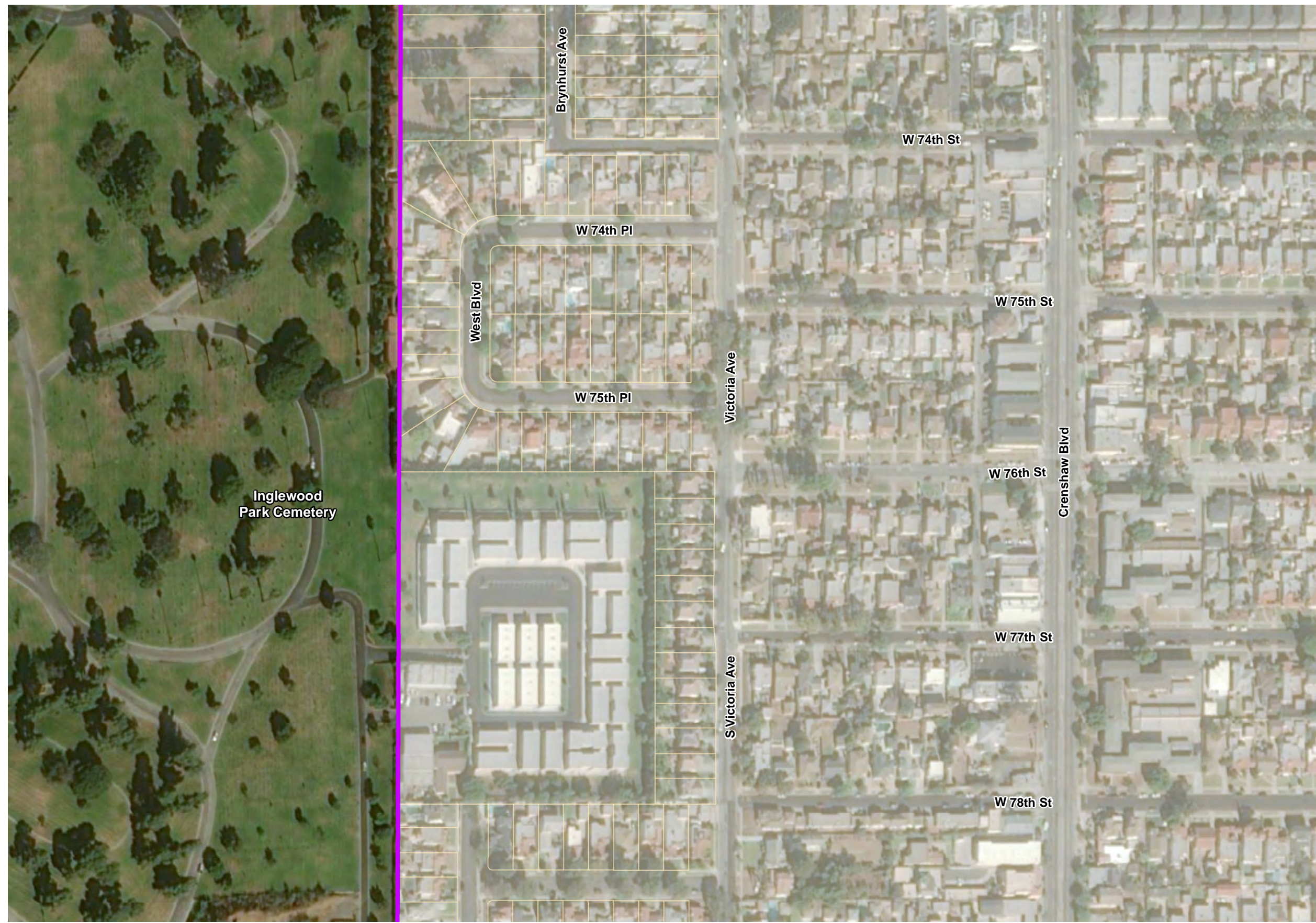


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

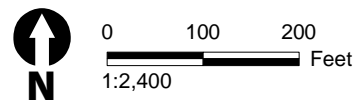
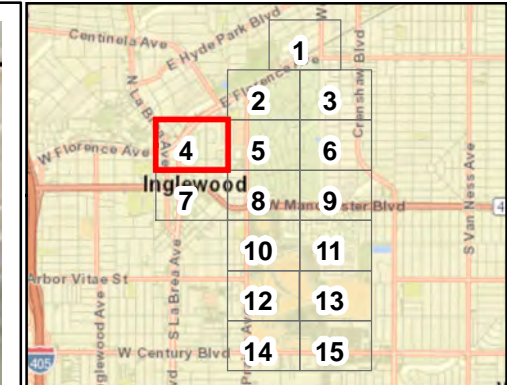
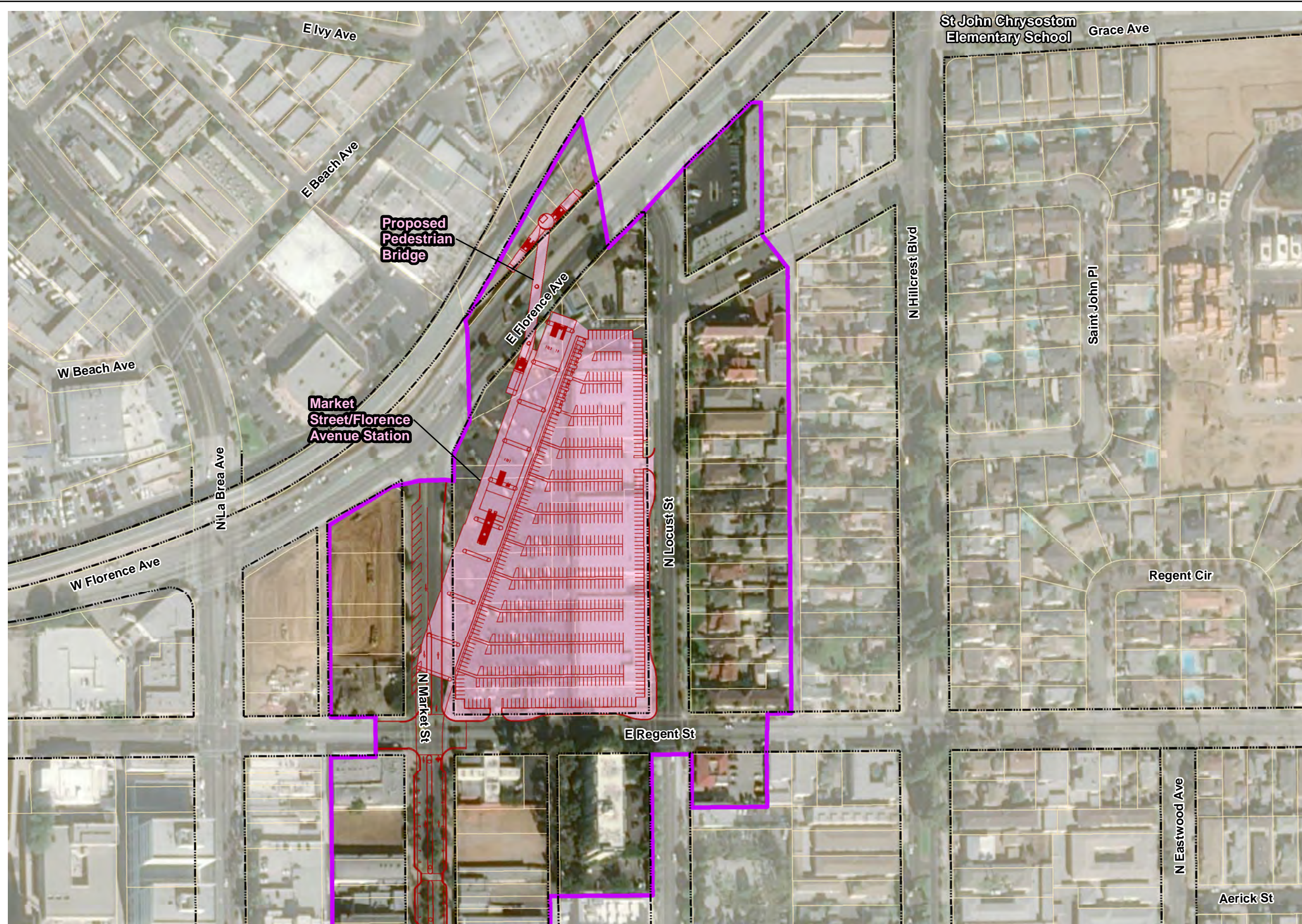


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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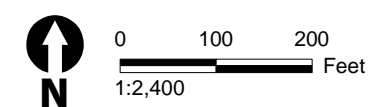
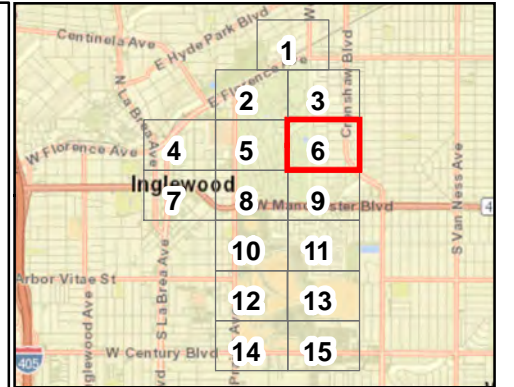


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

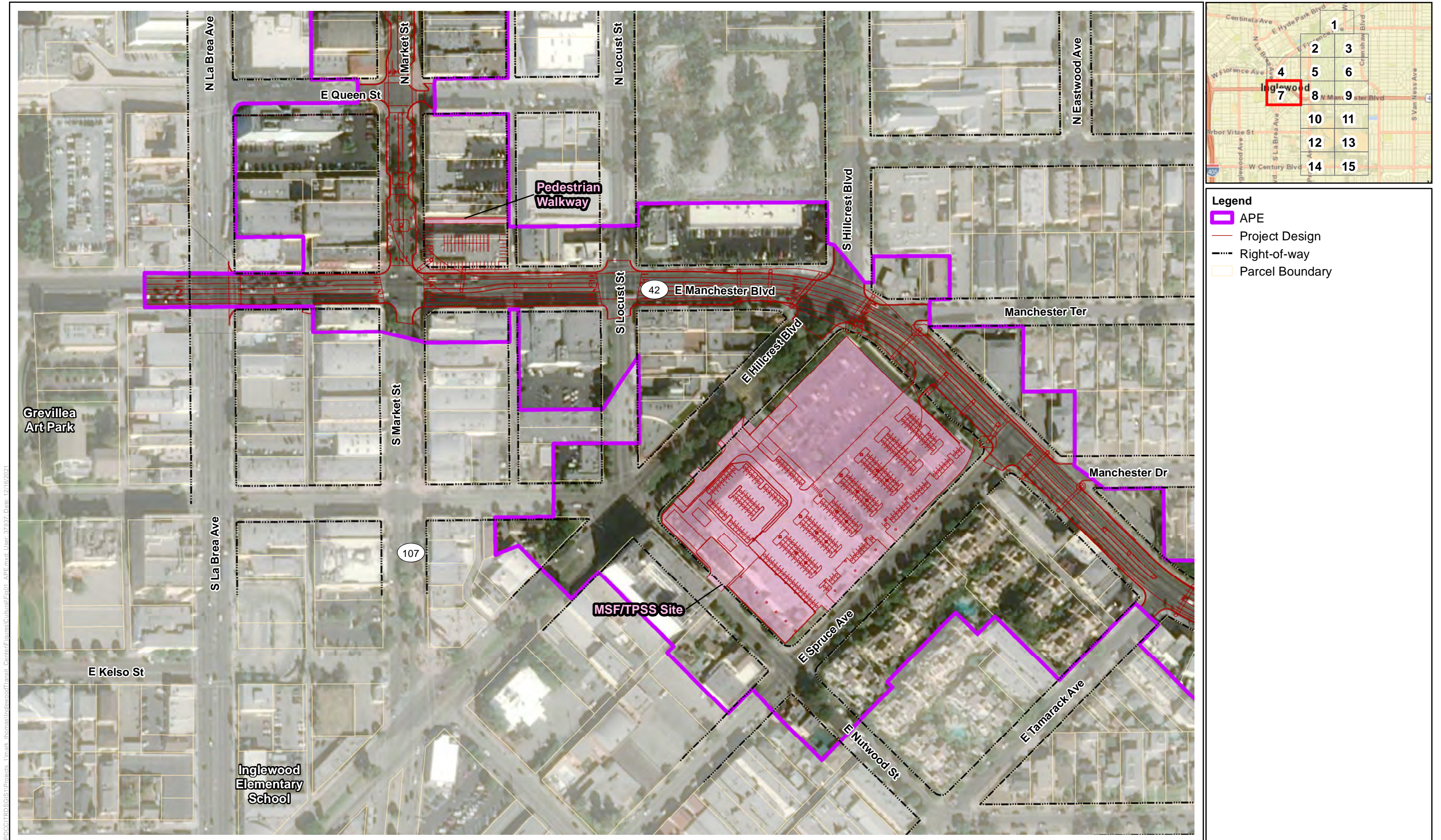


Figure 1, Sheet 7 of 15
 Area of Potential Effects (APE)
 Inglewood Transit Connector

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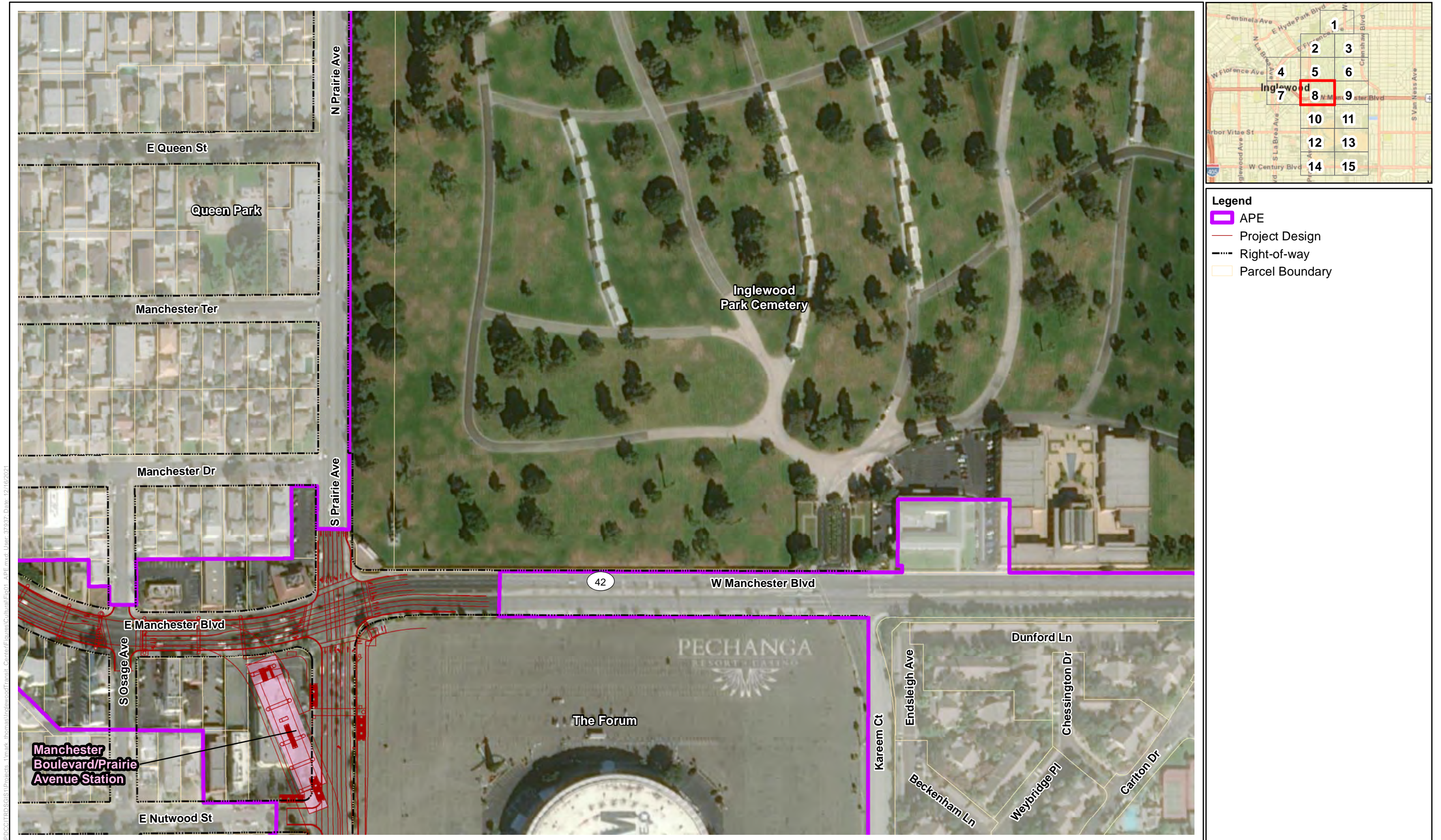
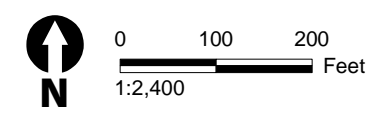
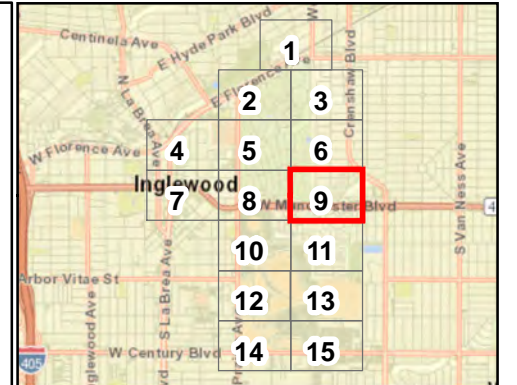


Figure 1, Sheet 8 of 15
 Area of Potential Effects (APE)
 Inglewood Transit Connector



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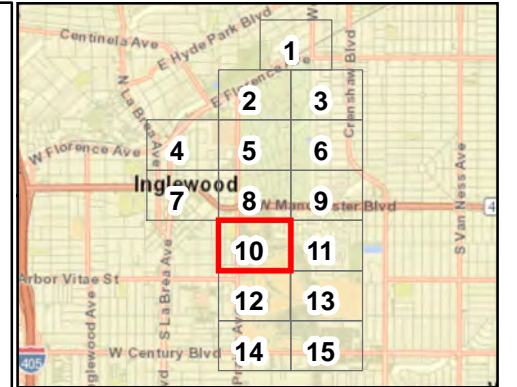
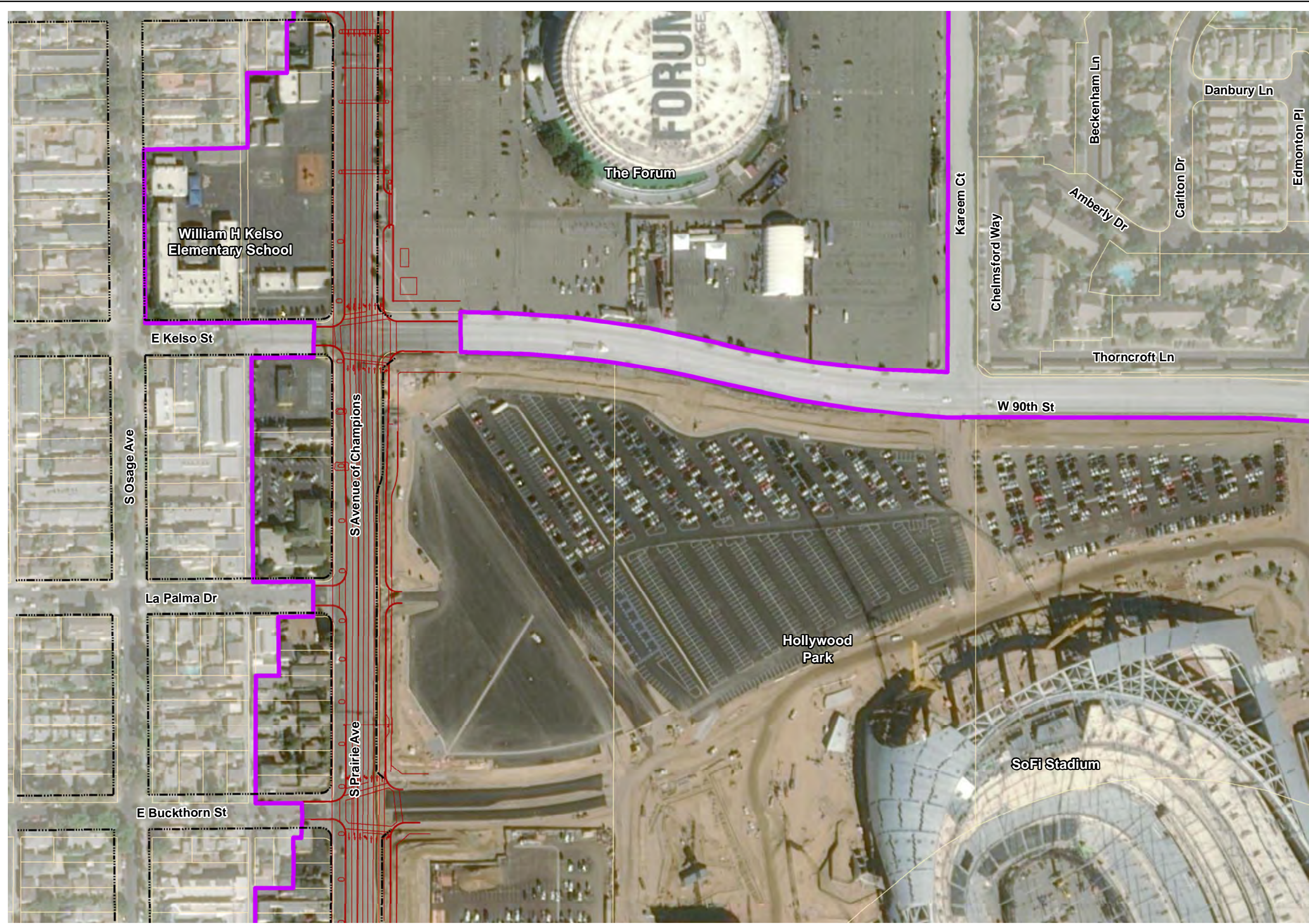


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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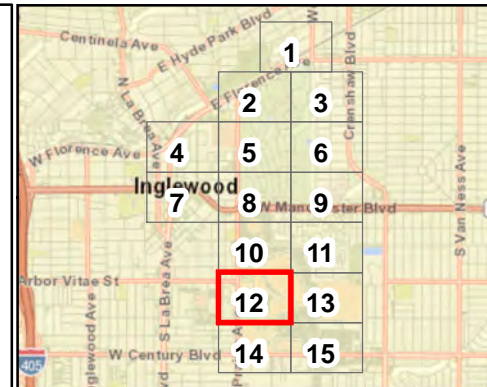
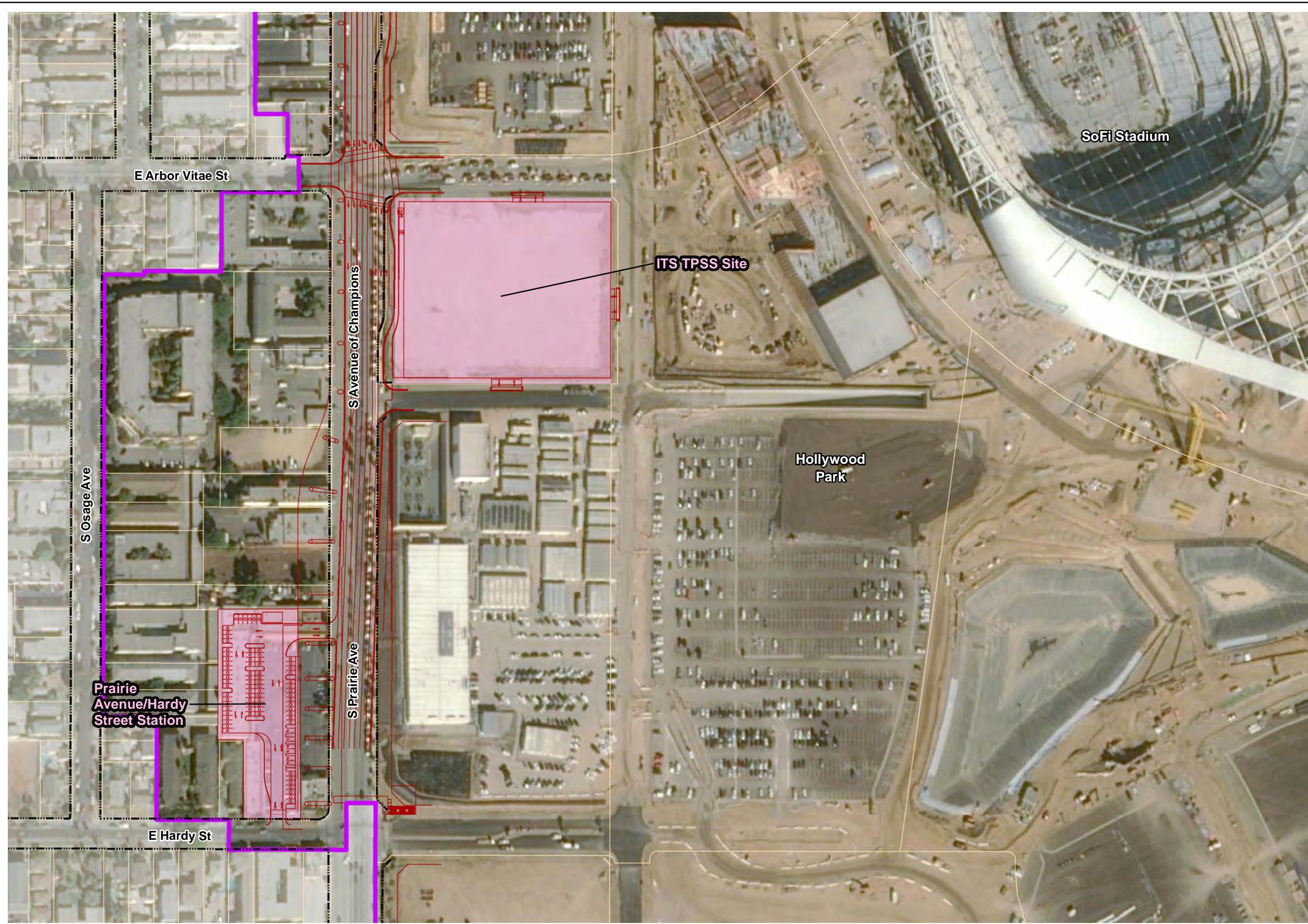


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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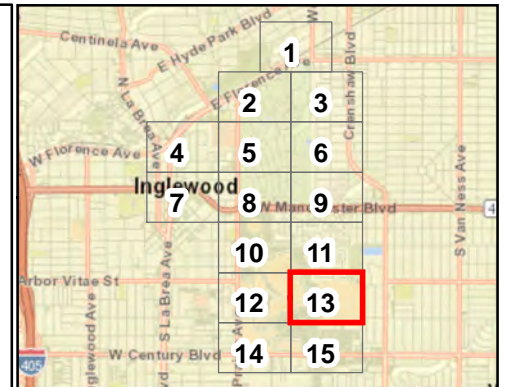


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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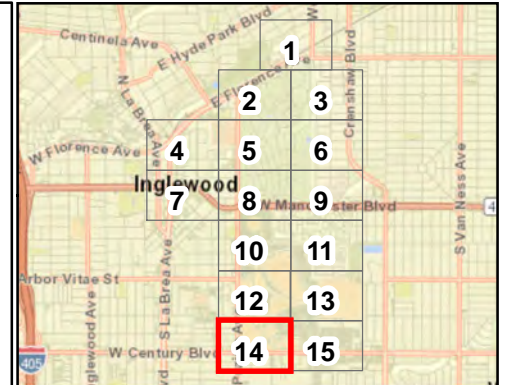


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 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
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 - Parcel Boundary

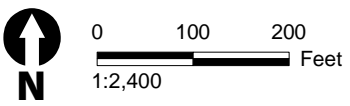
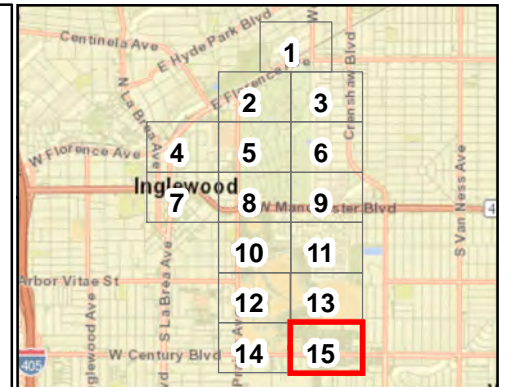
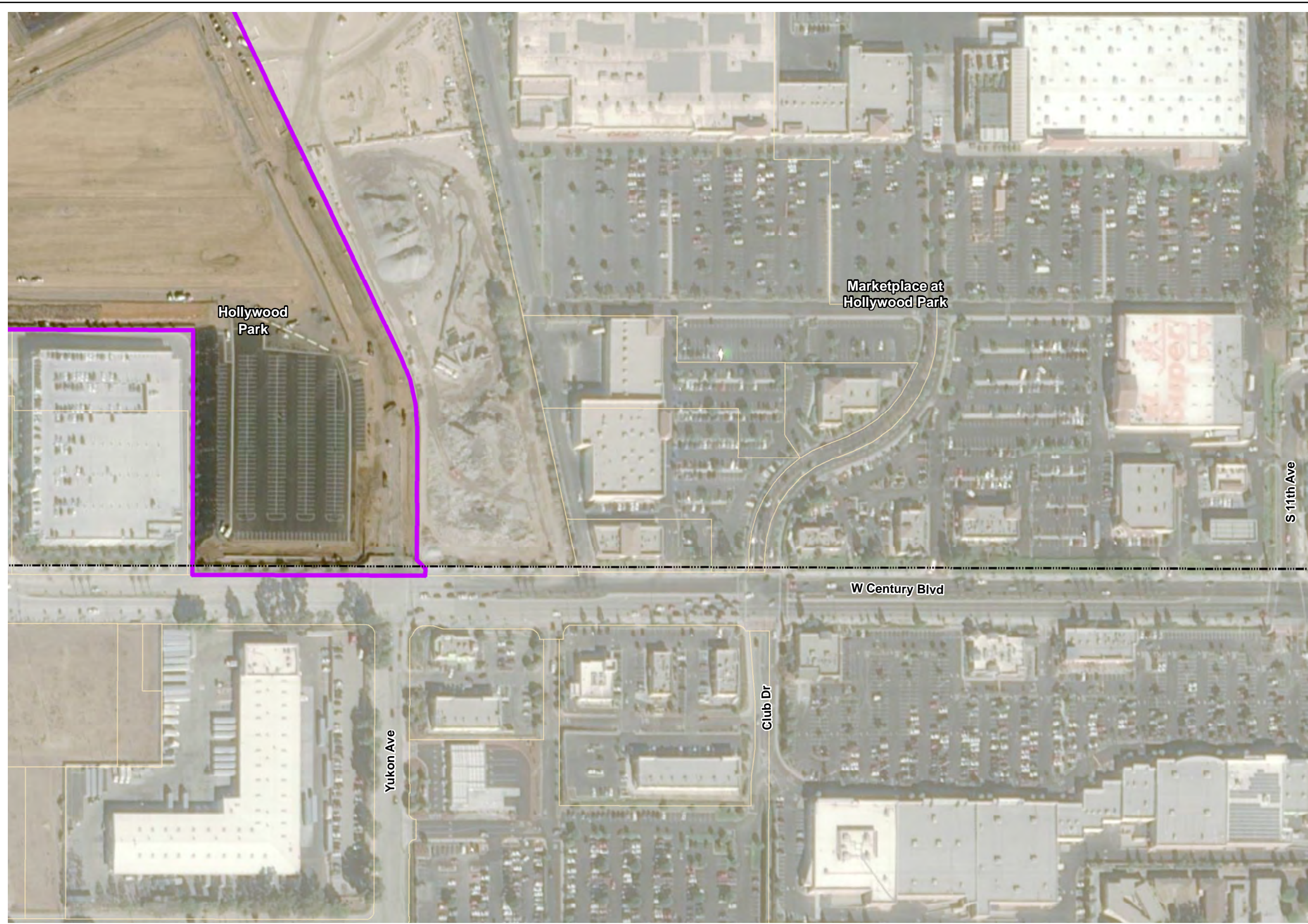


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Katherine Malone-France
Chief Preservation Officer
National Trust for Historic Preservation
2600 Virginia Way NW, Suite 1100
Washington D.C., 20037

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Malone-France,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

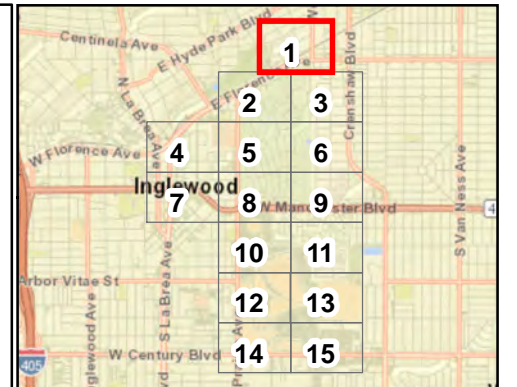
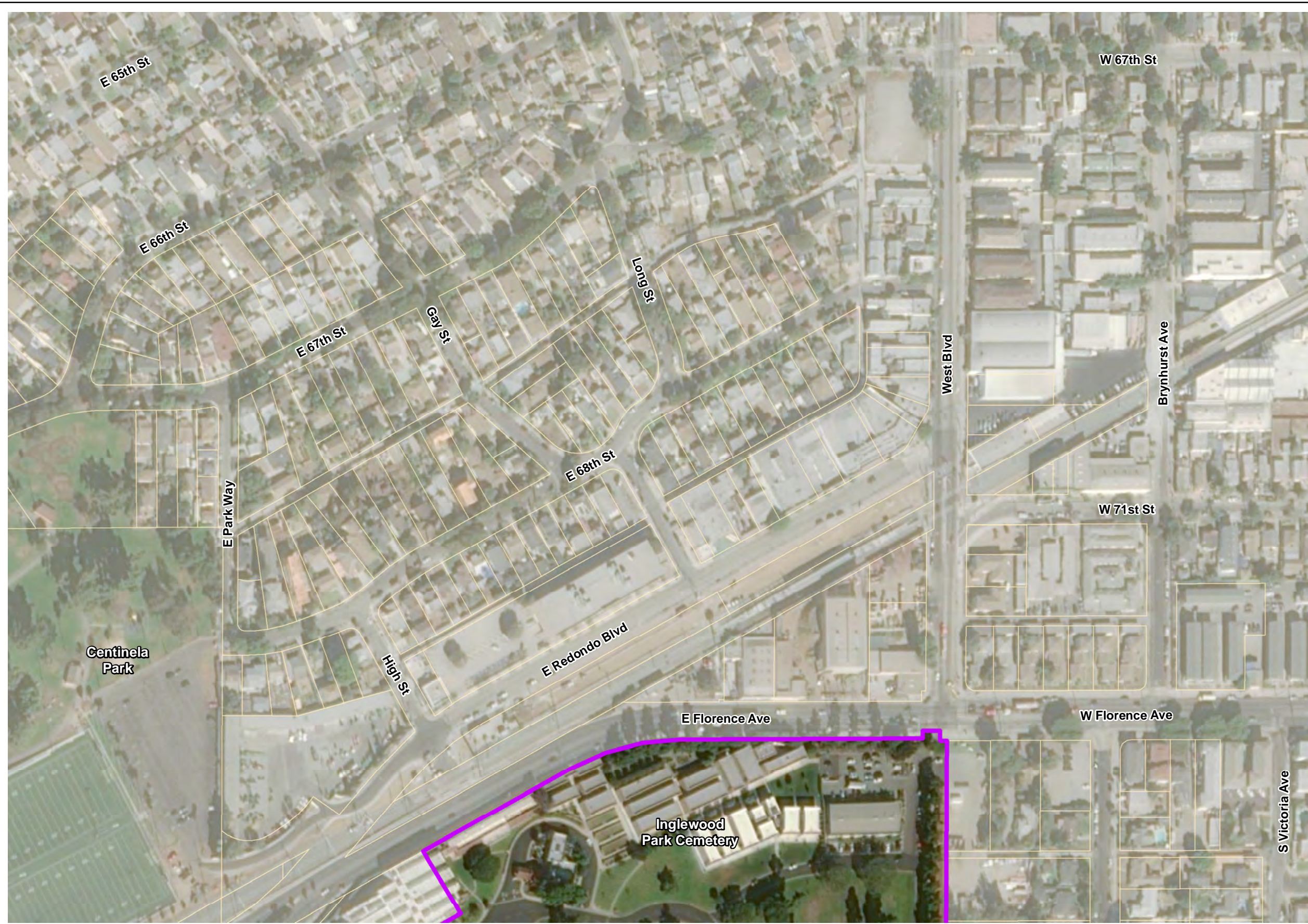
TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project



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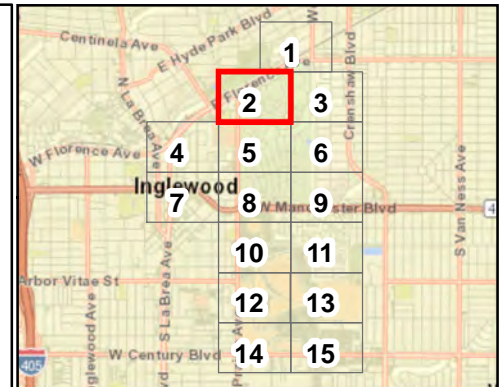
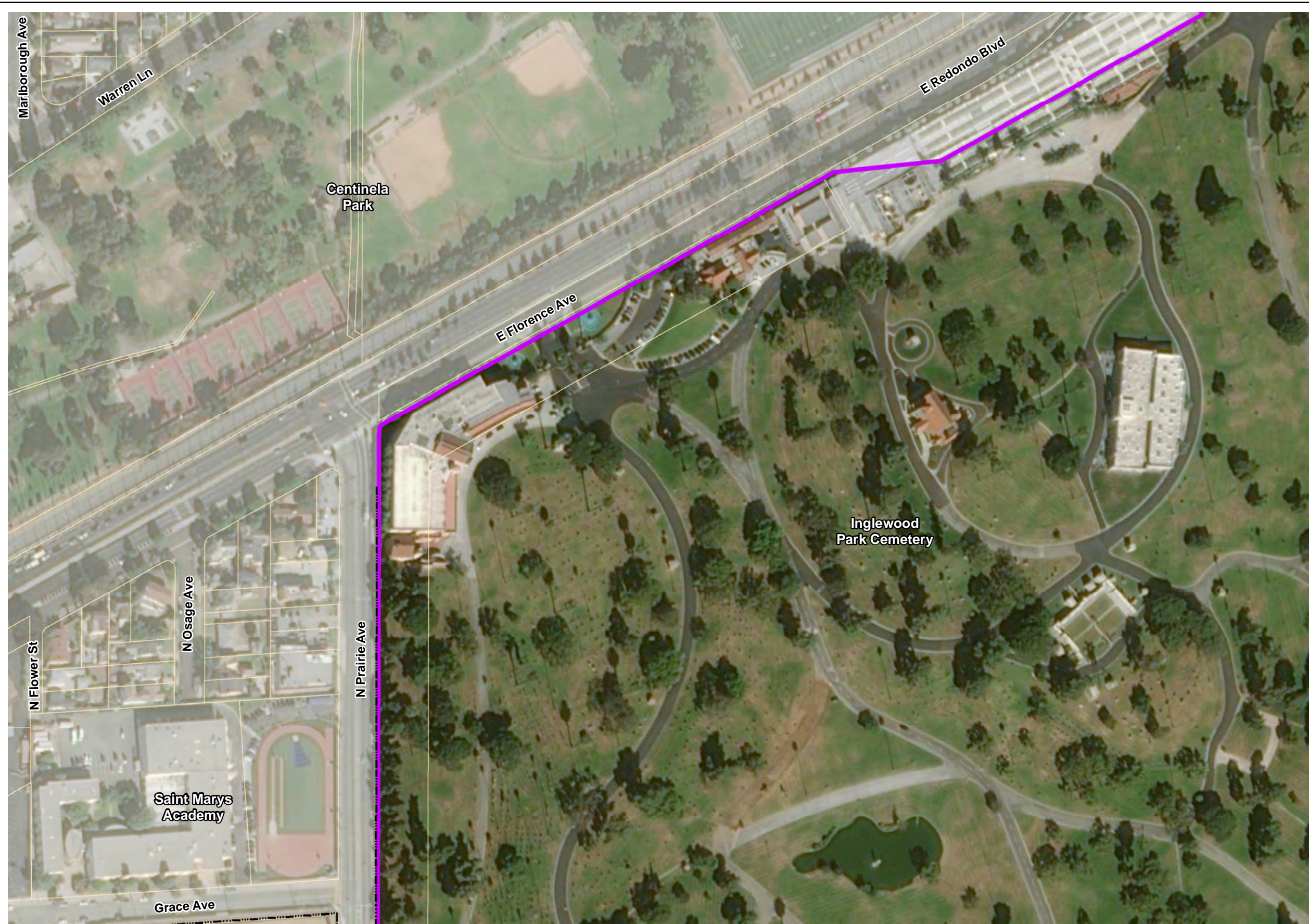


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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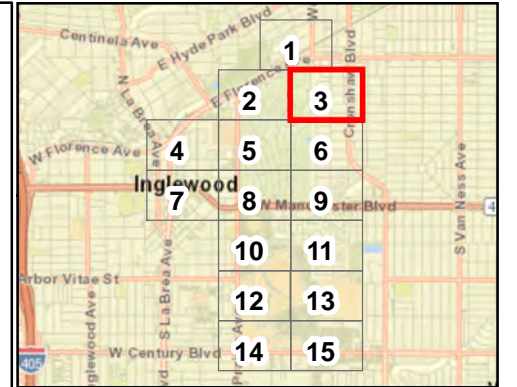
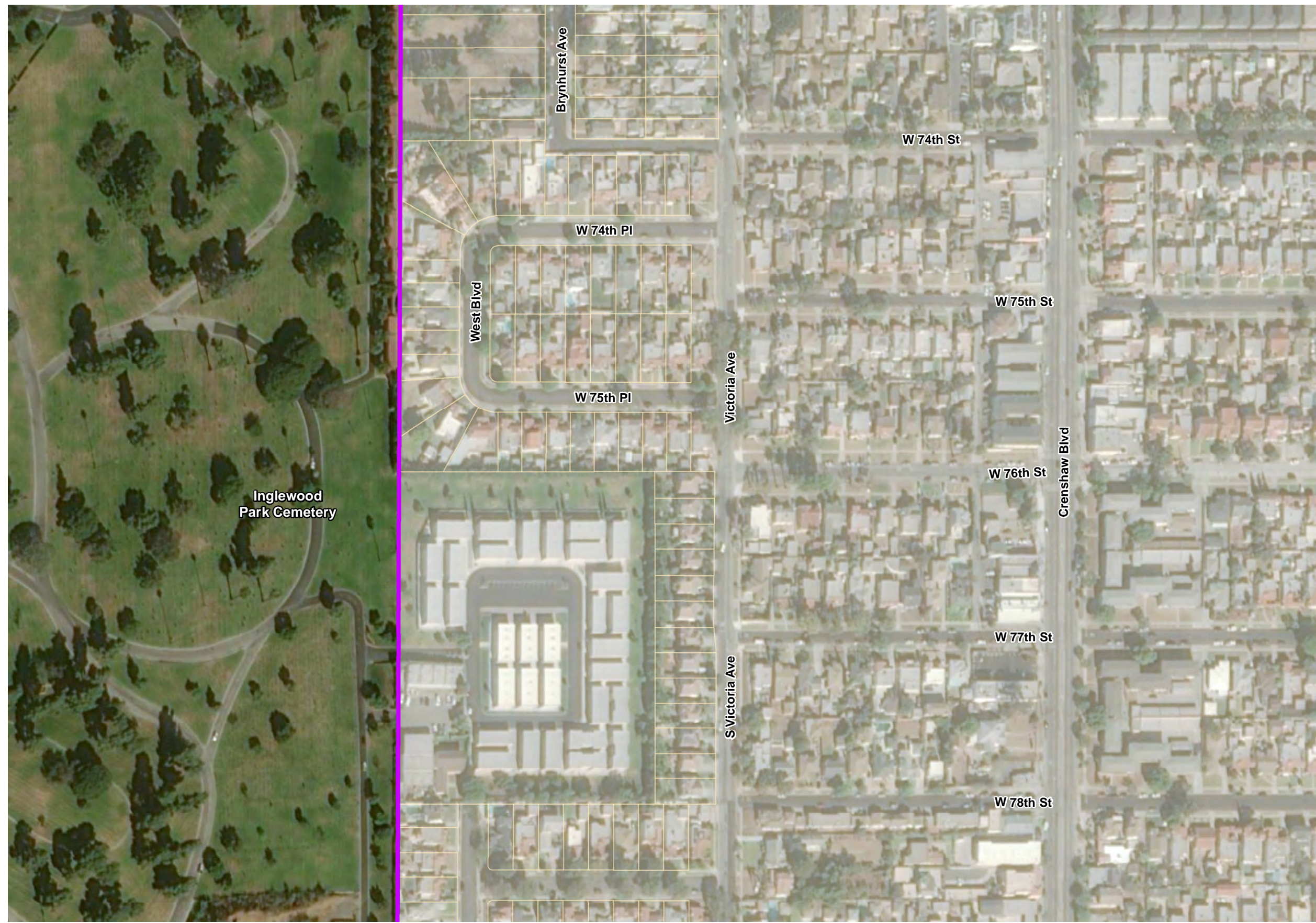


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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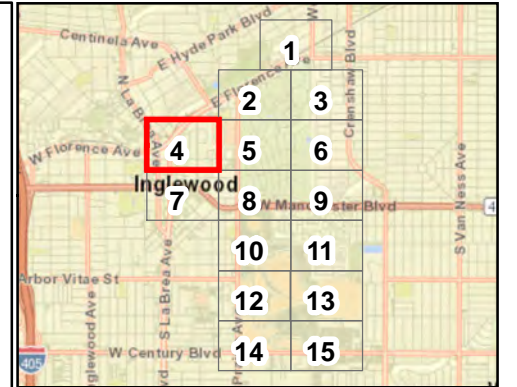
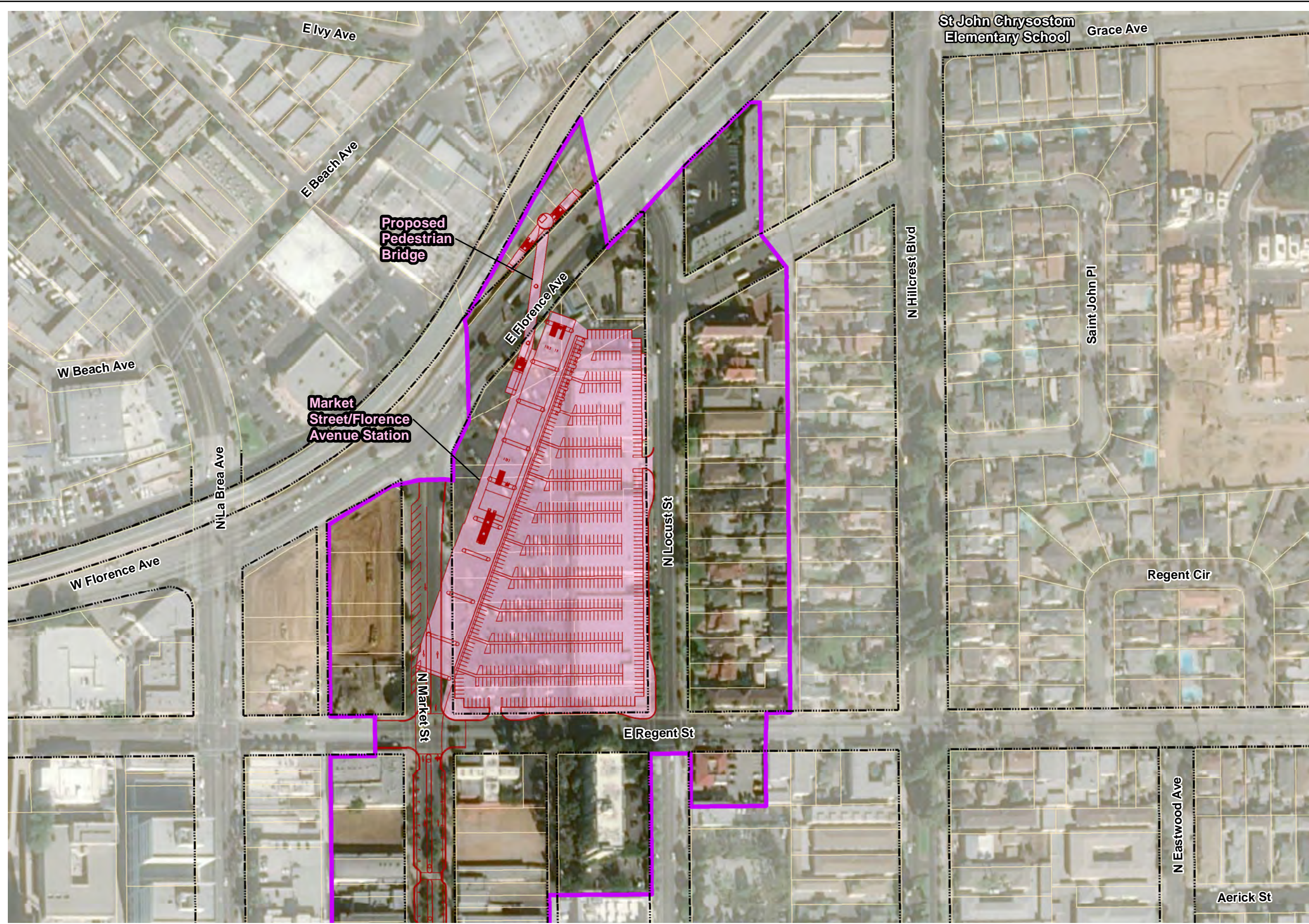


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

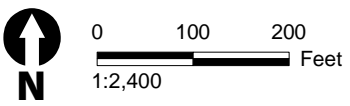


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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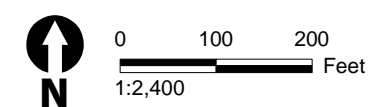
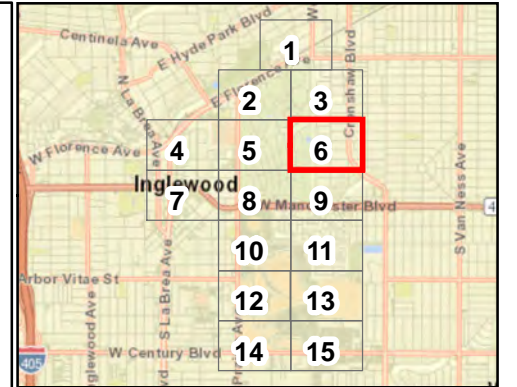


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

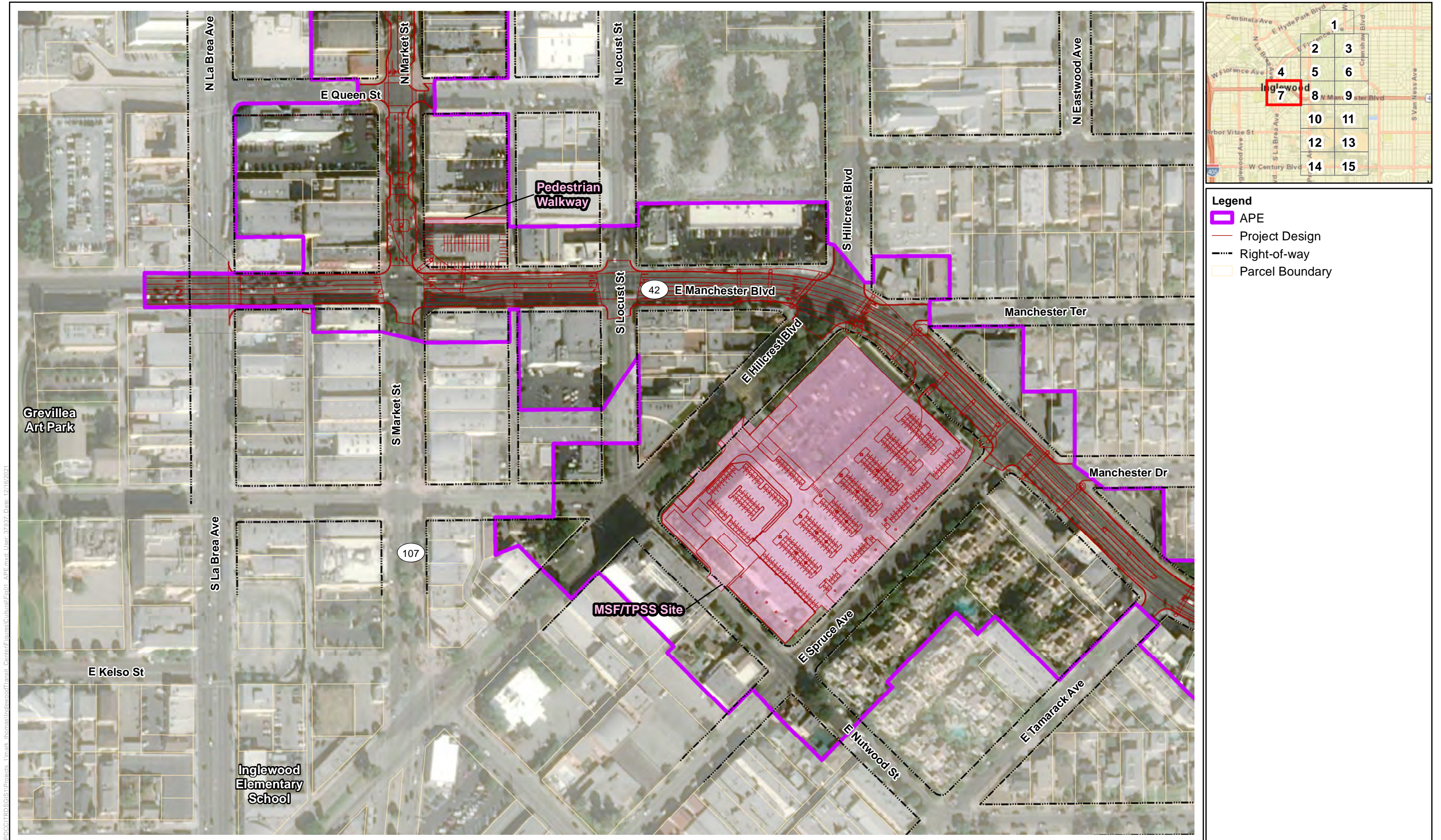
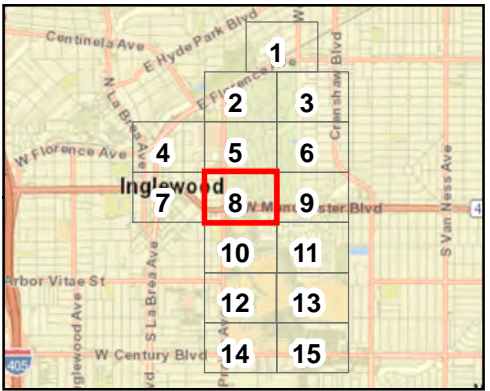
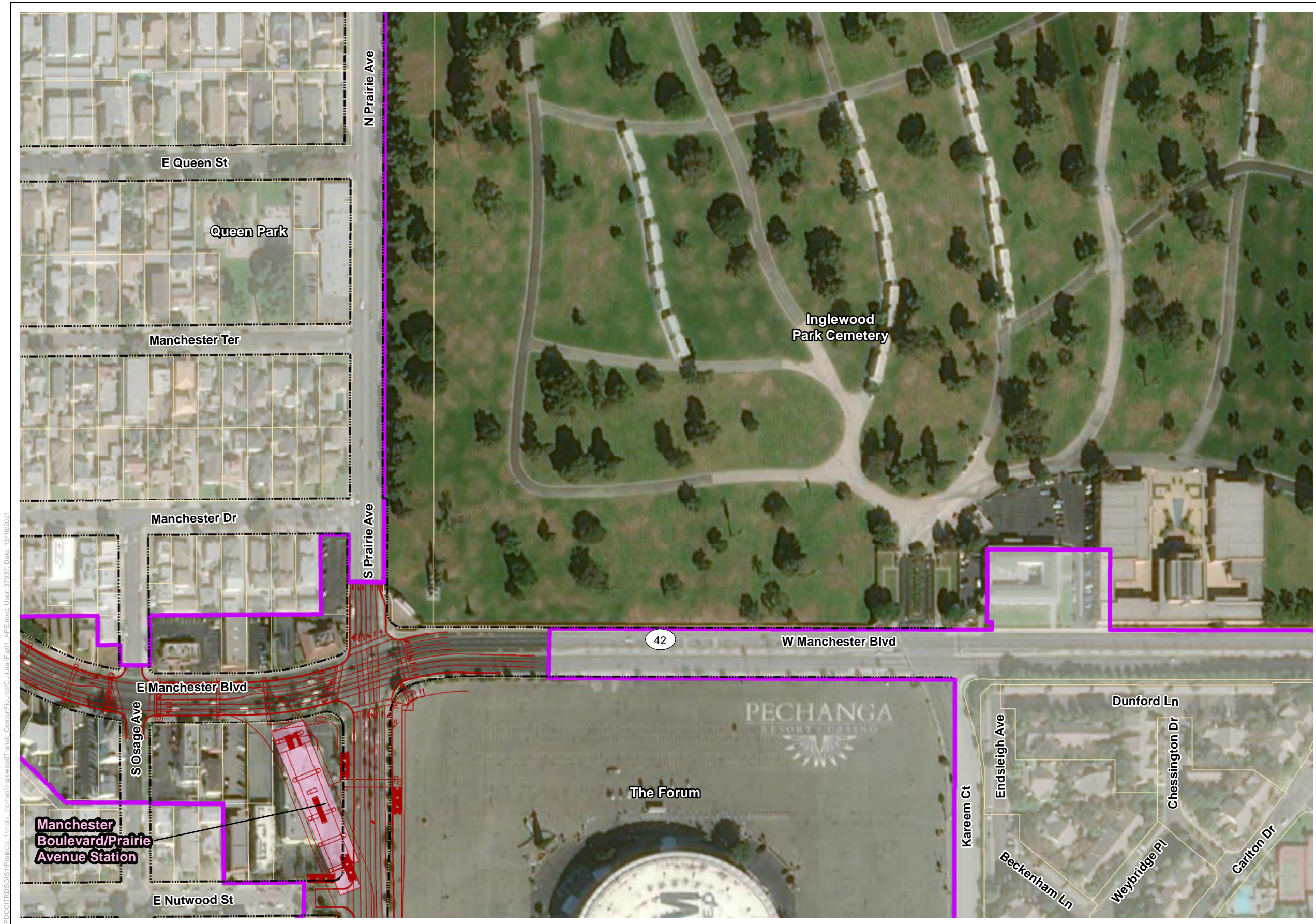


Figure 1, Sheet 7 of 15
 Area of Potential Effects (APE)
 Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

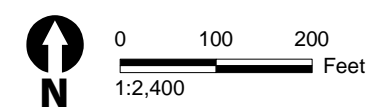
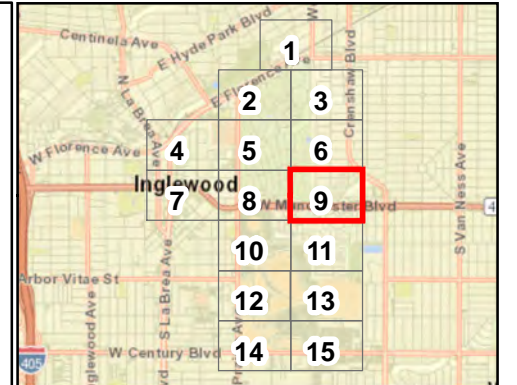


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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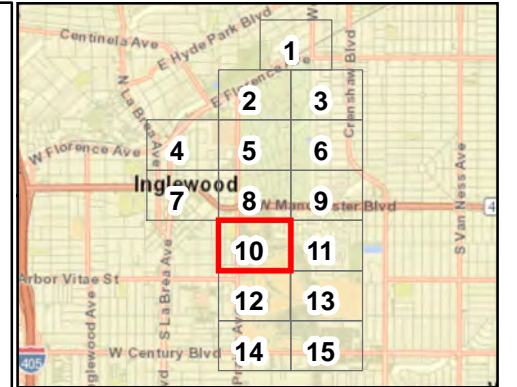
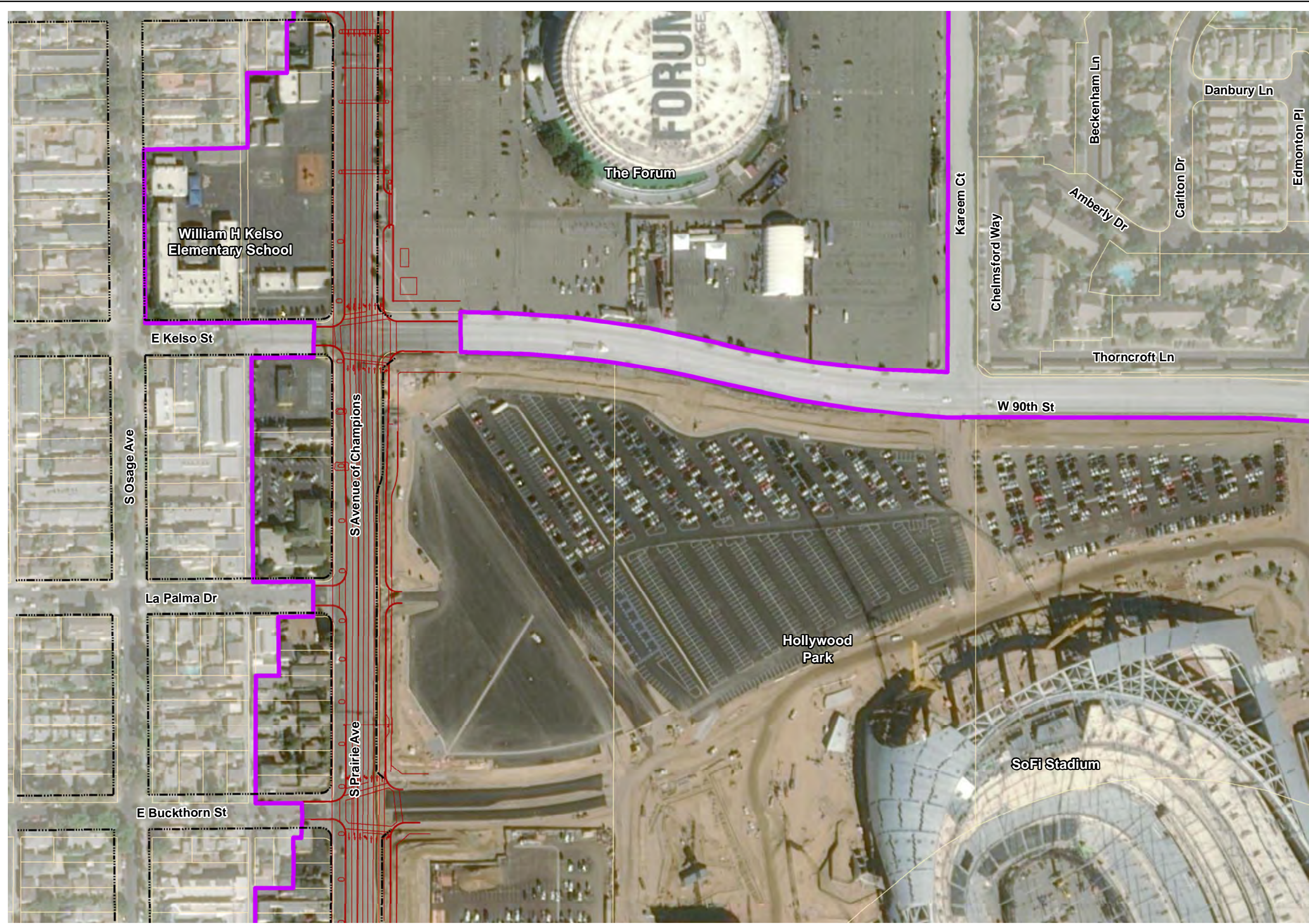


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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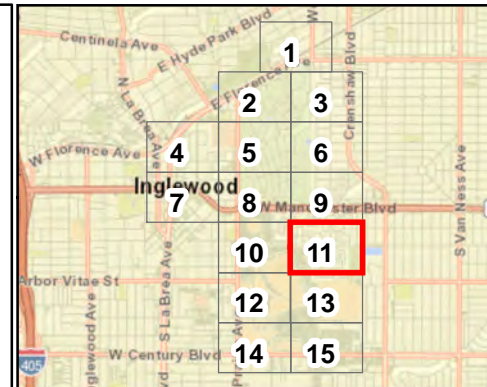


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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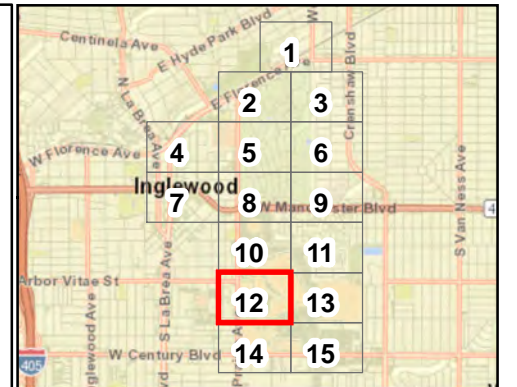
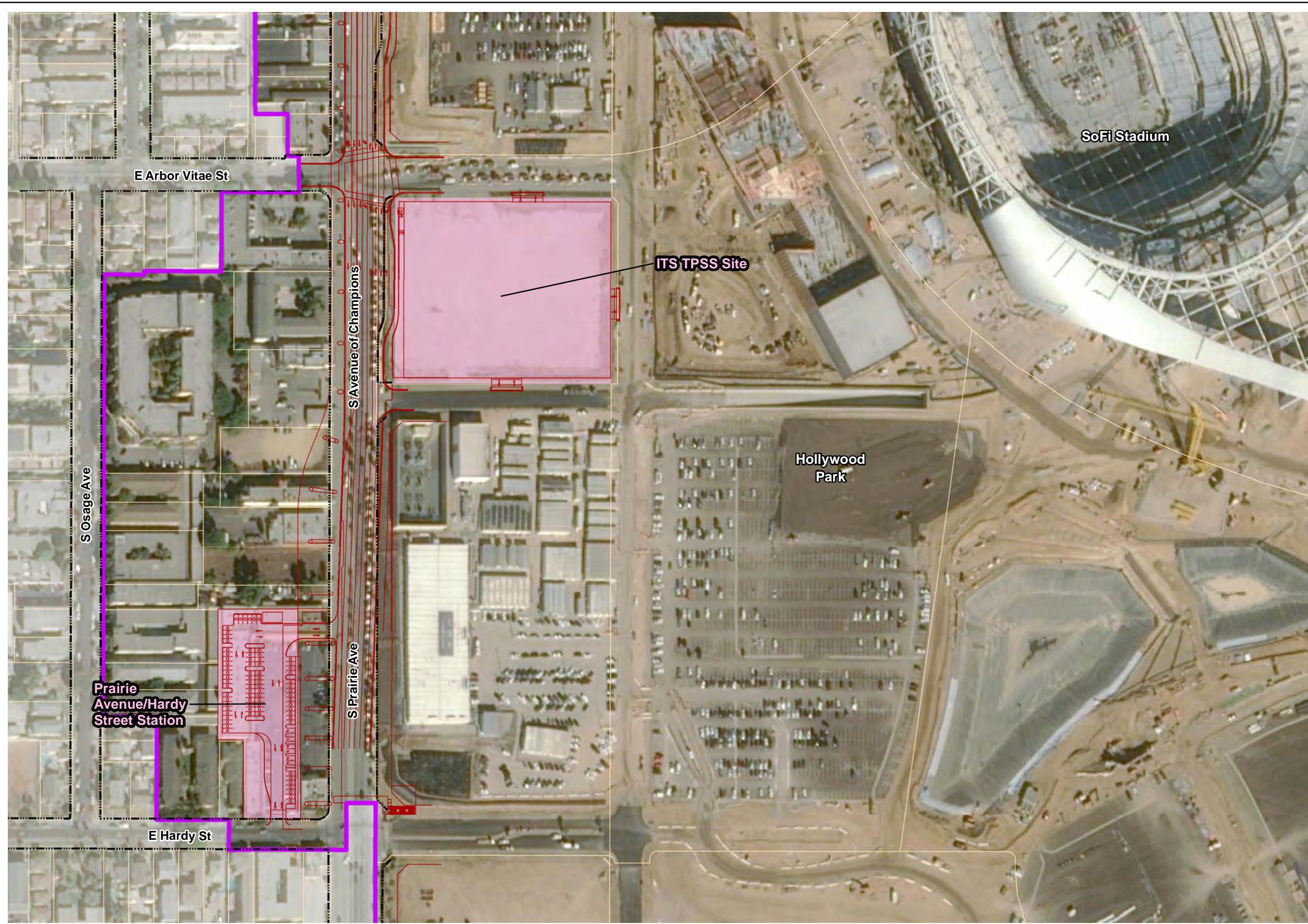


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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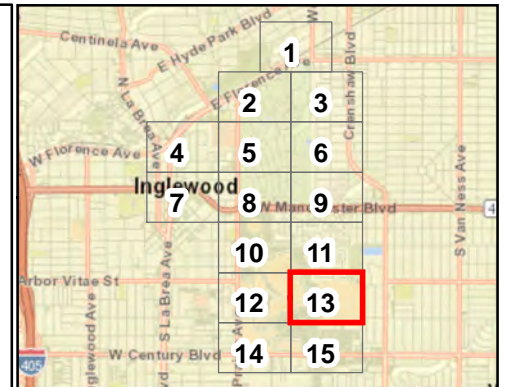


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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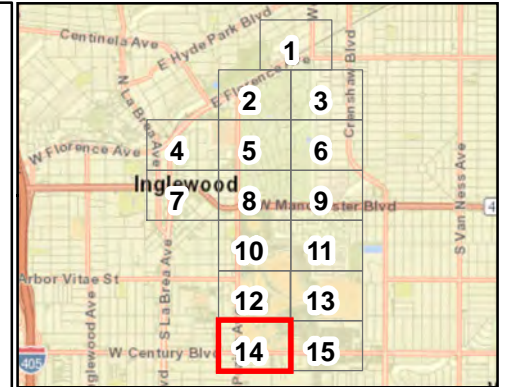


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Parcel Boundary

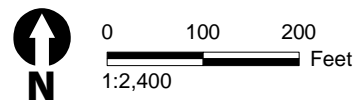
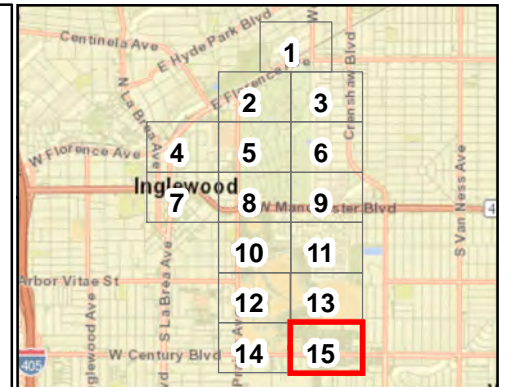
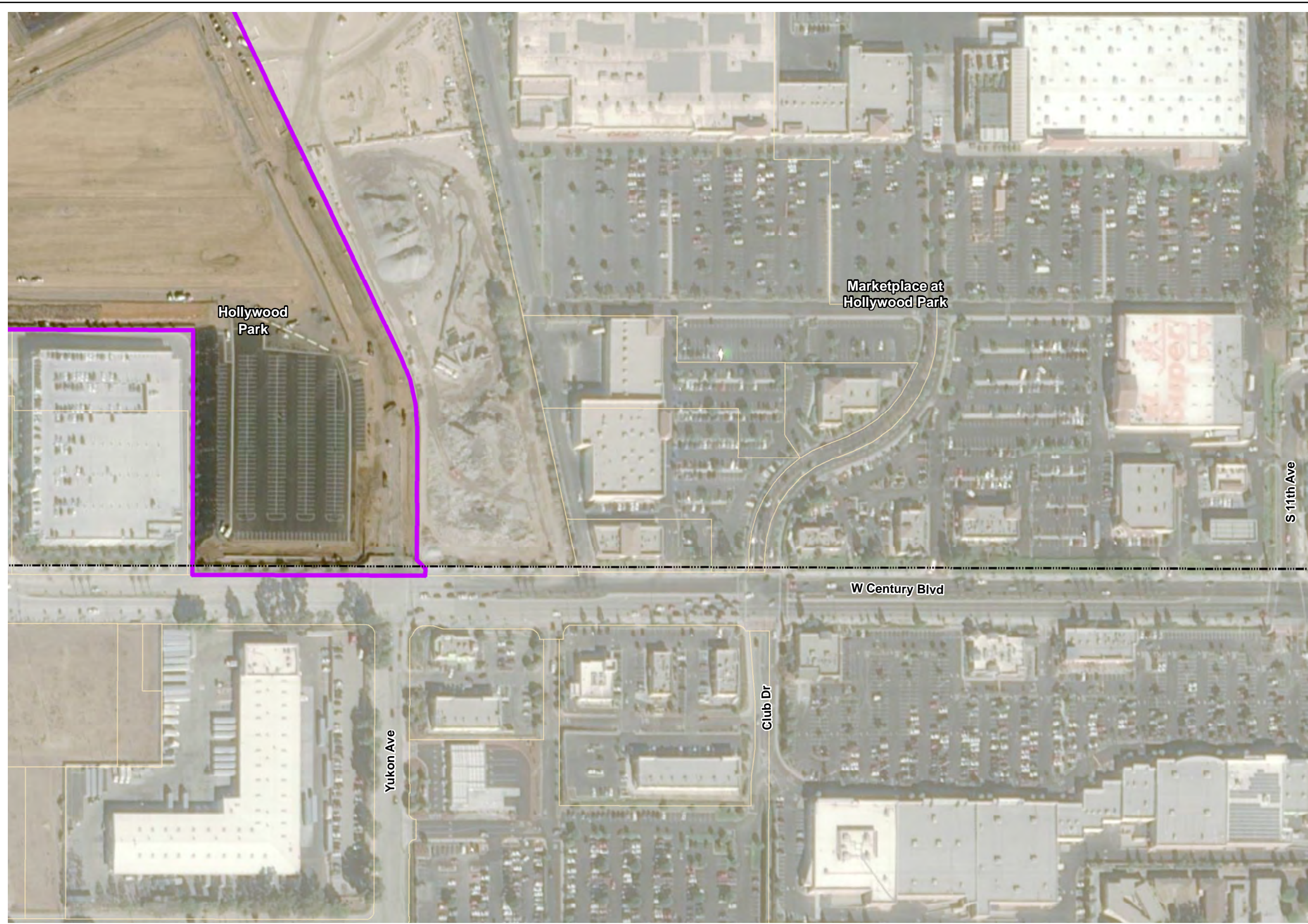


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Tiffany Nitsche
President
Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA, 90079

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Nitsche,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

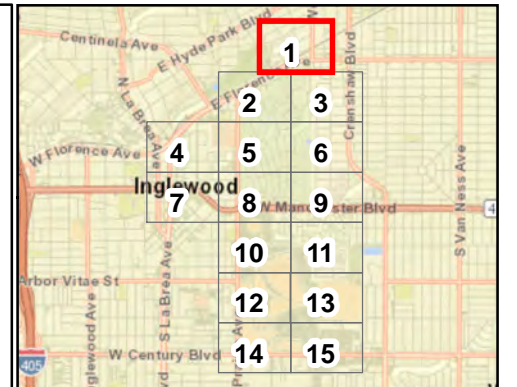
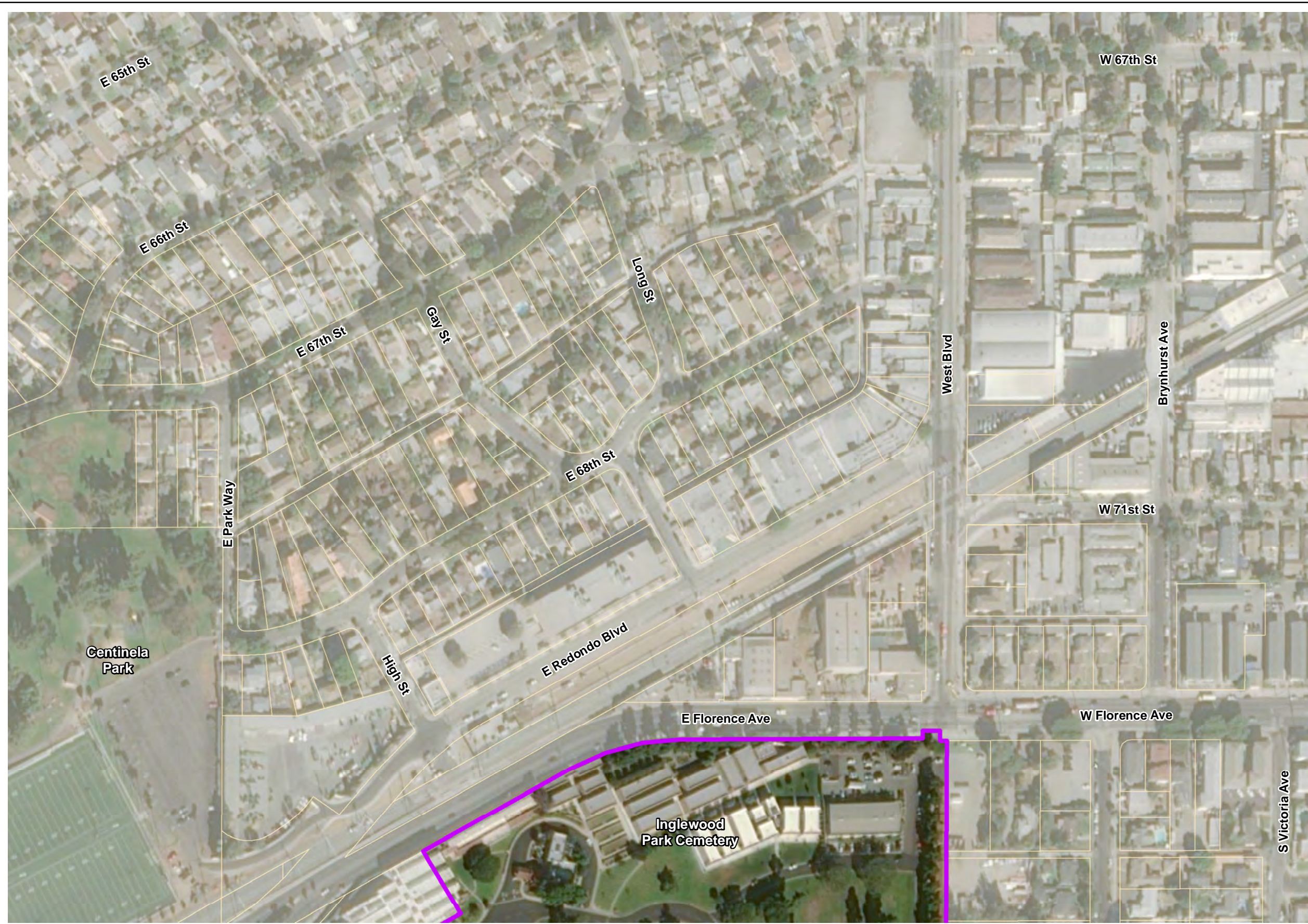
TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project



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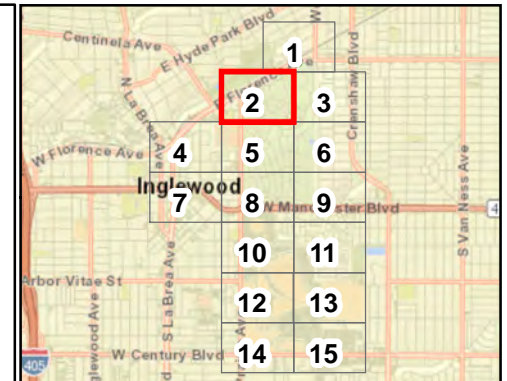
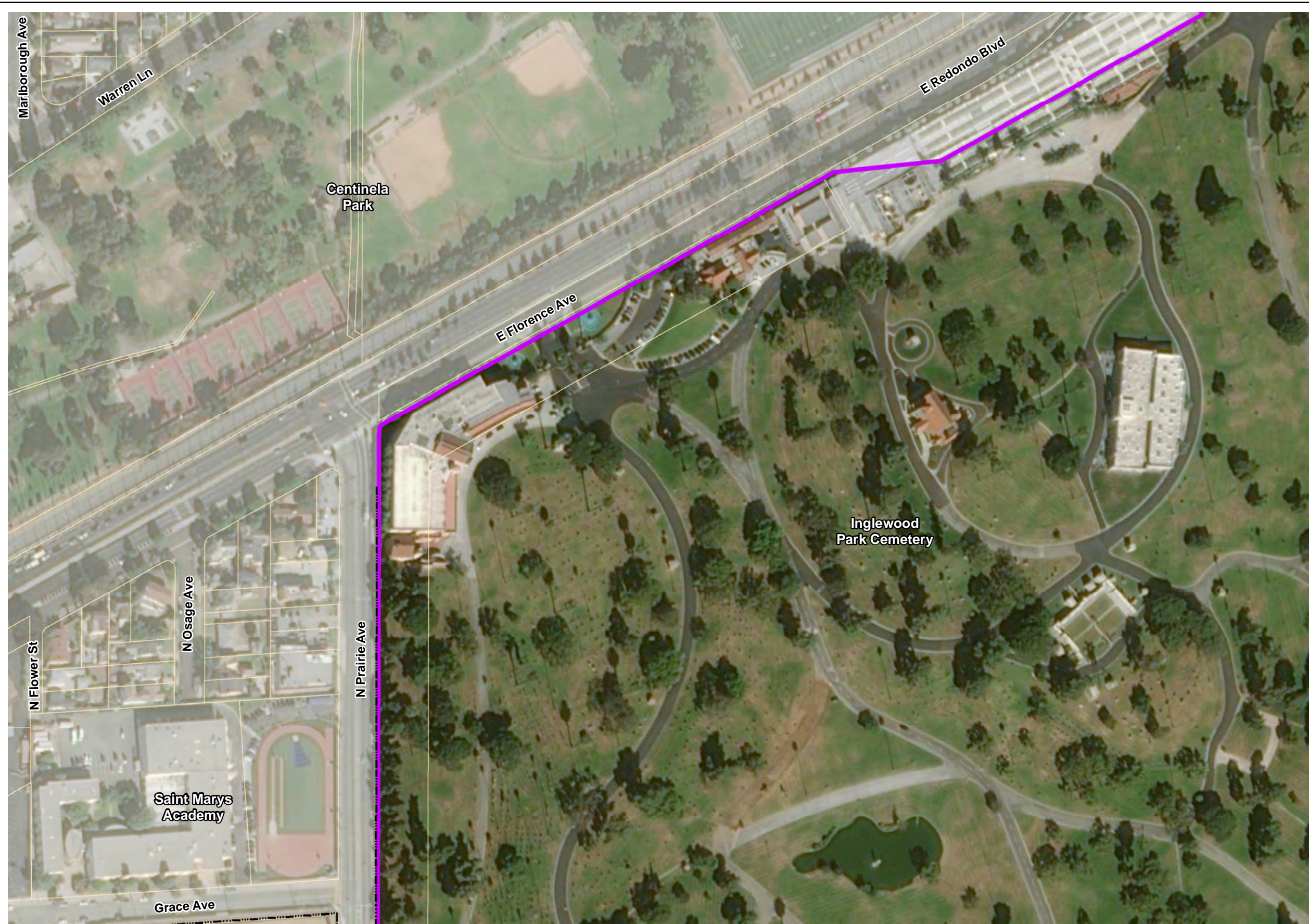


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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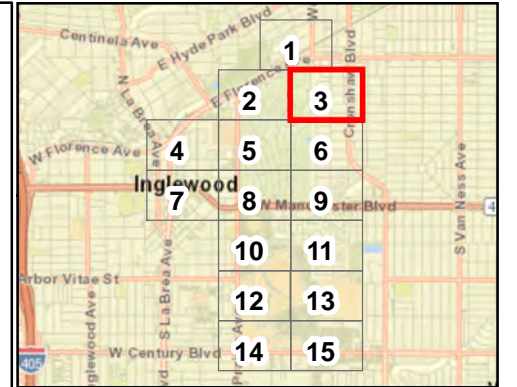
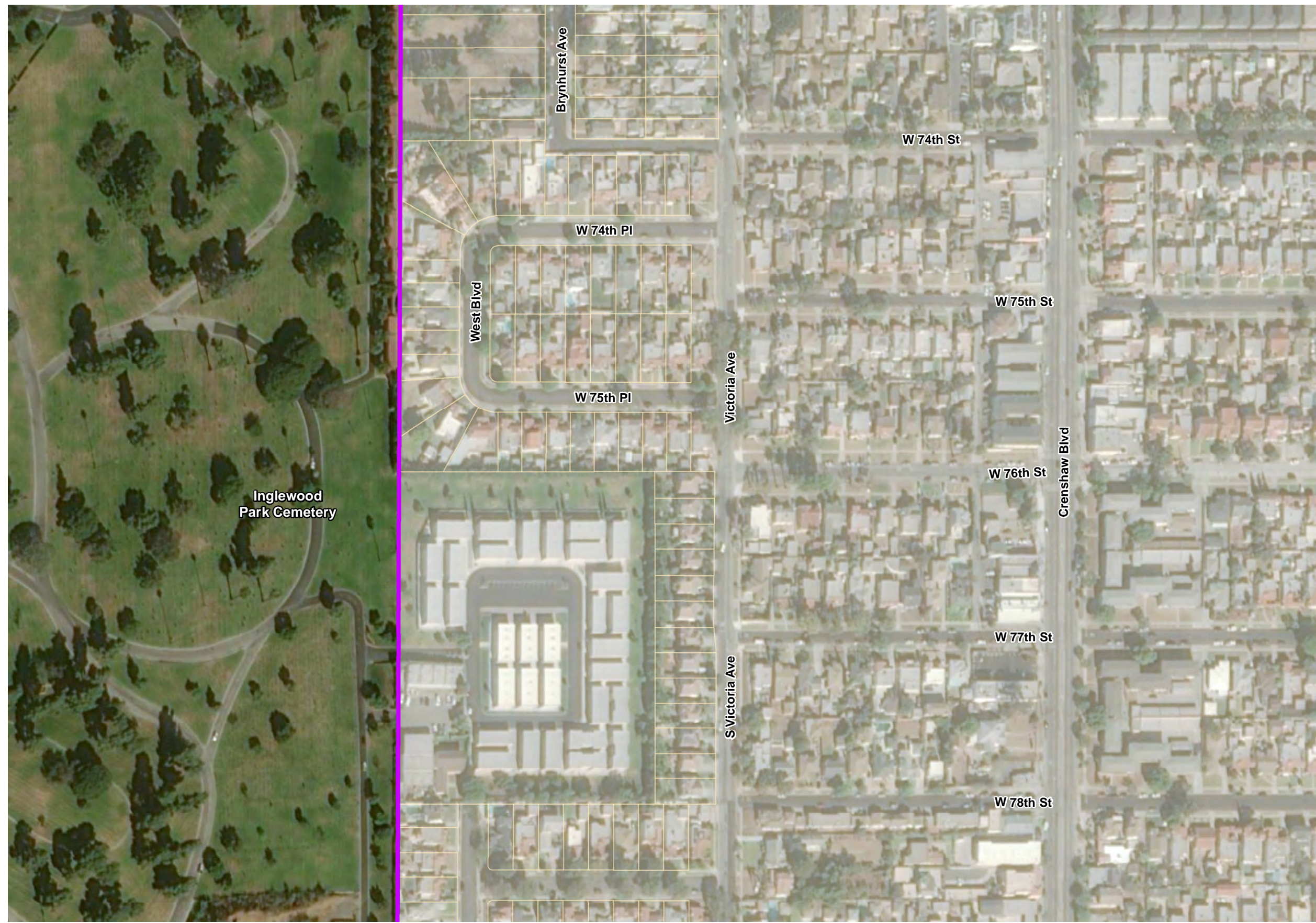


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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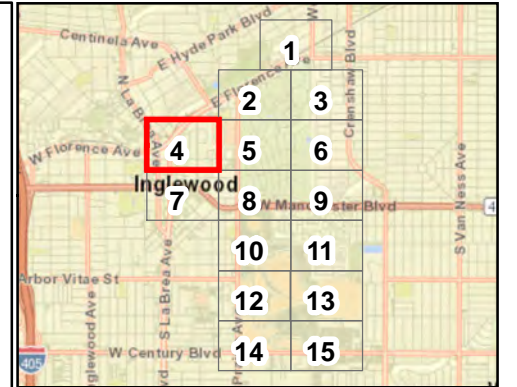
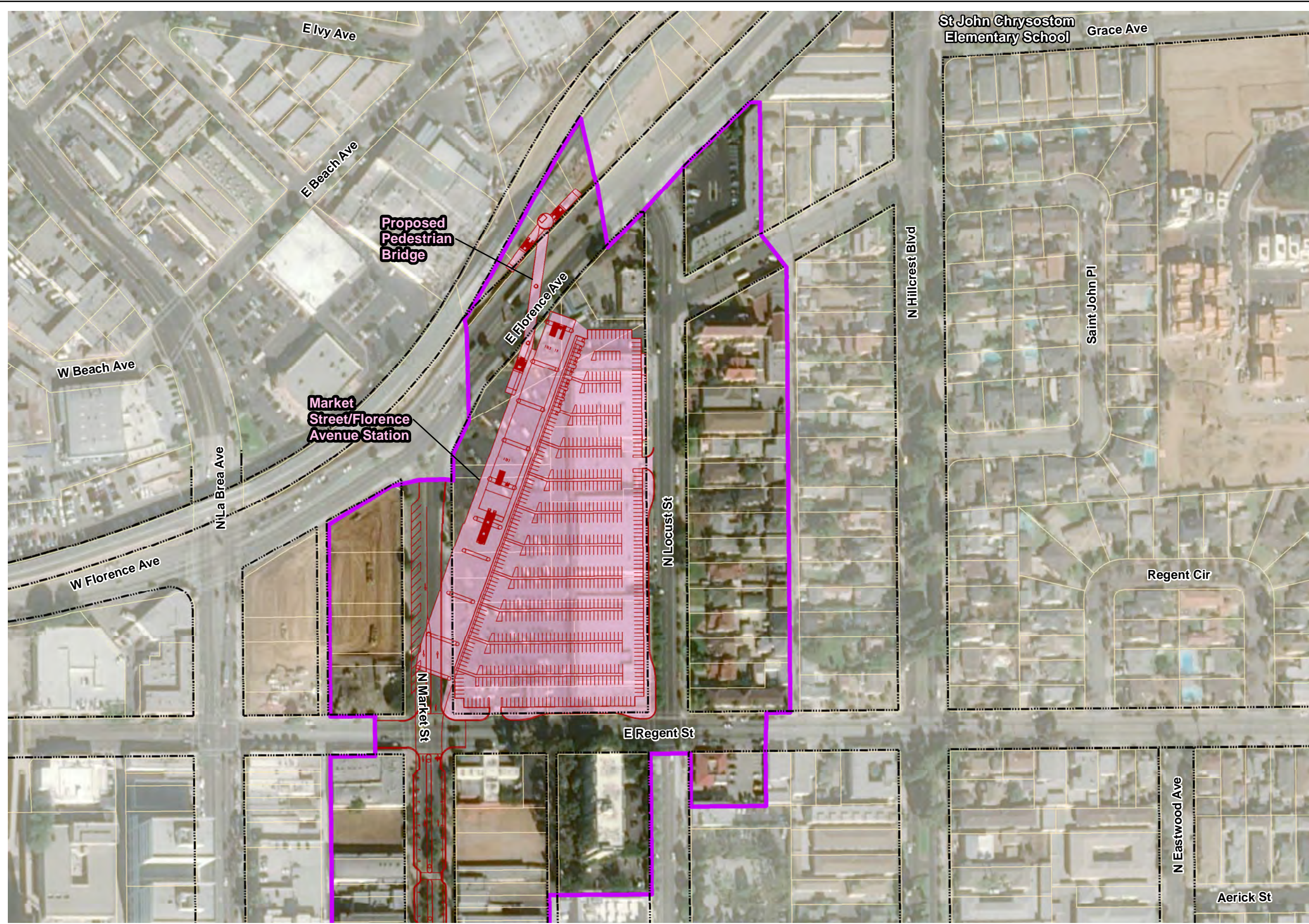


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

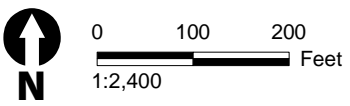


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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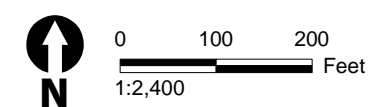
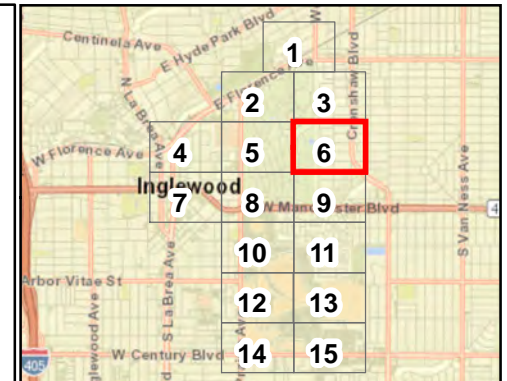
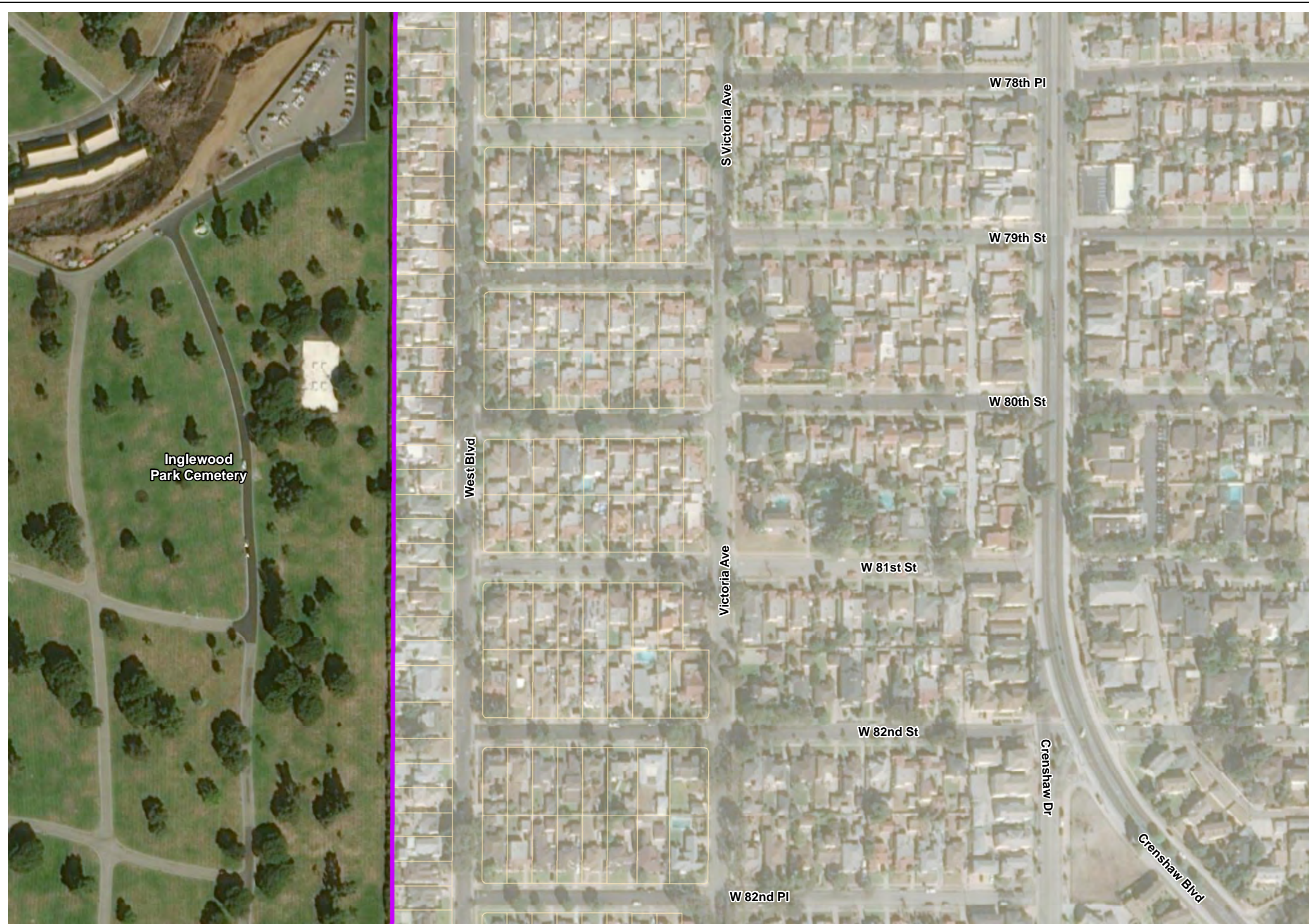


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

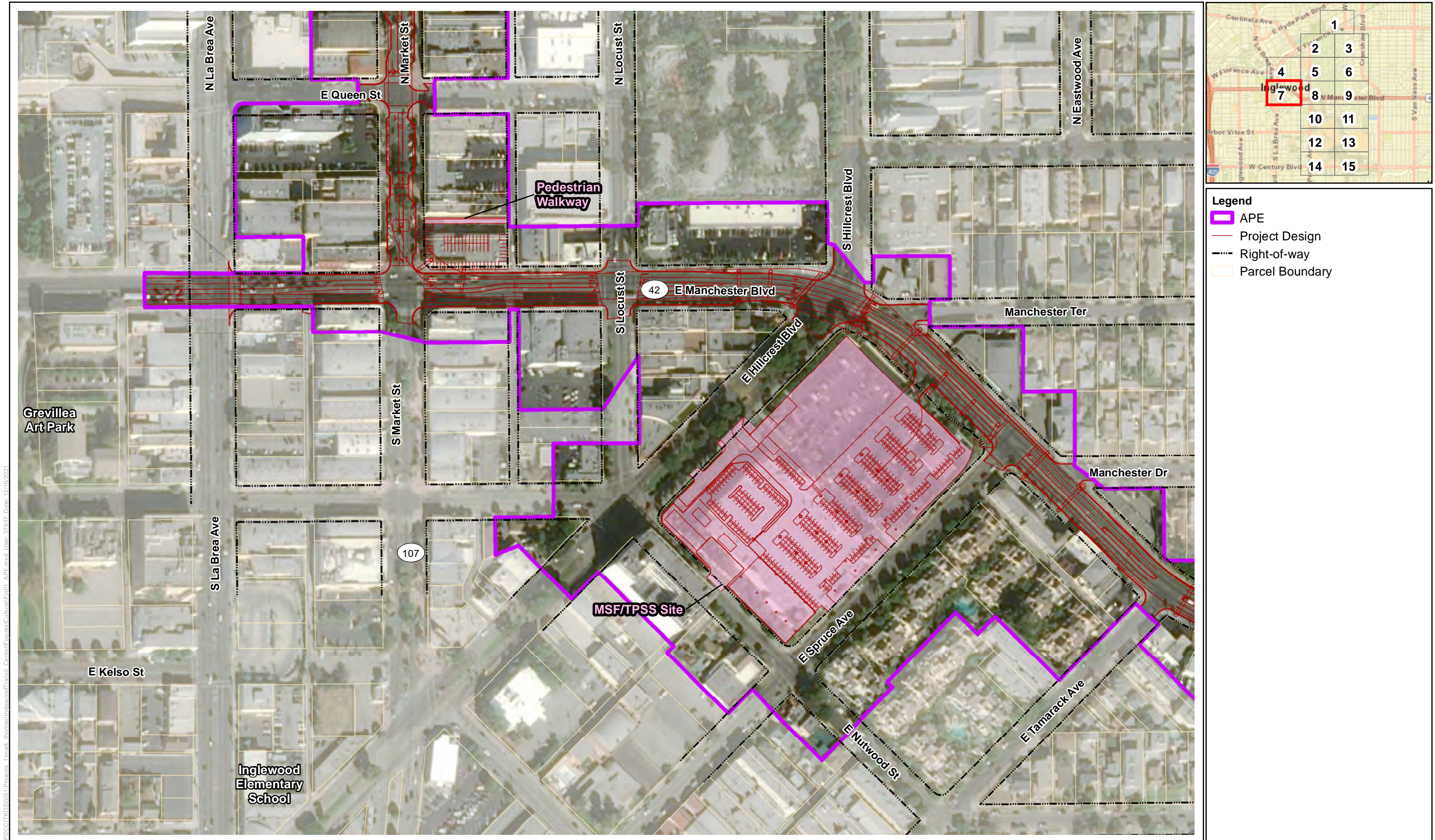
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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

- APE
- Project Design
- Right-of-way
- Parcel Boundary

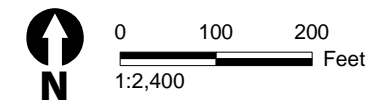
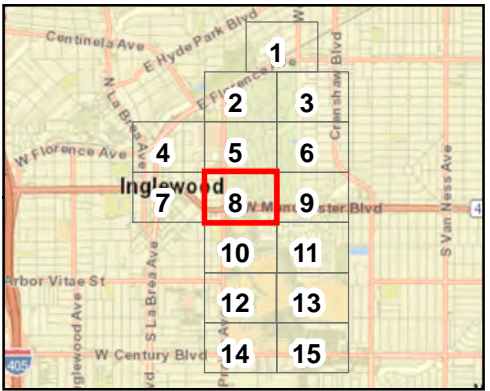
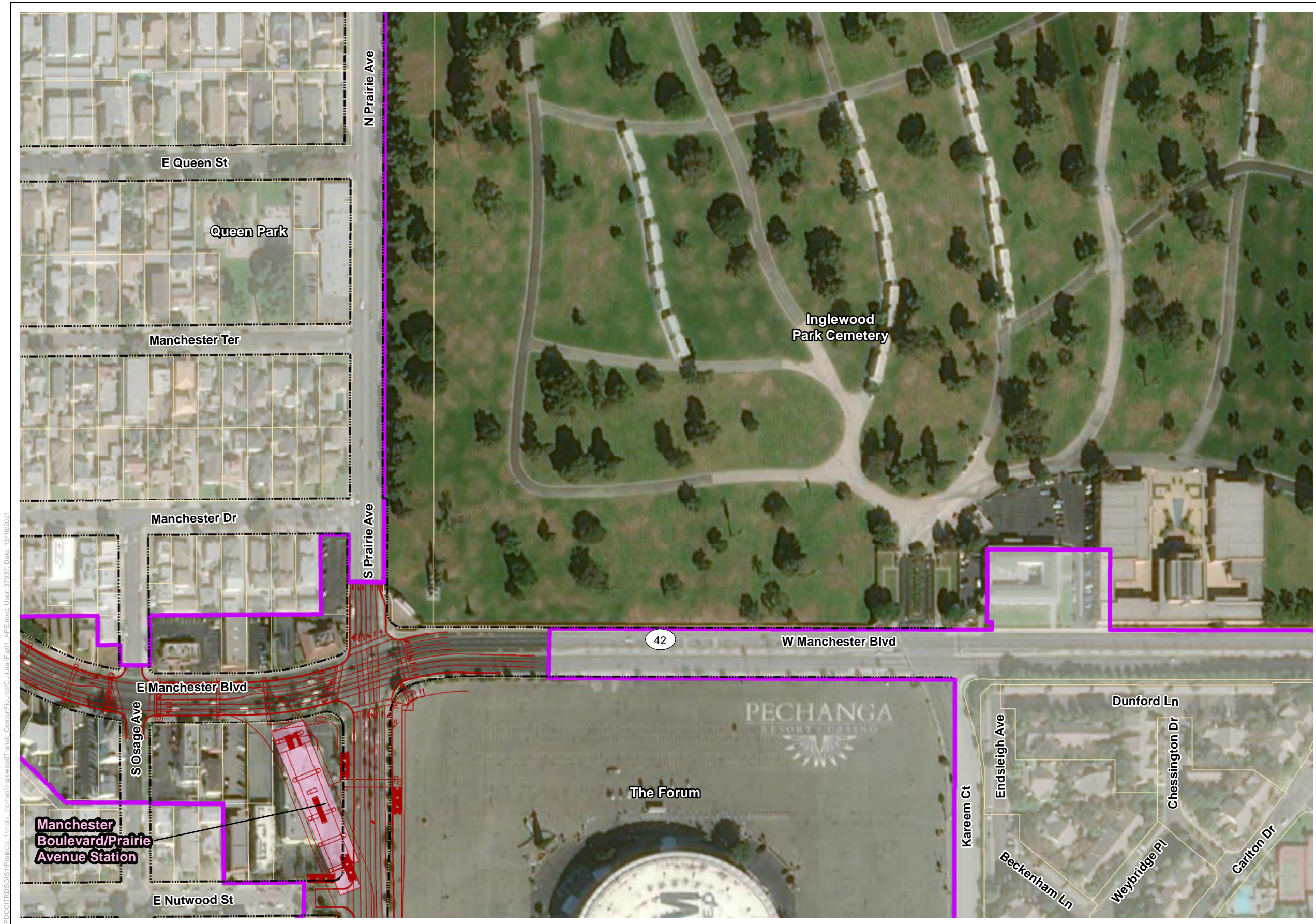


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

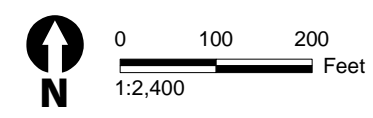
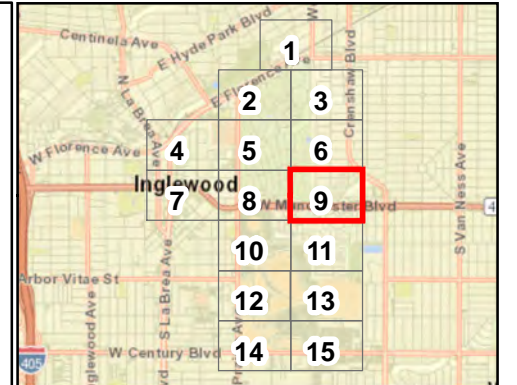


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

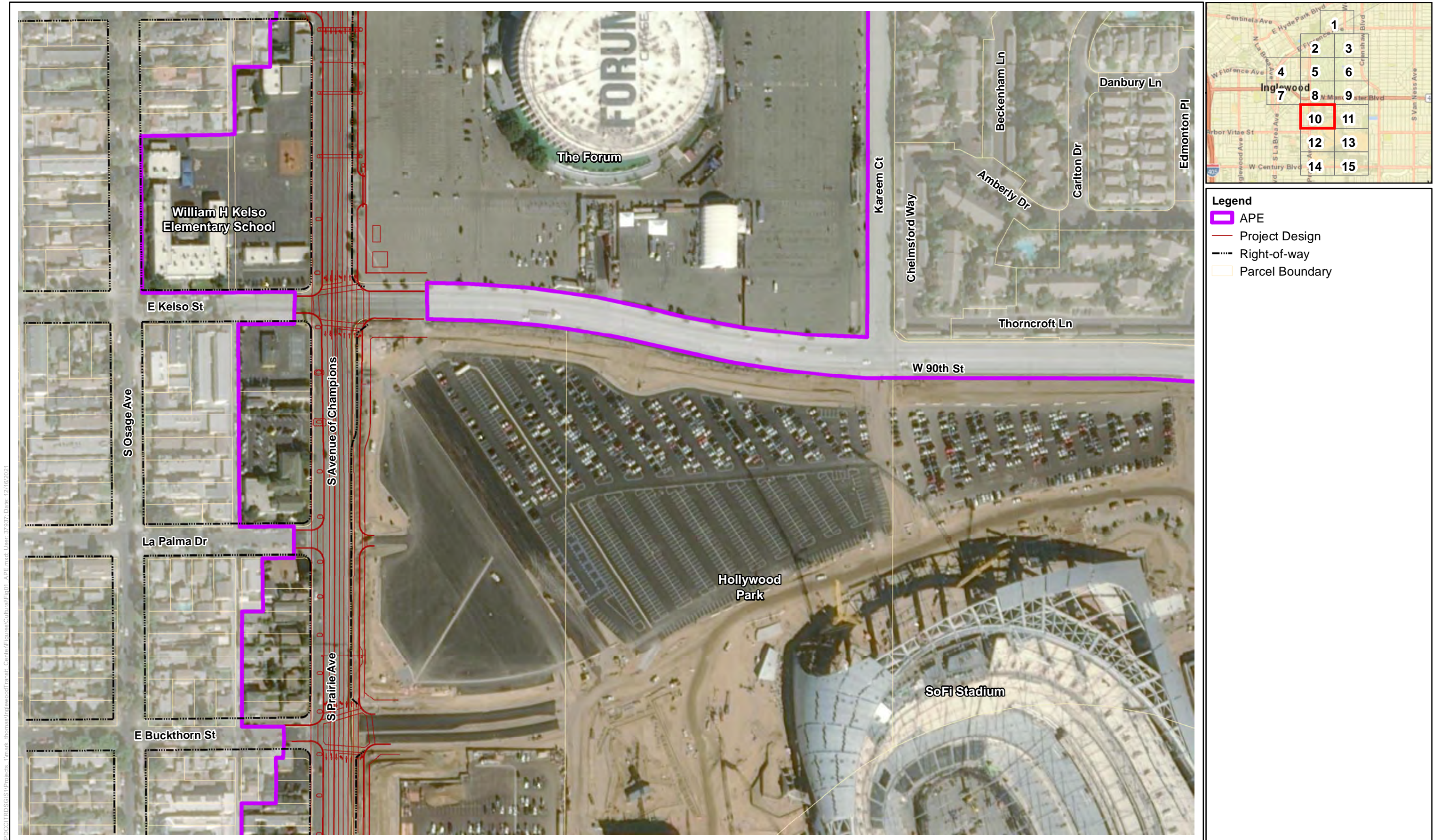
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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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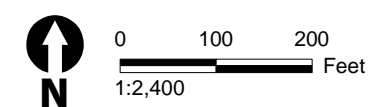
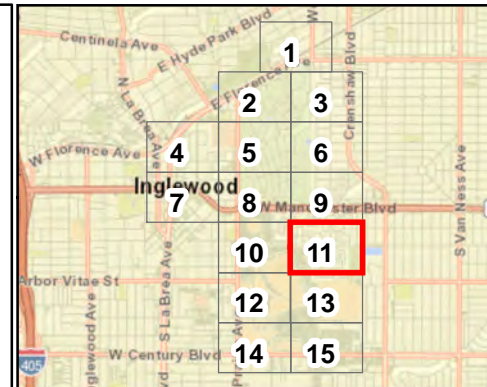


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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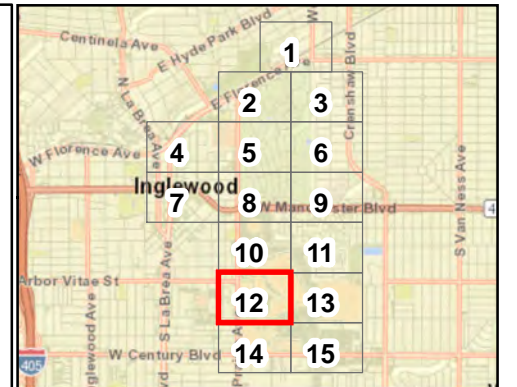
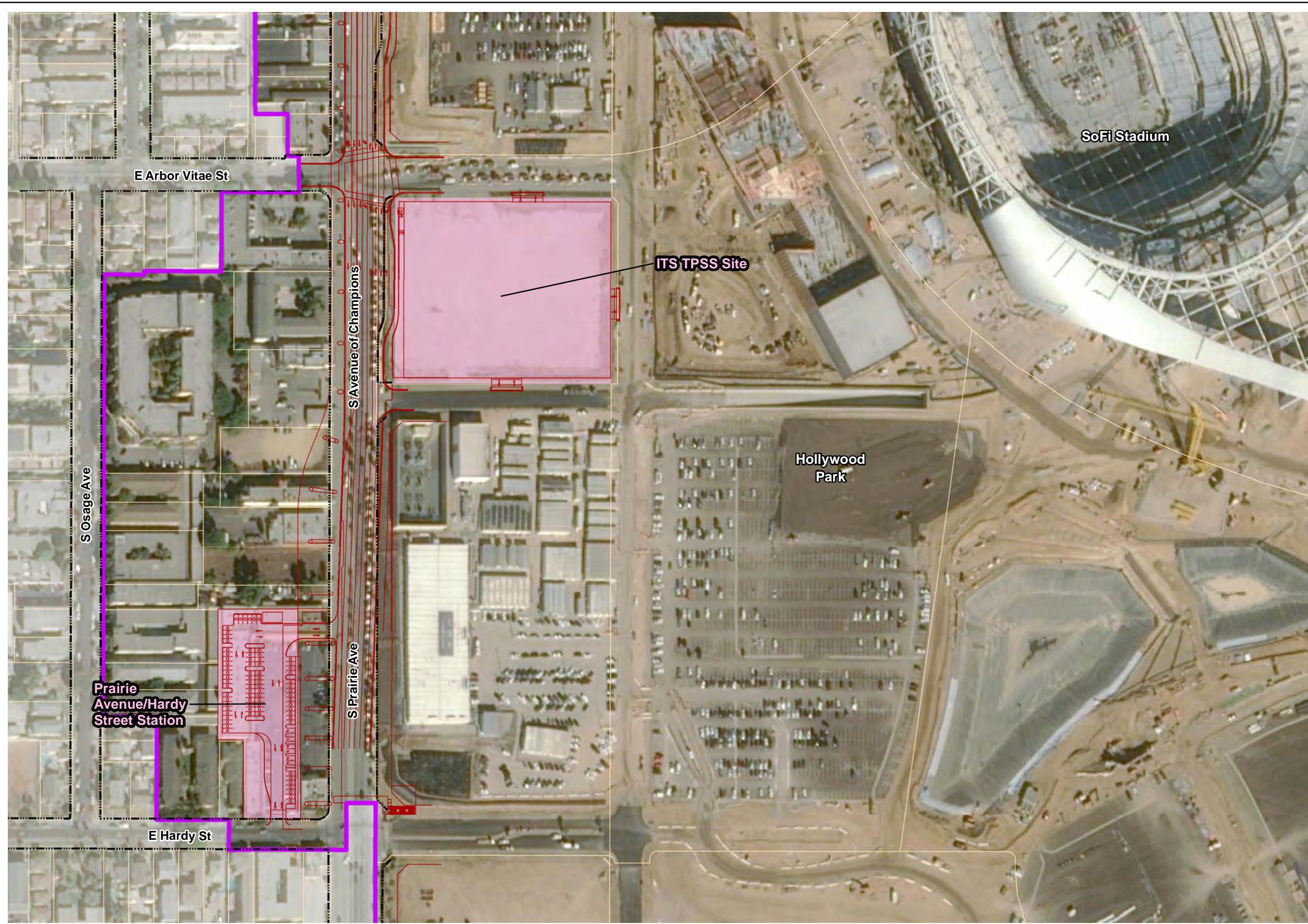
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- APE
- Project Design
- Right-of-way
- Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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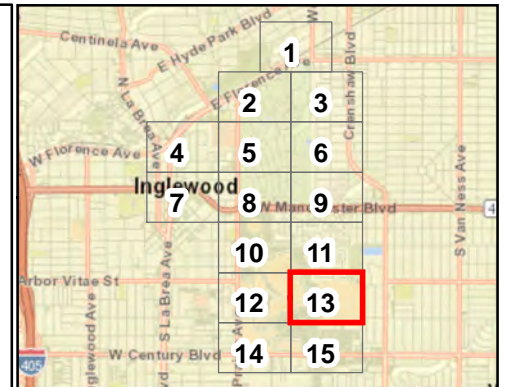


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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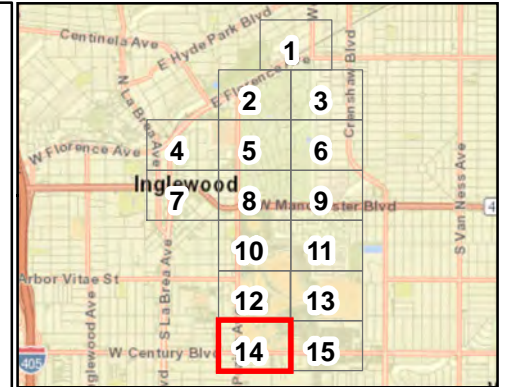


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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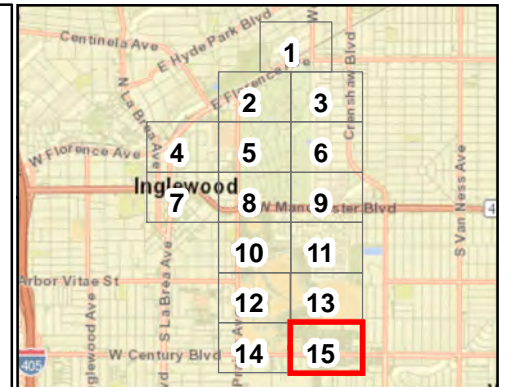
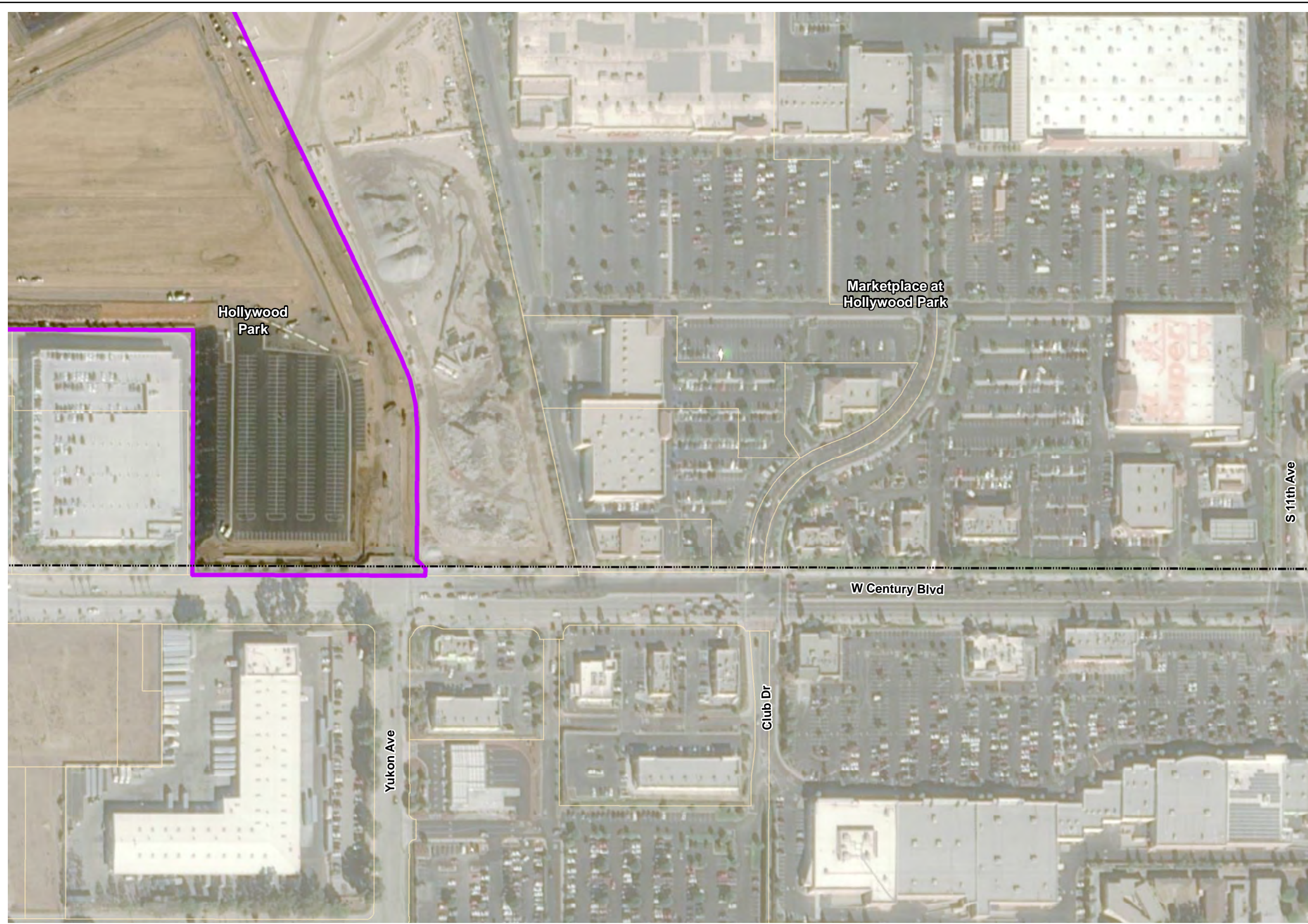


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Mr. Adrian Scott Fine
Directory of Advocacy
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA, 90014

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Mr. Scott Fine,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

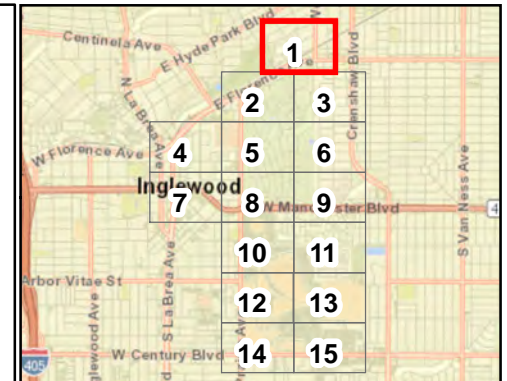
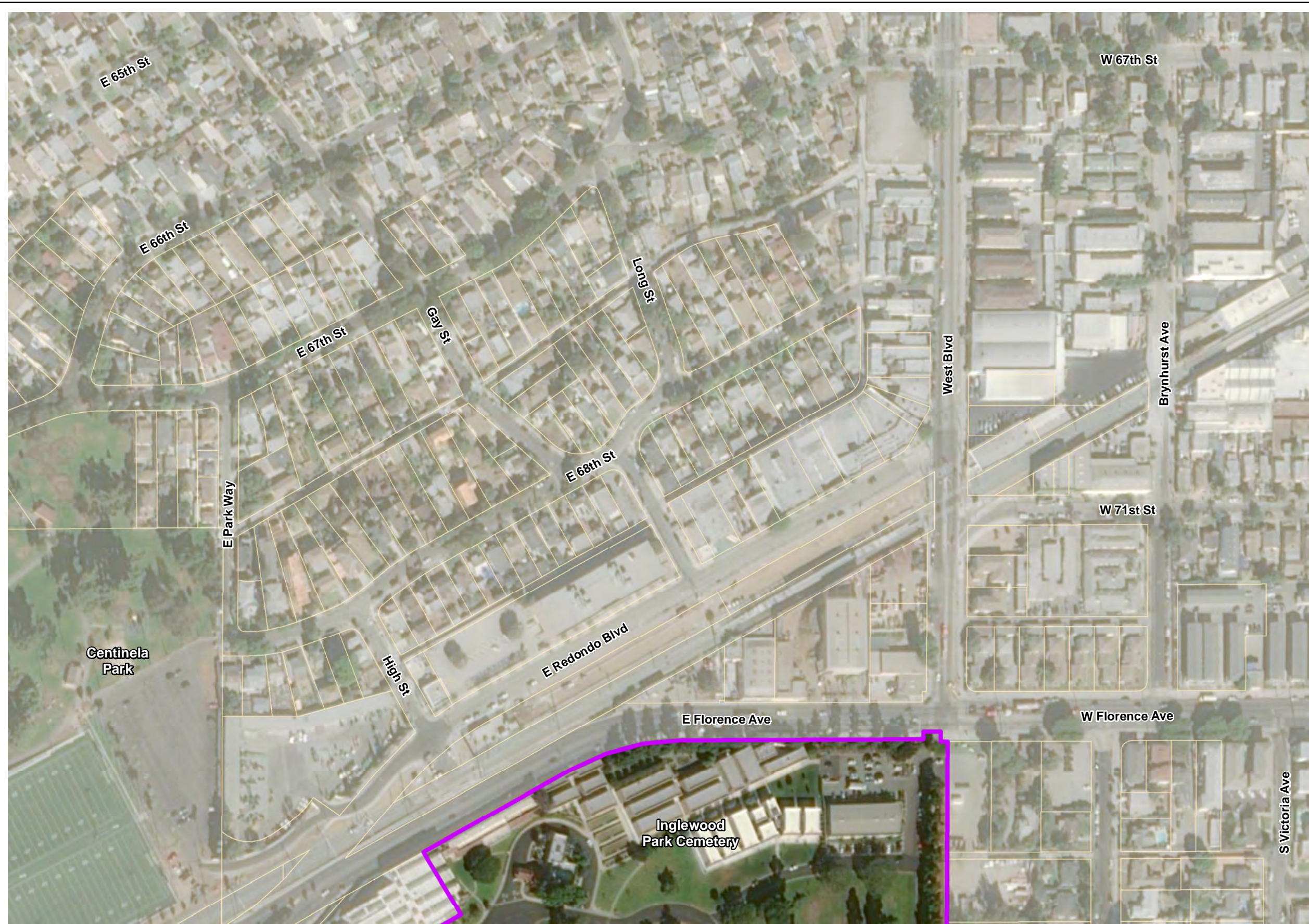
TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

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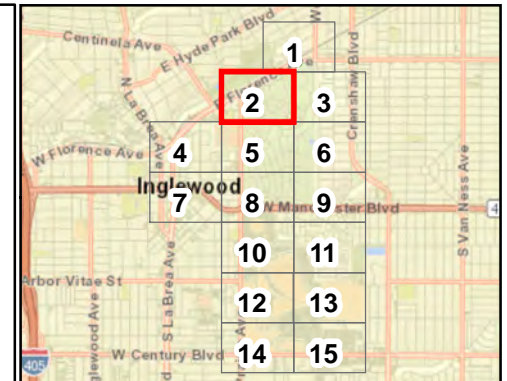
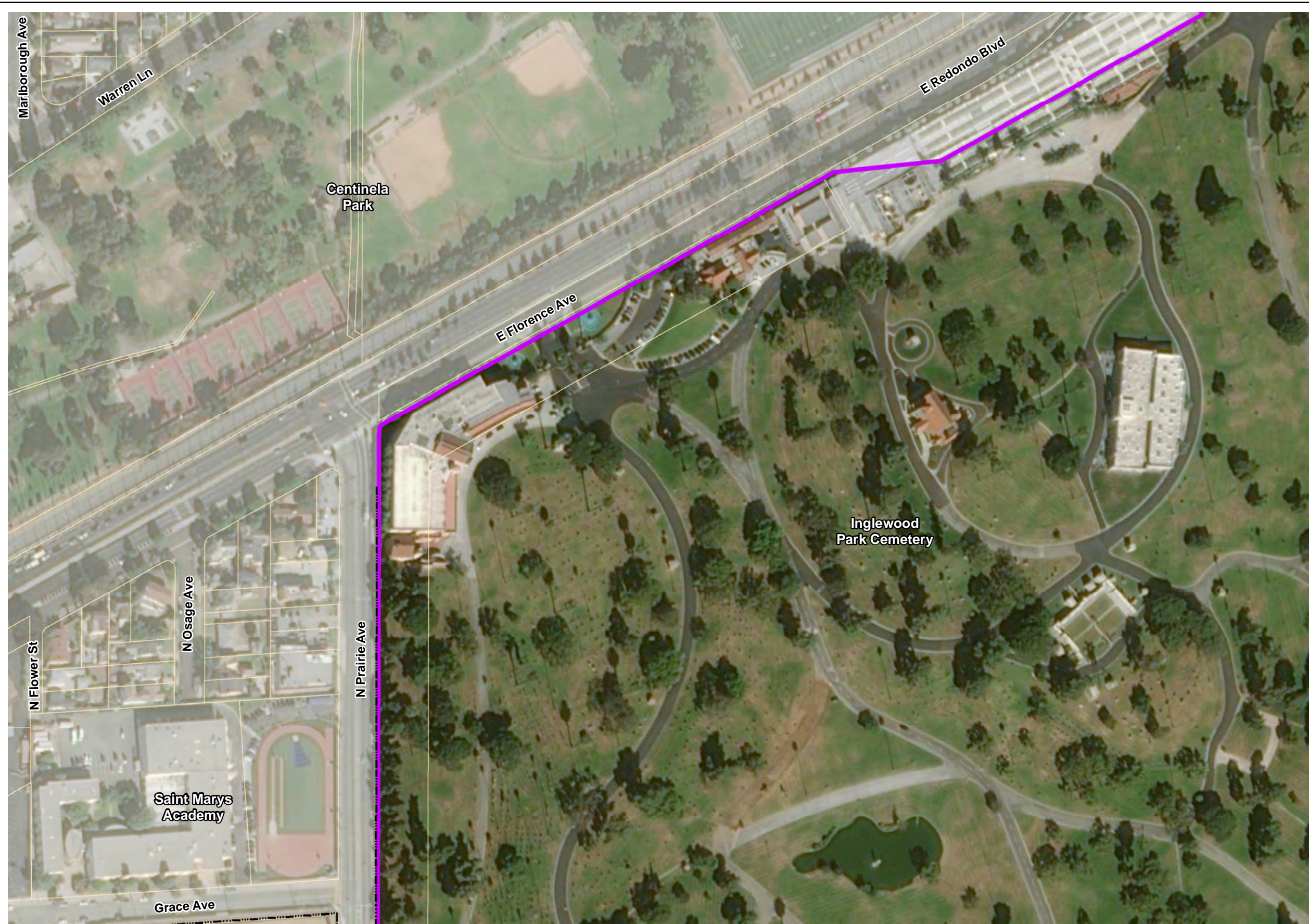


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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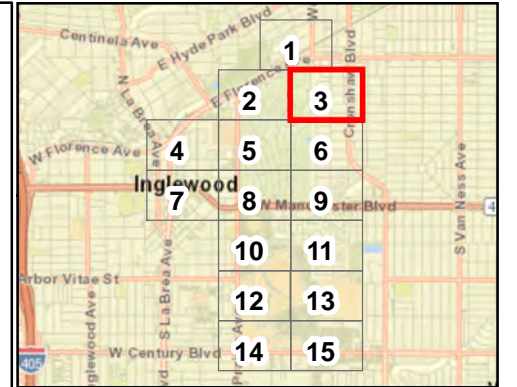
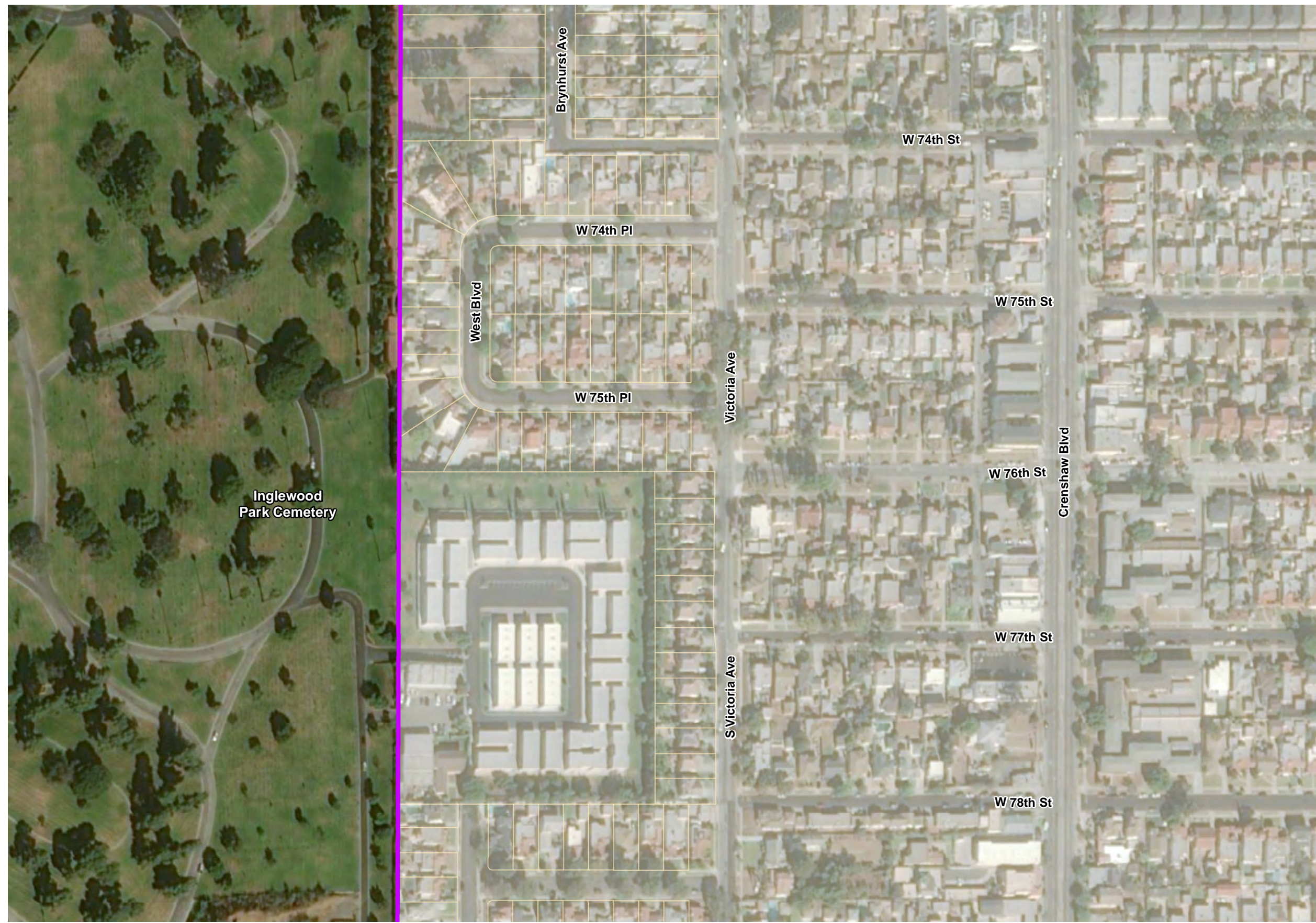


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

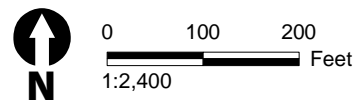
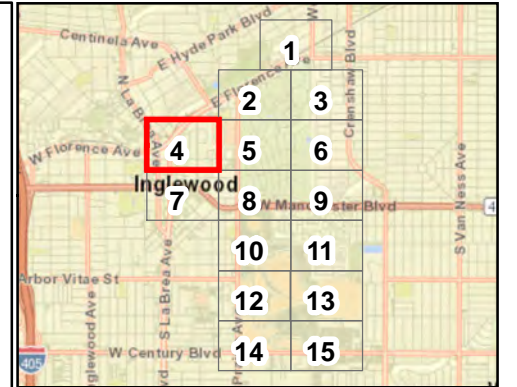
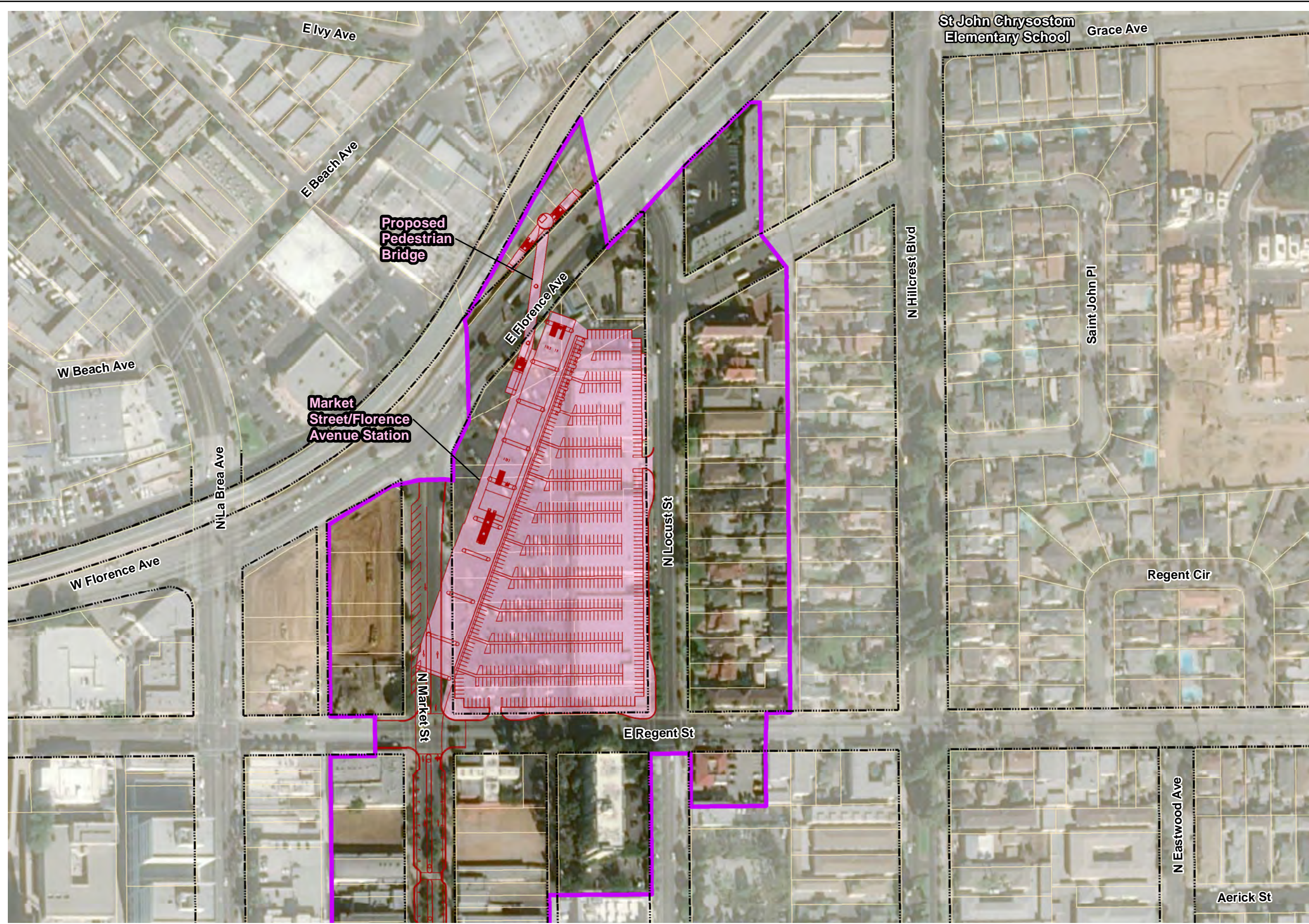


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

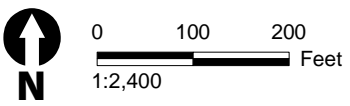


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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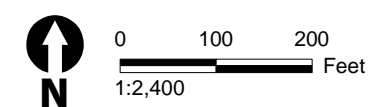
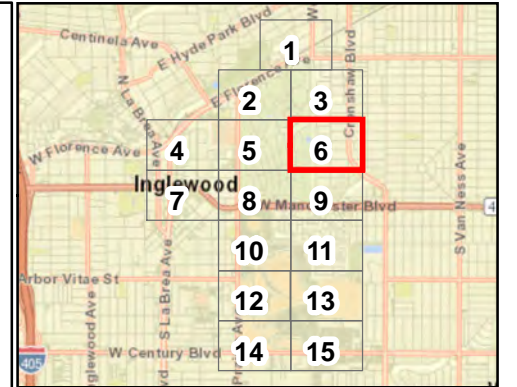


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

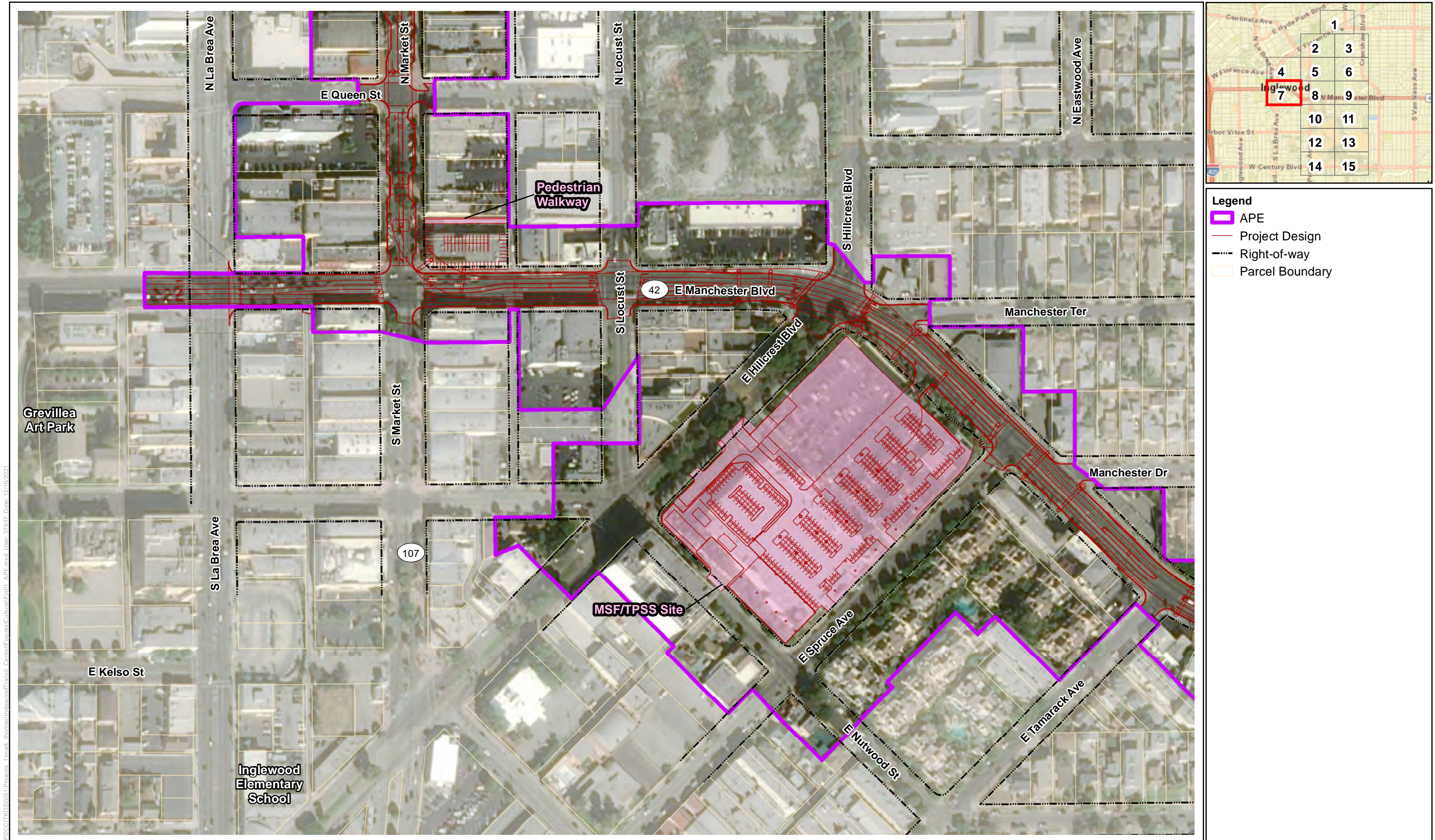
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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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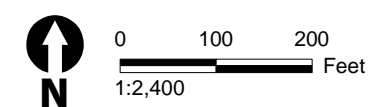
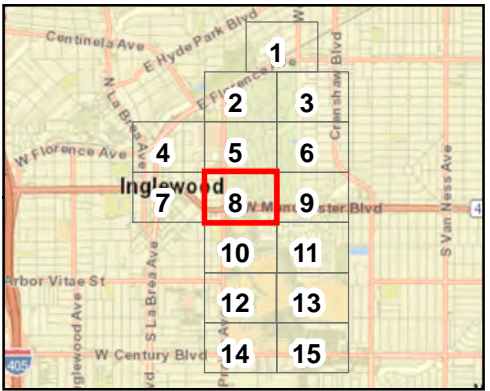
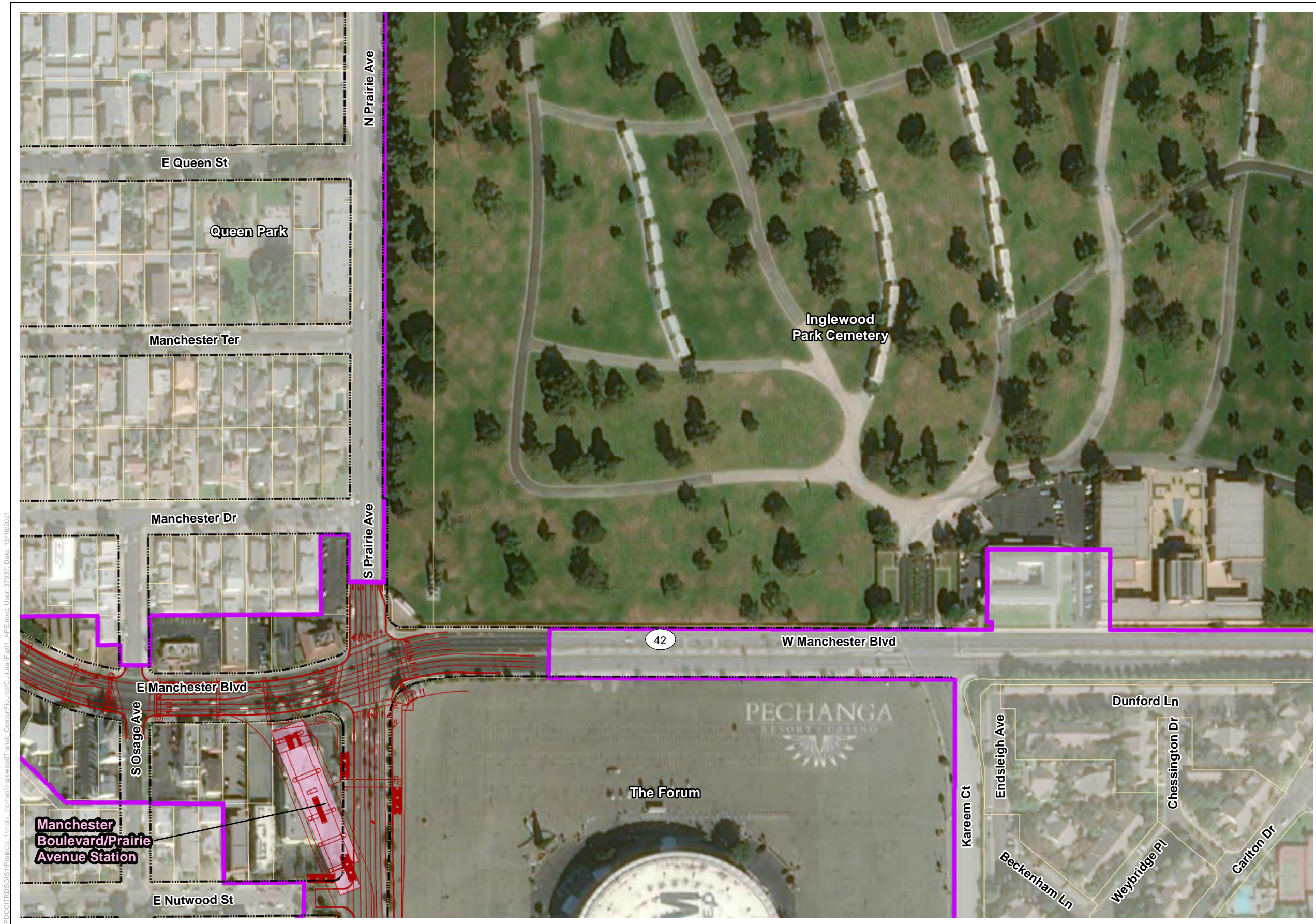


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

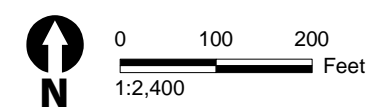
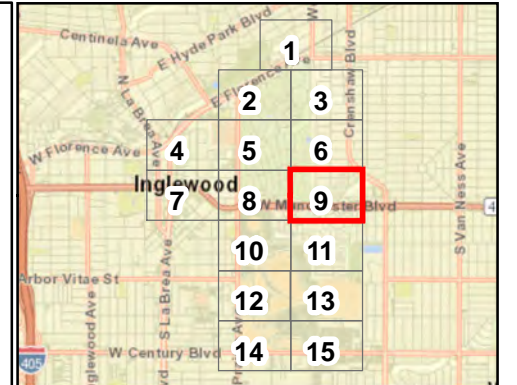


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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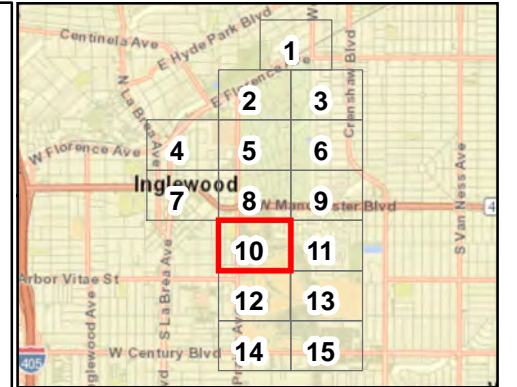
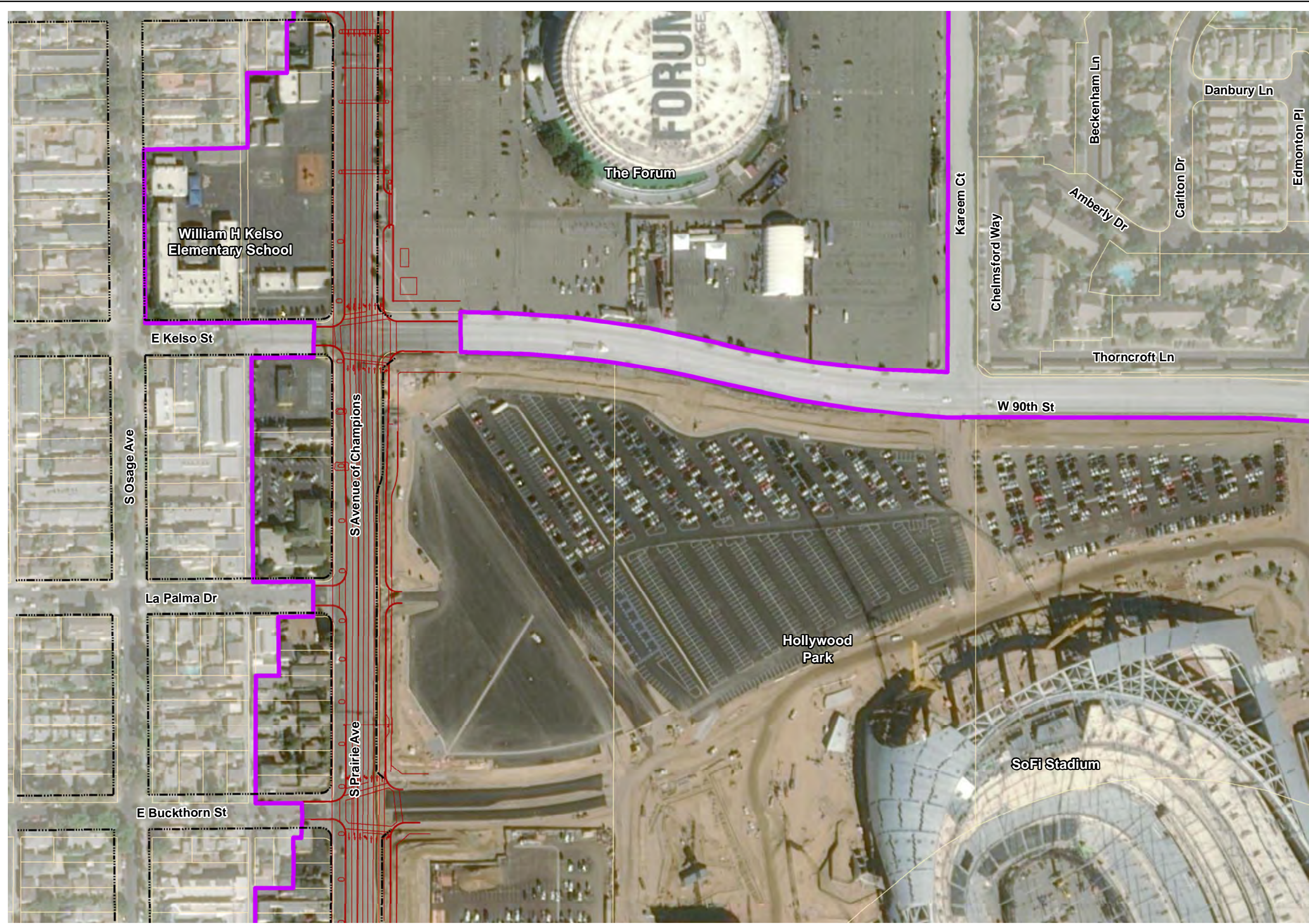


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

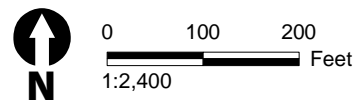


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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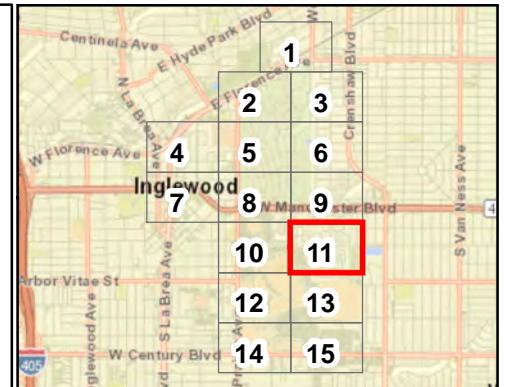


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 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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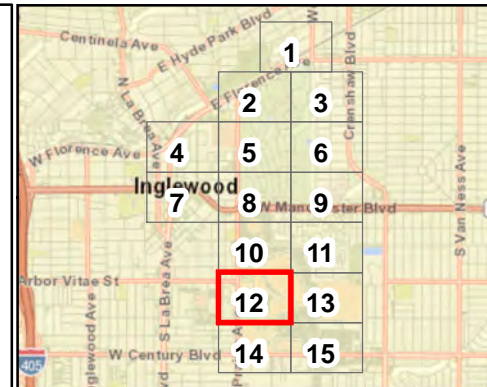
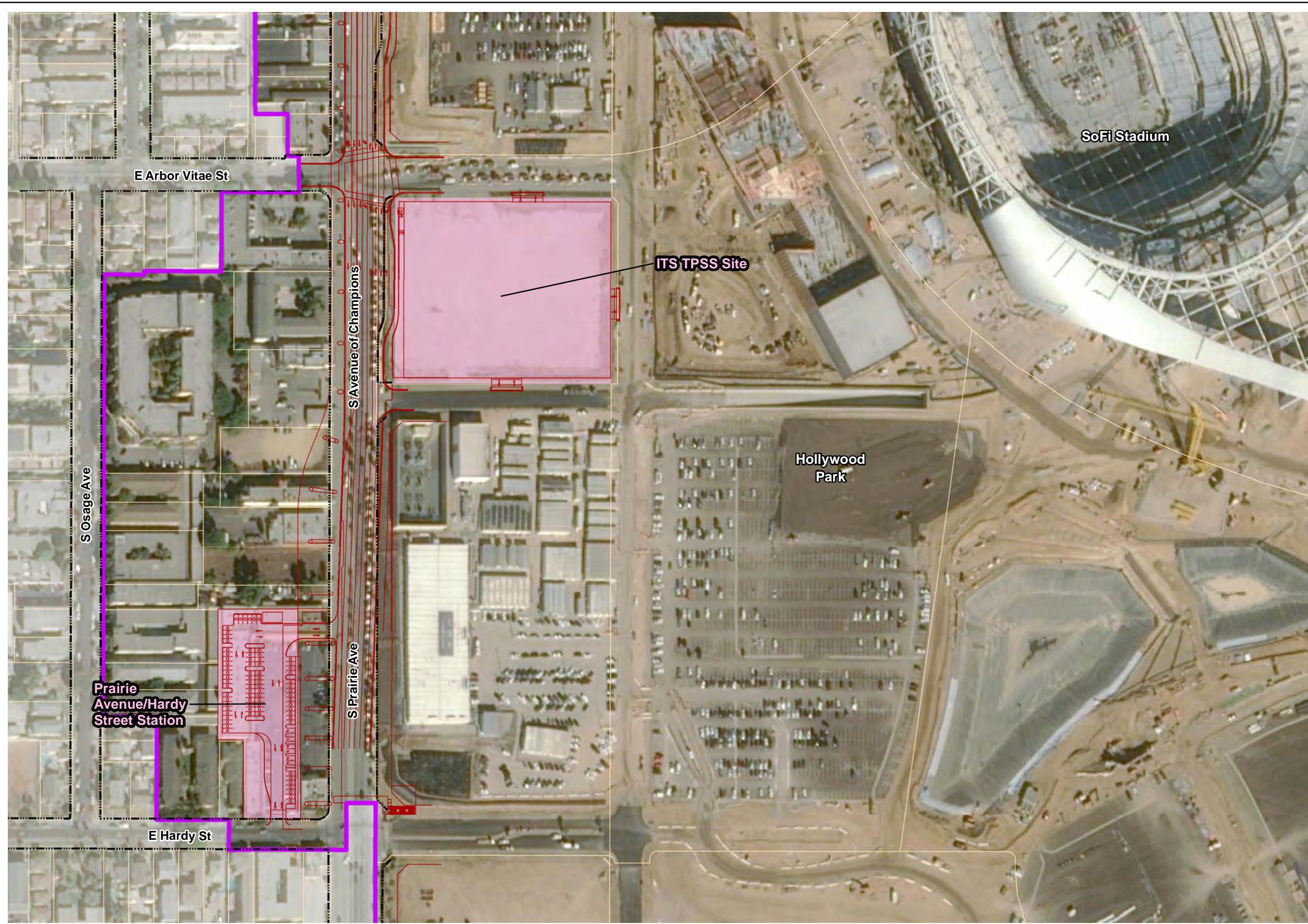


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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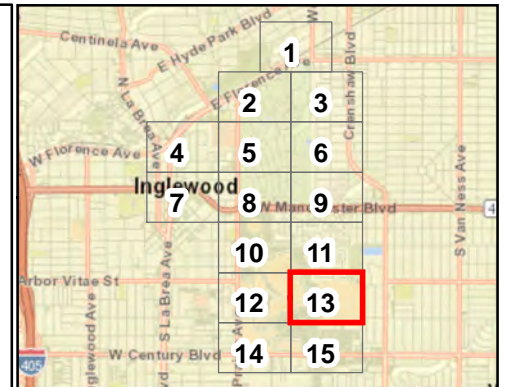


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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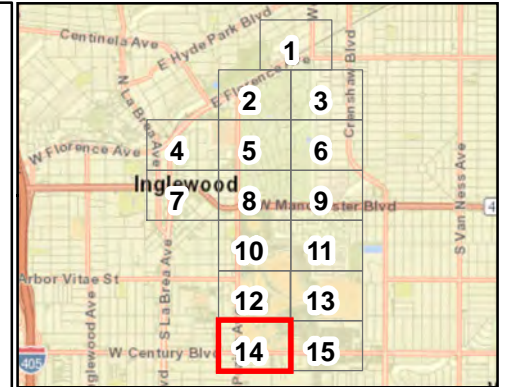


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Parcel Boundary

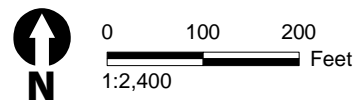
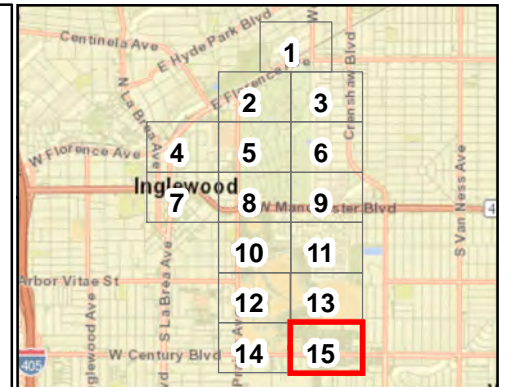
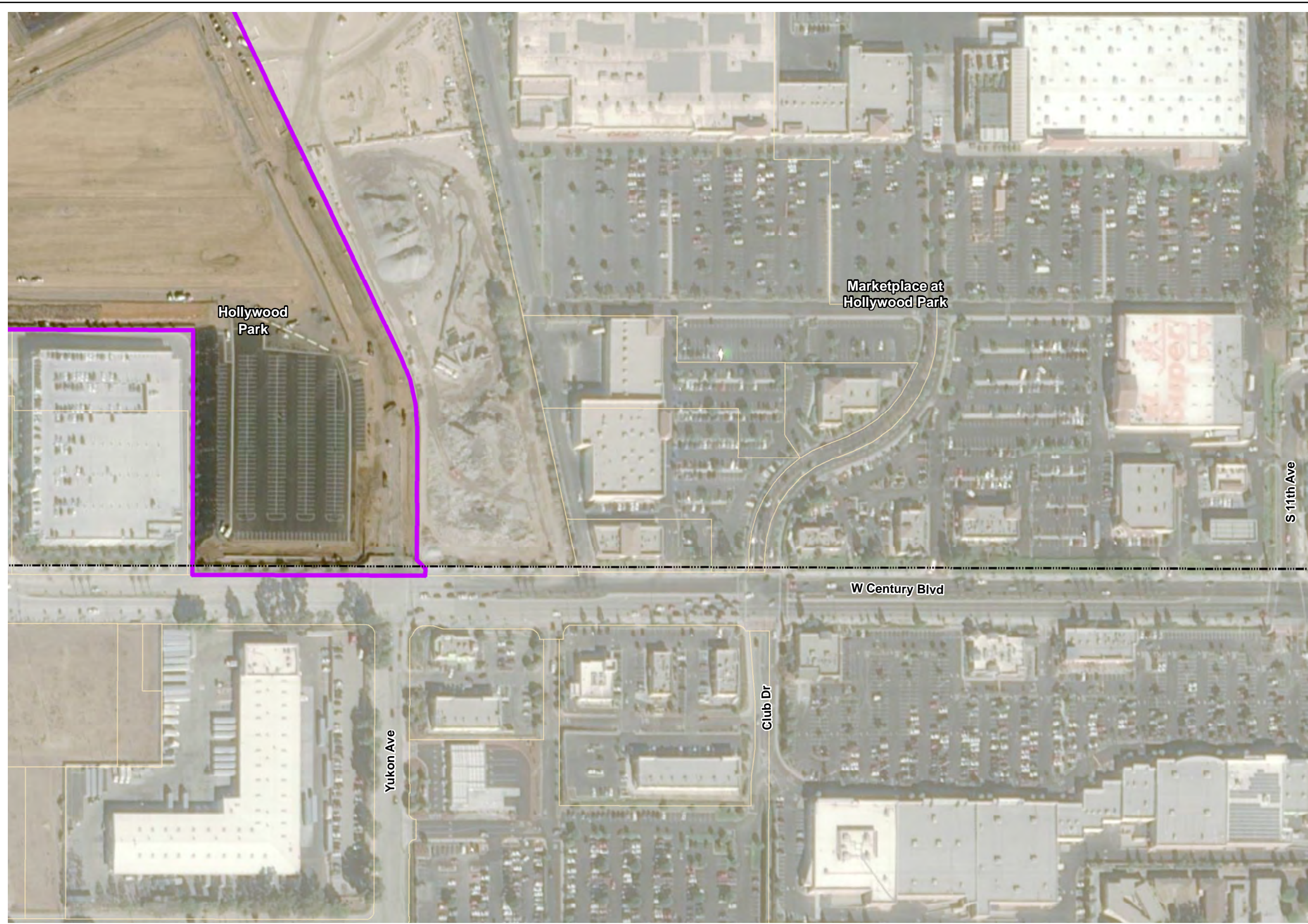


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



**U.S. Department
of Transportation**
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Anne Cheek LaRose
Executive Officer
Inglewood Historic Preservation Alliance
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Cheek La Rose,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act. It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project website is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

TABLE 1: ANTICIPATED REAL ESTATE 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 Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
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
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, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, 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 To-Go, Luxe Gold Station, 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 Chase 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, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
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	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

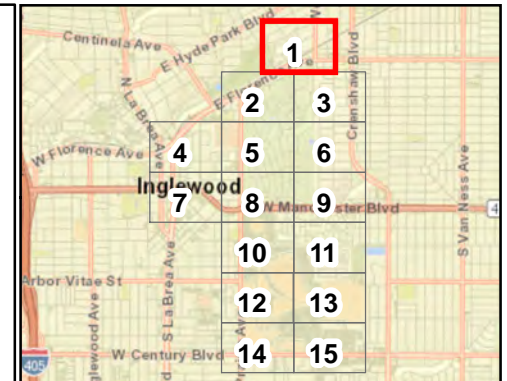
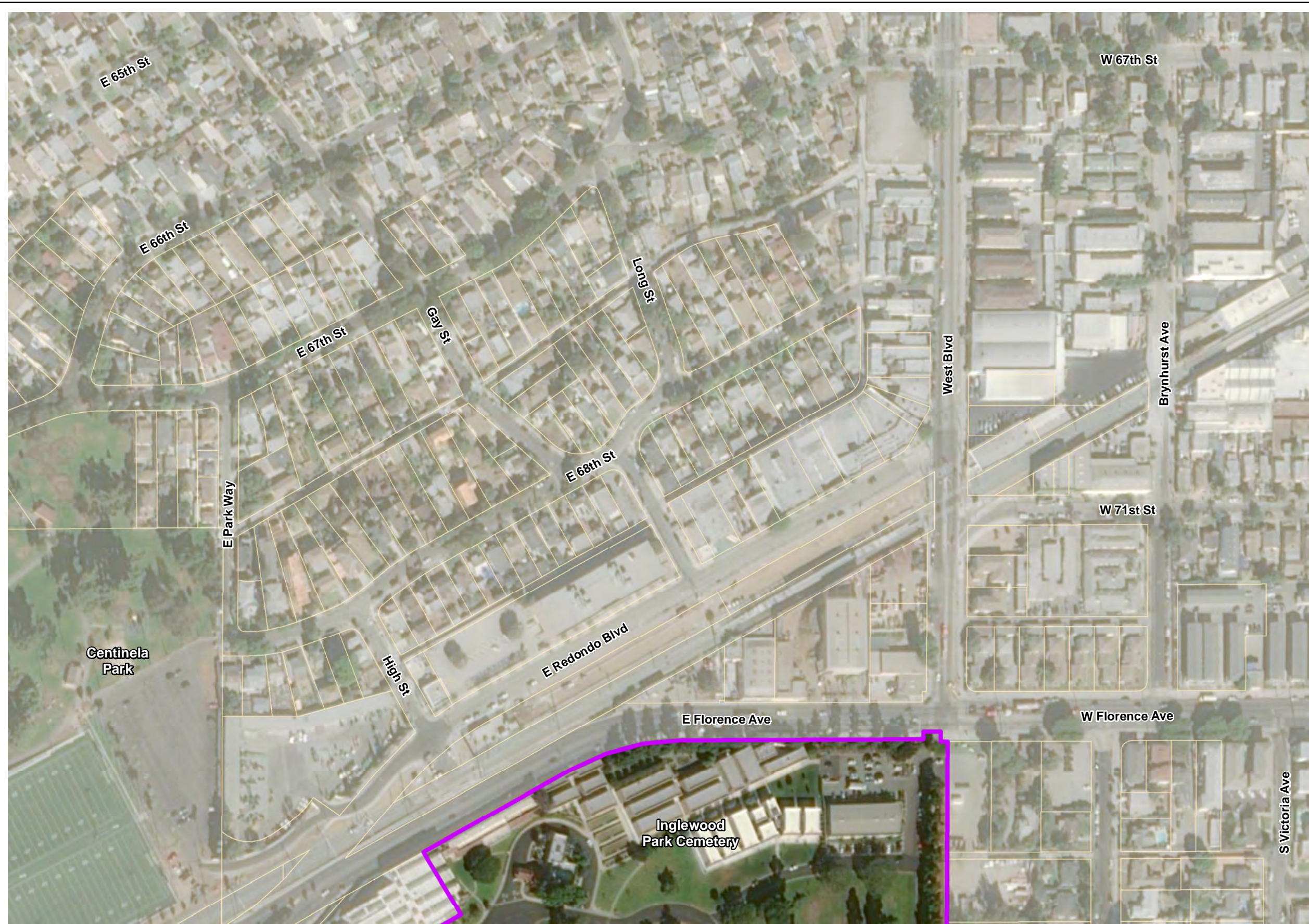
TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project



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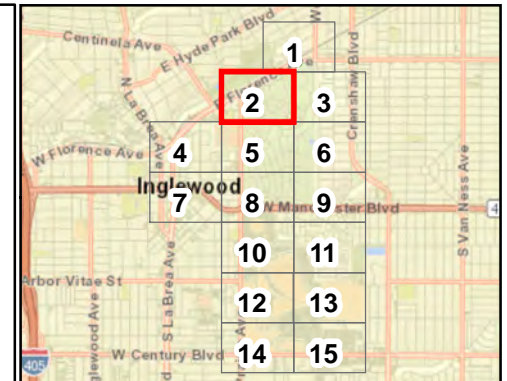
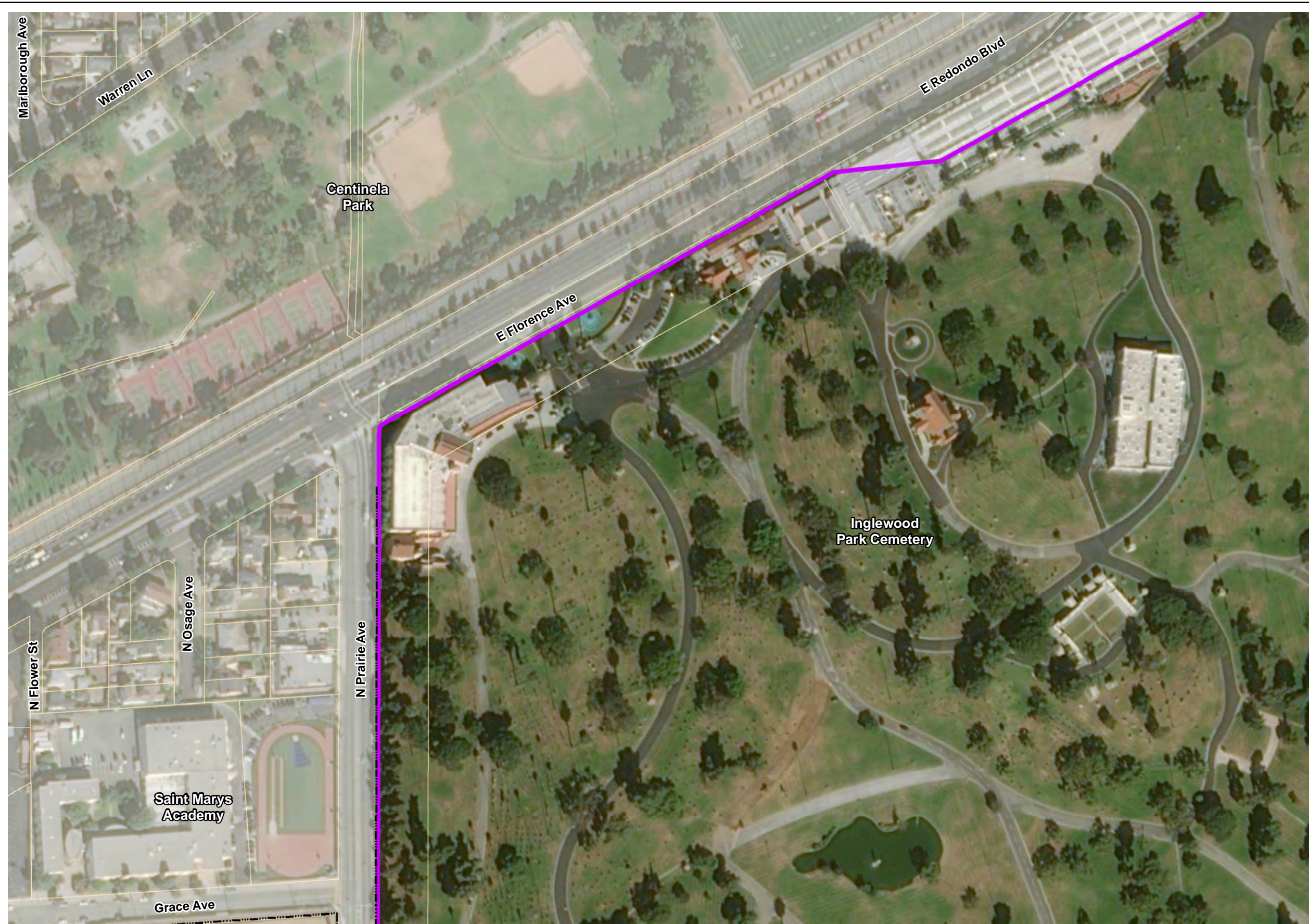


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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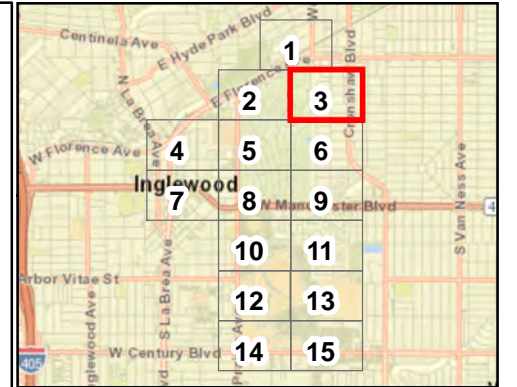
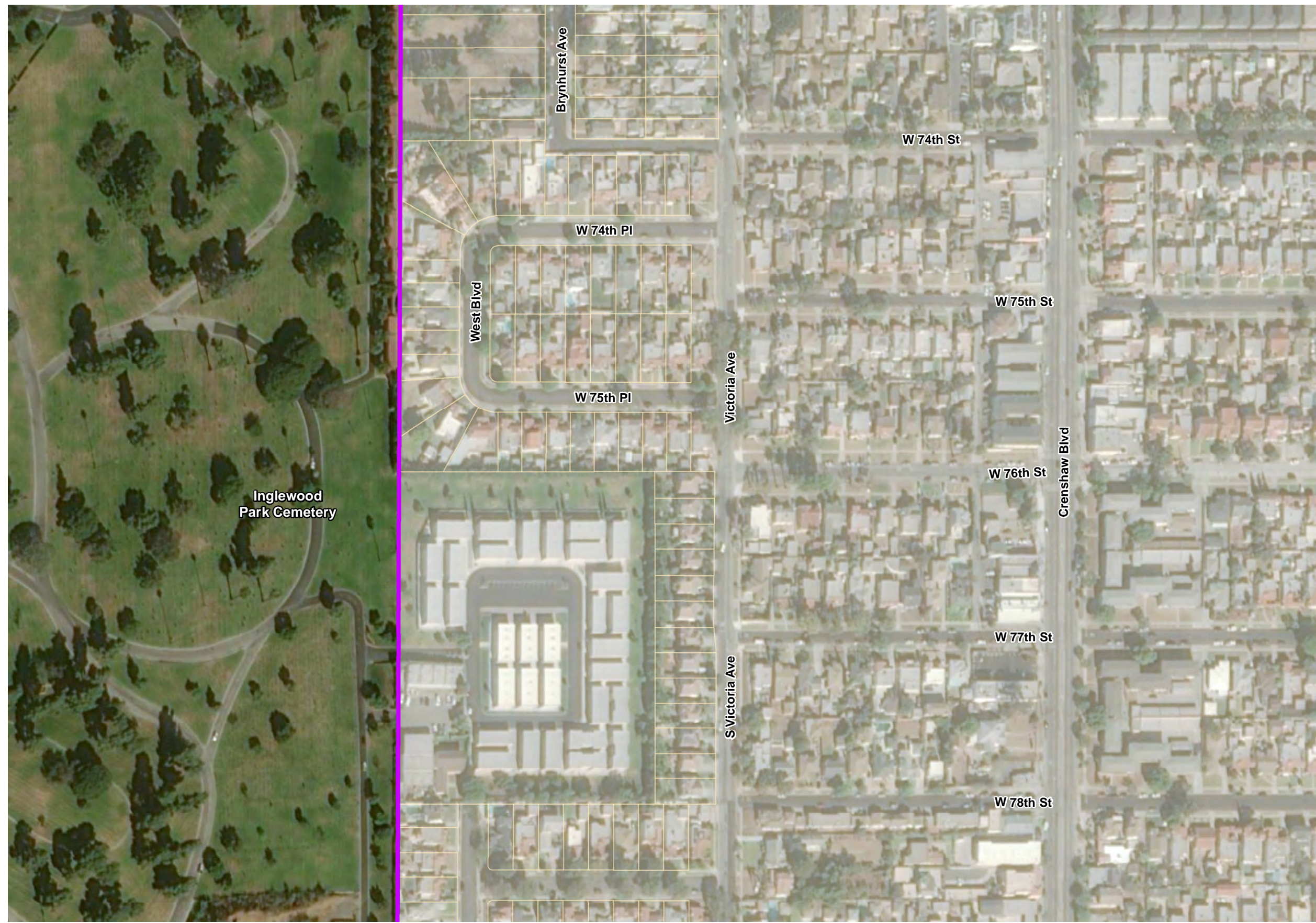


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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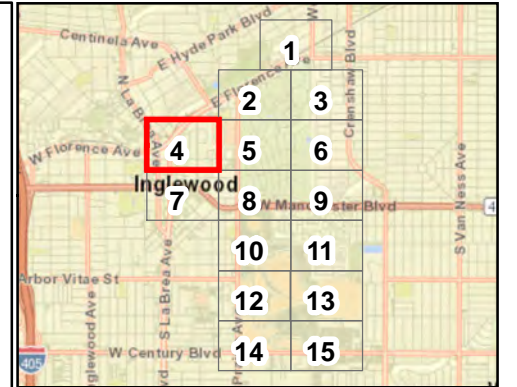
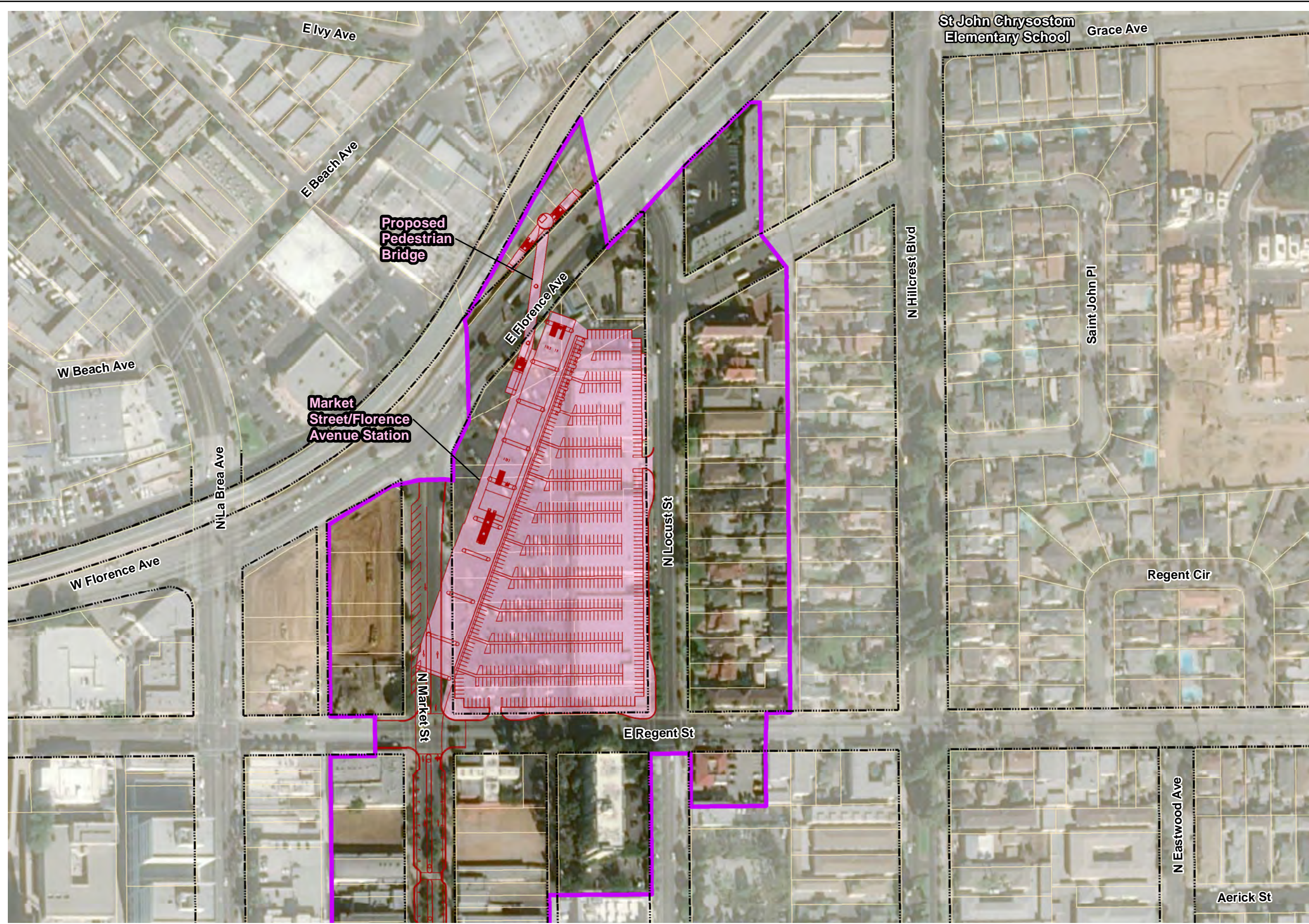


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

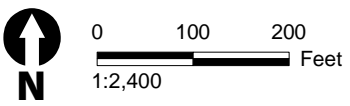


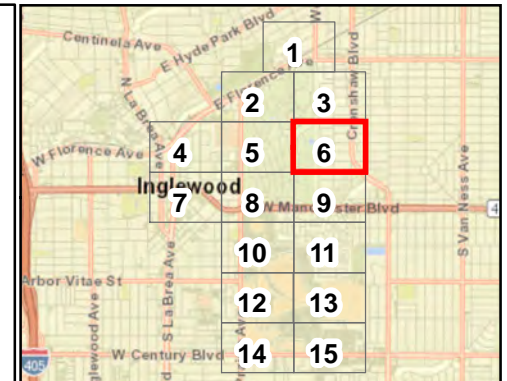
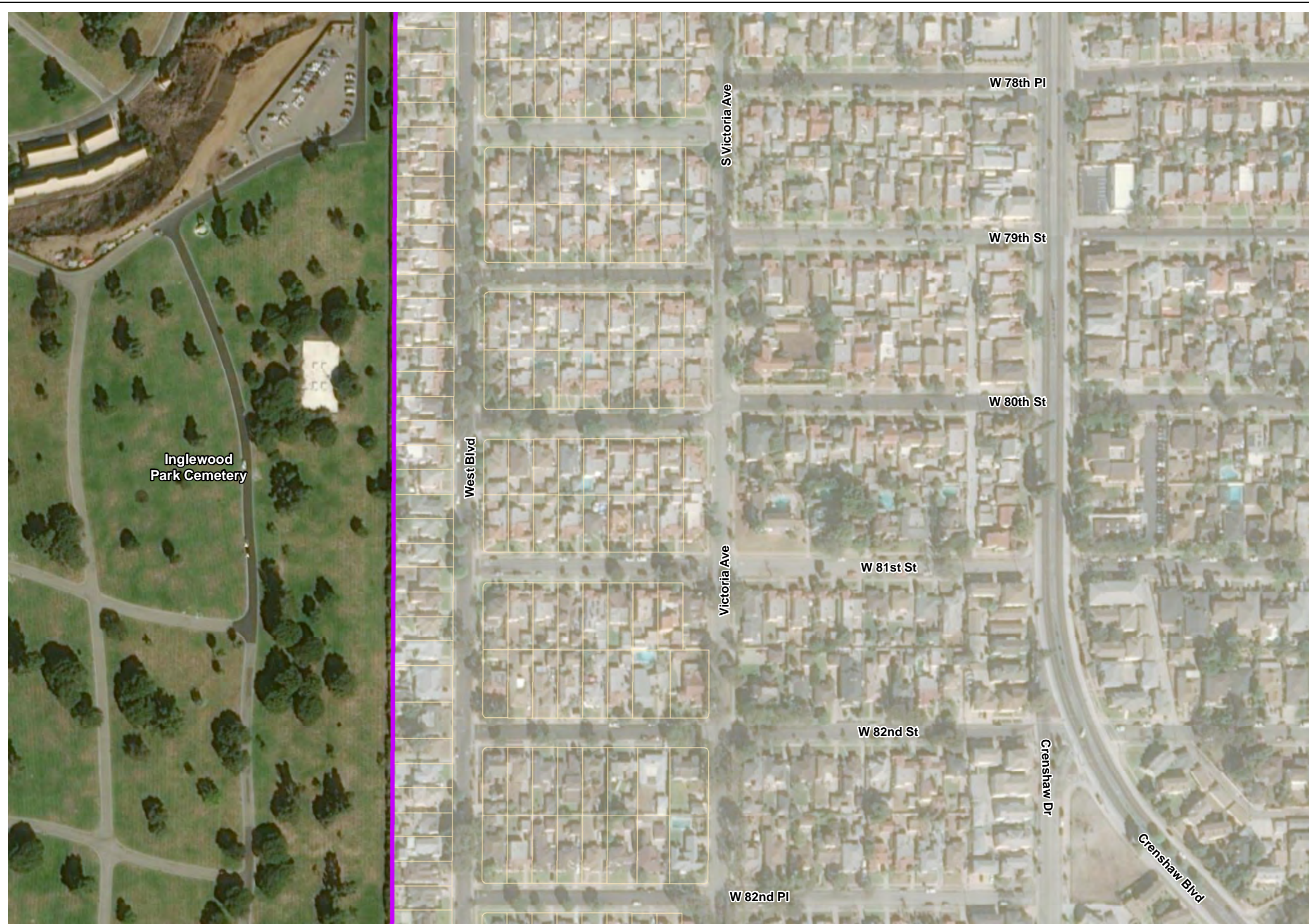
Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

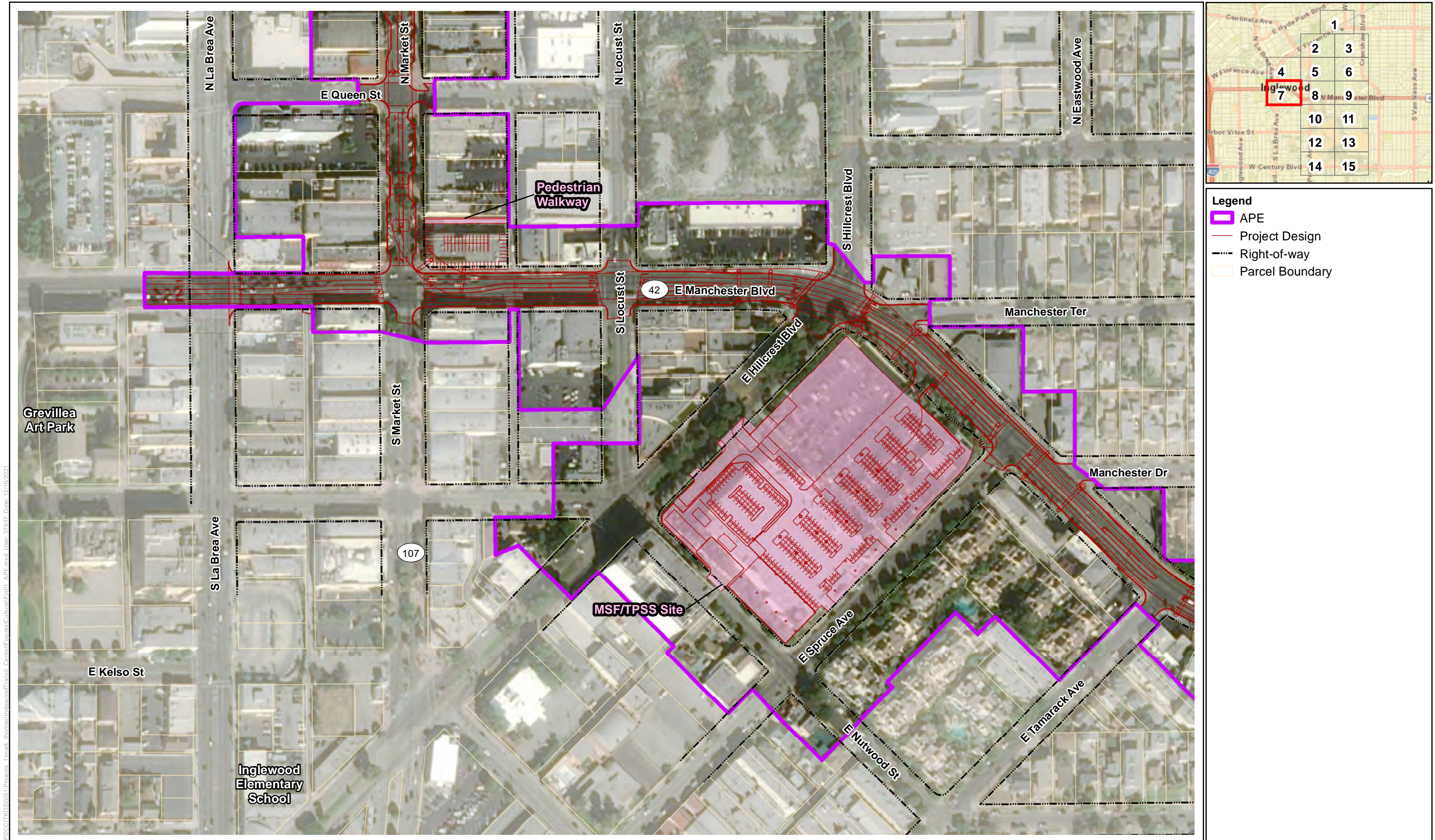
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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

- APE
- Project Design
- Right-of-way
- Parcel Boundary

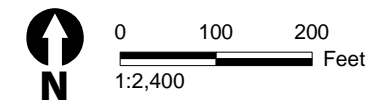
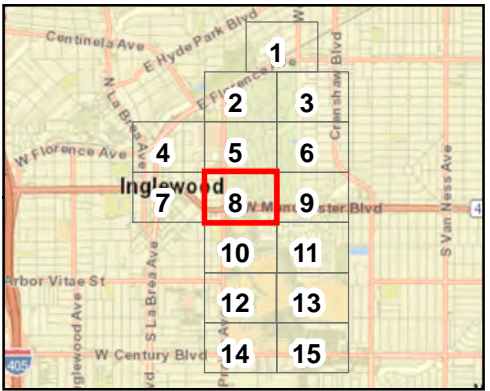
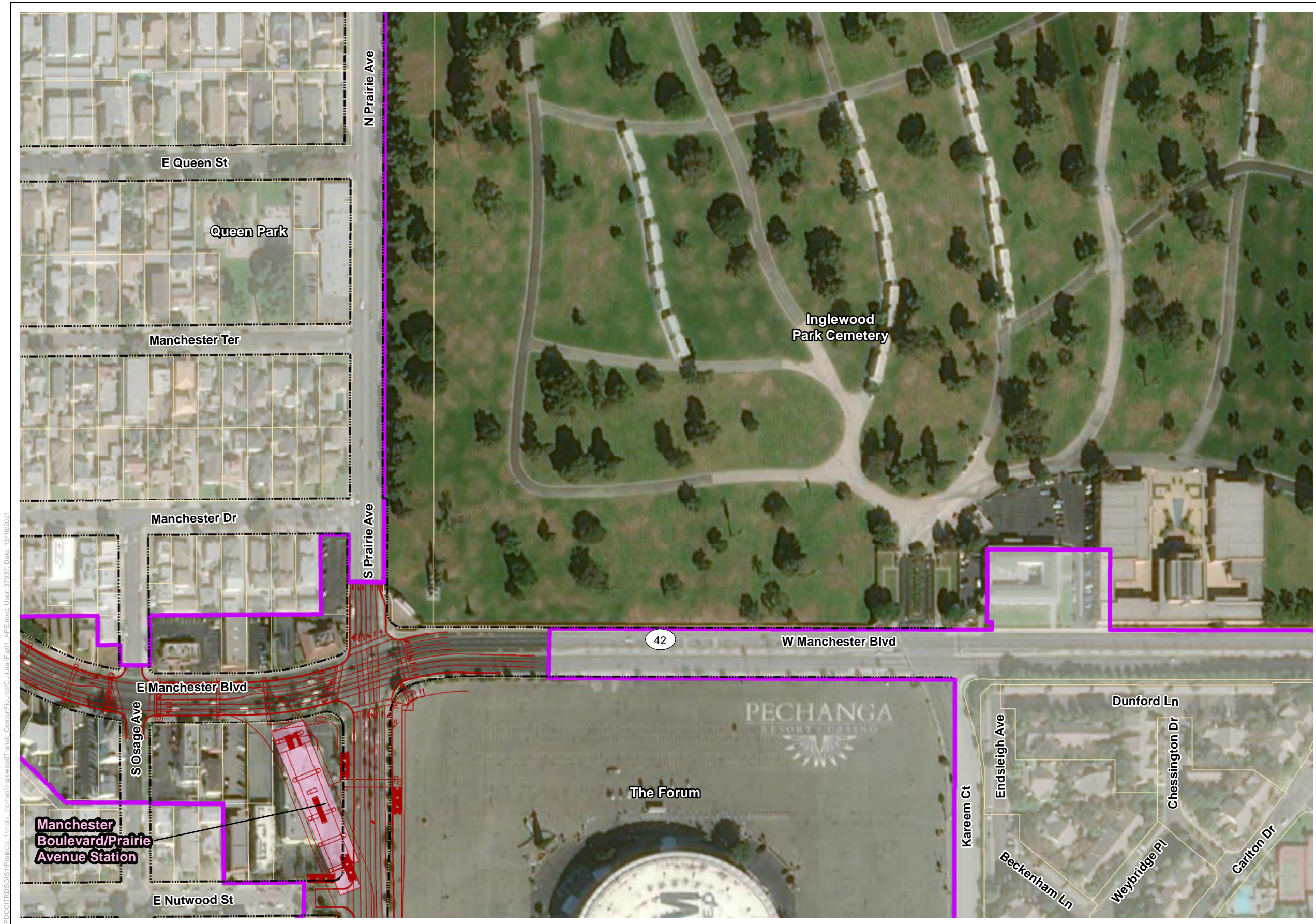


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

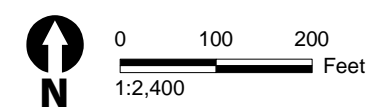
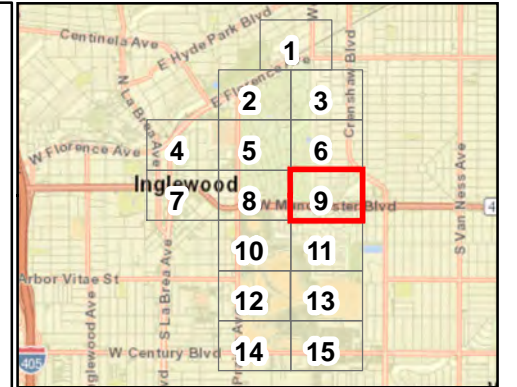


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

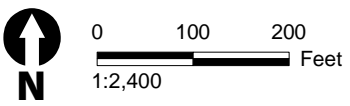
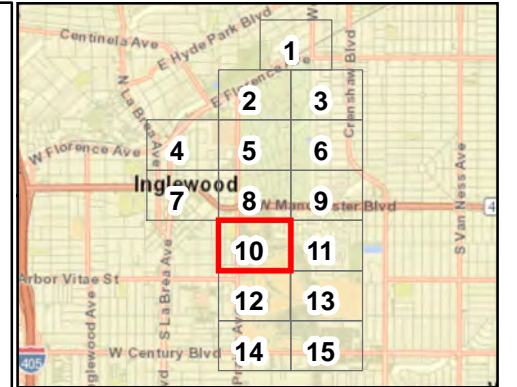
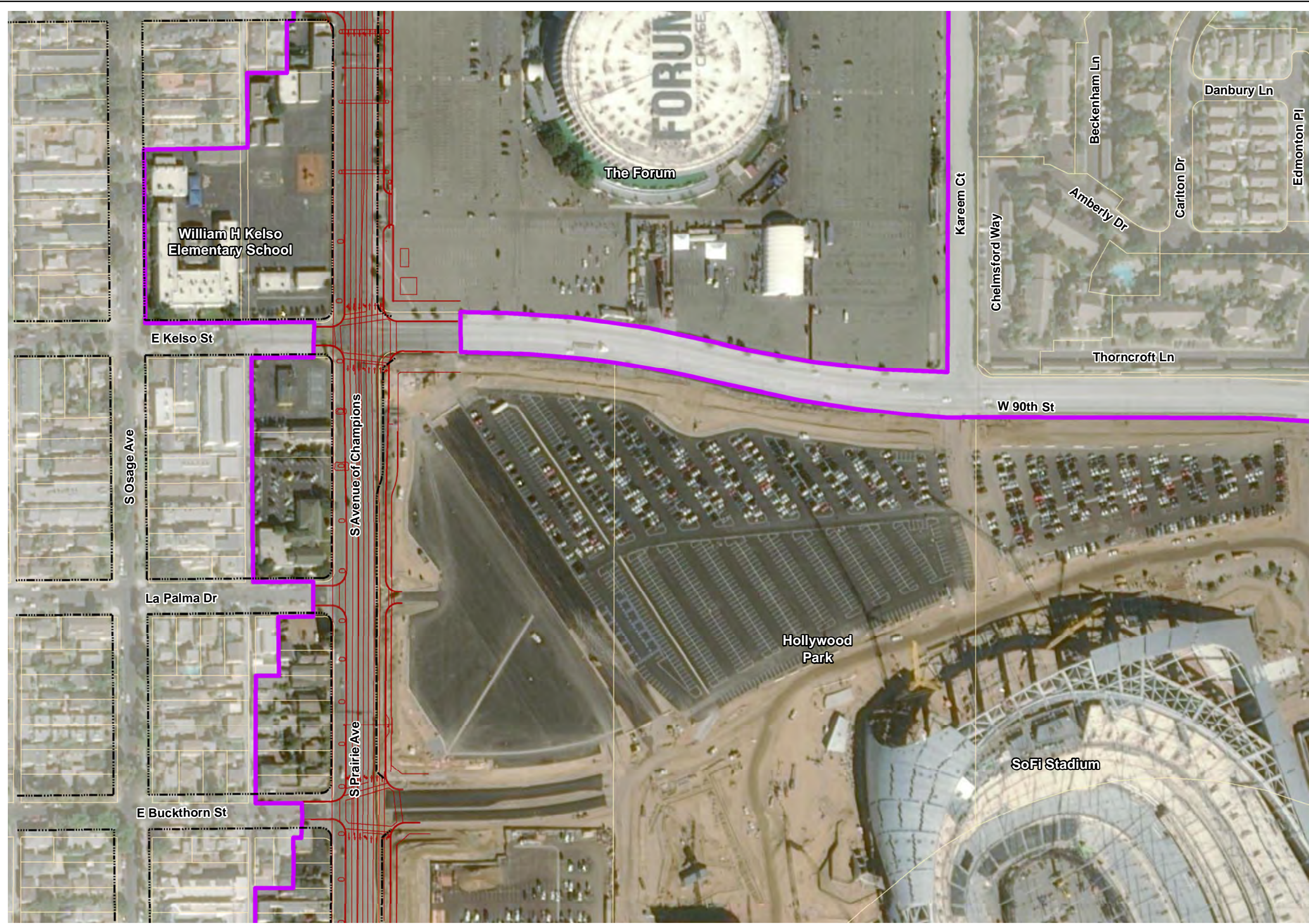
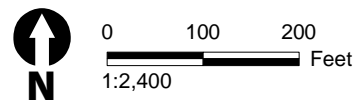


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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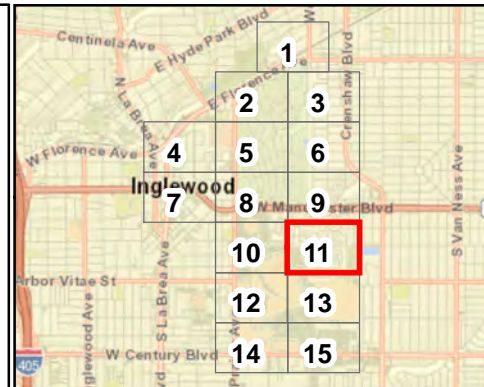


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector**

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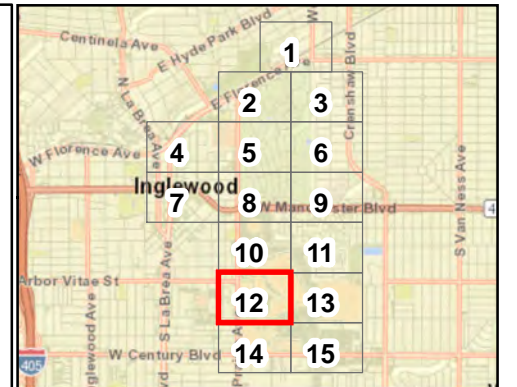
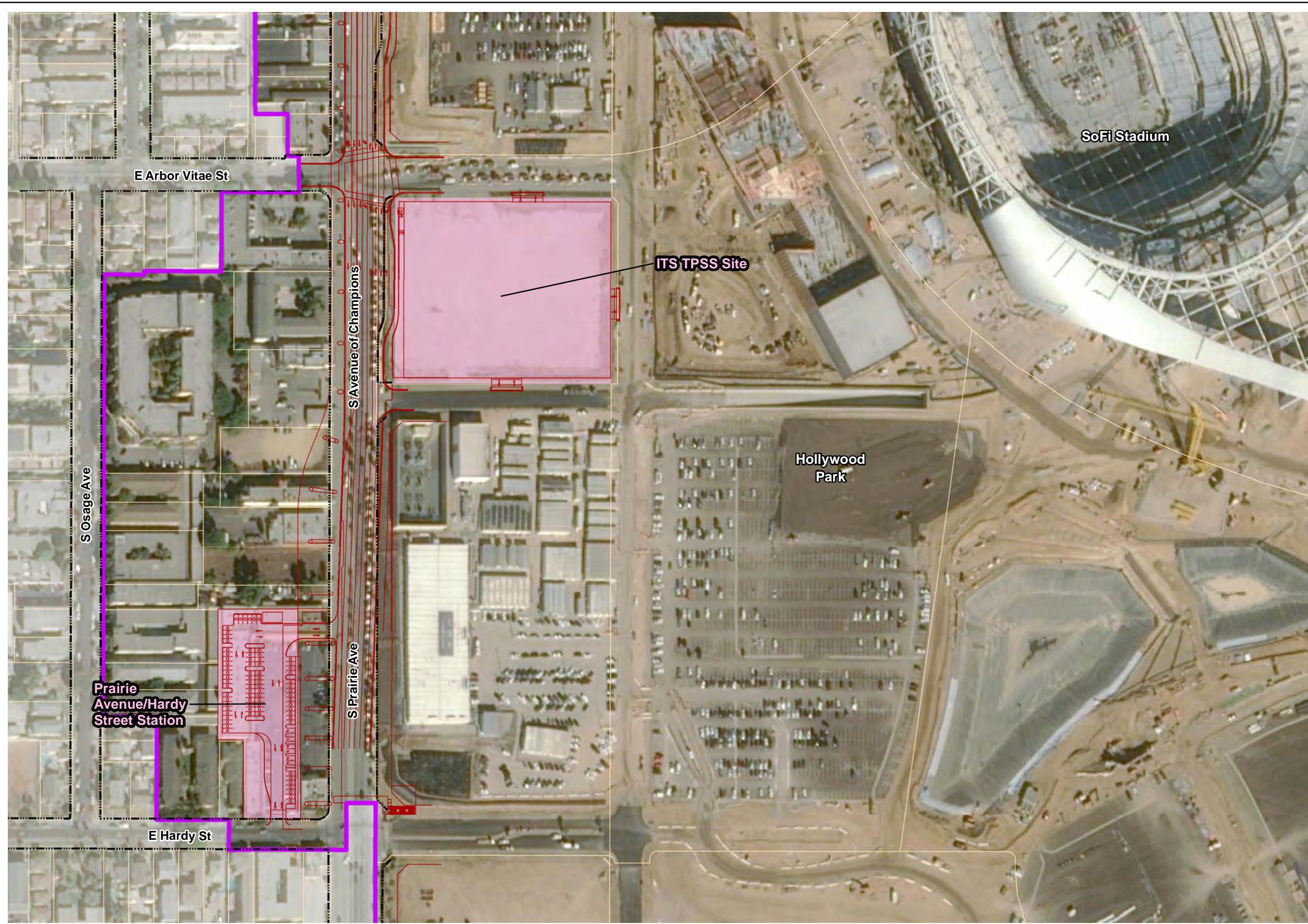


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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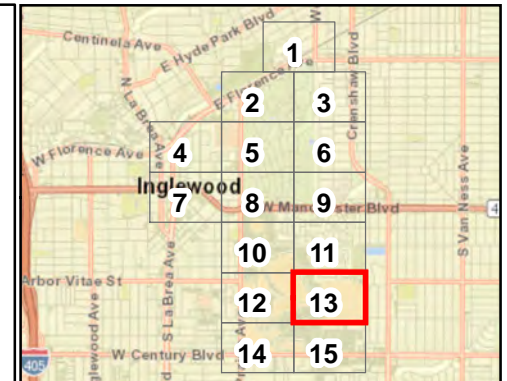


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- APE
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 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

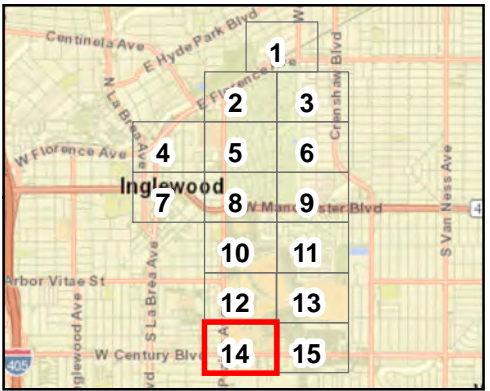
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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

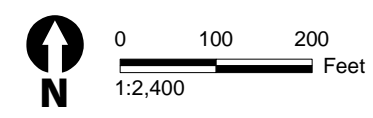
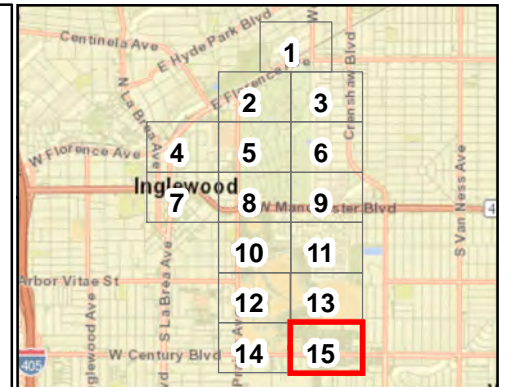
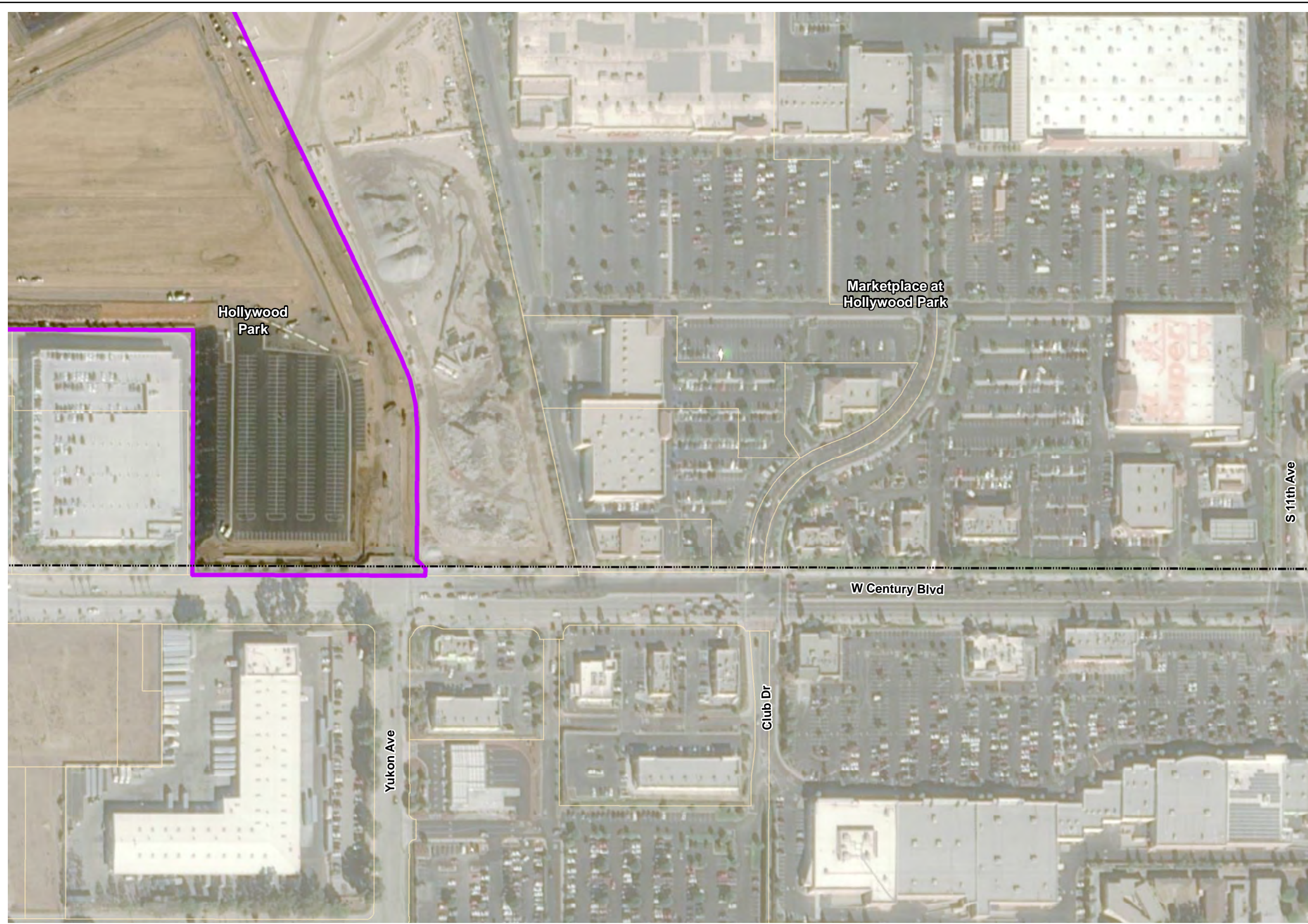


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

From: [Mindala Wilcox](#)
To: [Sabrina Barnes](#)
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:58:31 PM

Dear Ms. Barnes,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:26 AM

To: Sabrina Barnes <sbarnes@cityofinglewood.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Barnes,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

From: [Mindala Wilcox](mailto:Mindala.Wilcox)
To: afine@laconservancy.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:56:20 PM

Dear Mr. Fine,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:34 AM

To: 'afine@laconservancy.org' <afine@laconservancy.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; inglewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Fine,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cheitzman@californiapreservation.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 4:00:18 PM

Dear Ms. Heitzman,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:23 AM

To: 'cheitzman@californiapreservation.org' <cheitzman@californiapreservation.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Heitzman,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

***Mindy Wilcox, AICP
Planning Manager***

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

From: [Mindala Wilcox](#)
To: christina.marsden@alumni.usc.edu
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 4:06:59 PM

Dear Ms. Conley,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 10:13 AM

To: 'christina.marsden@alumni.usc.edu' <christina.marsden@alumni.usc.edu>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Conley,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: [Mindala Wilcox](#)
To: tiffany@lahtf.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:55:06 PM

Dear Ms. Nitsche,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:36 AM

To: 'tiffany@lahtf.org' <tiffany@lahtf.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Nitsche,

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Respectfully,

***Mindy Wilcox, AICP
Planning Manager***

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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cshaw@caamusuem.org; reception@caamuseum.org; jbias@caamuseum.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:53:26 PM

Dear Ms. Shaw and Ms. Bias,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:21 AM

To: 'cshaw@caamusuem.org' <cshaw@caamusuem.org>; 'reception@caamuseum.org' <reception@caamuseum.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Shaw,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cheeklarose@hotmail.com
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector
Date: Friday, February 4, 2022 3:57:25 PM

Dear Ms. Cheek La Rose,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:33 AM

To: 'cheeklarose@hotmail.com' <cheeklarose@hotmail.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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***Mindy Wilcox, AICP
Planning Manager***

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

From: [Mindala Wilcox](#)
To: kmalone-france@savingplaces.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector
Date: Friday, February 4, 2022 3:59:10 PM

Dear Ms. Malone-France,

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Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.

From: [Mindala Wilcox](#)
To: [Anne Cheek La Rose](#)
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector
Date: Monday, February 28, 2022 12:17:29 PM

Dear Ms. Cheek La Rose,

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We have reviewed your letter and understand your concerns related to Market Street's historic relevance to the City, both as a commercial corridor and as an early center of development within the City. We also note your identification of Market Street as a former route for the Pacific Electric Red Car. Properties along Market Street, as well as, the street itself are included in the Project's Area of Potential Effects. The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project.

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose [mailto:cheeklarose@hotmail.com]
Sent: Monday, February 7, 2022 4:30 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; inglewoodtransitconnector@cityofinglewood.org
Subject: Re: Inglewood Transit Connector

Dear Ms Wilcox,

Thank you for the opportunity to speak to this important issue. I am sorry to be so very late answering your pertinent message pertaining to the Inglewood Transit Corridor Project. I have been in ill health and my home was damaged in Hurricane Ida last August. I am on the mend, my home is completely repaired, and I can again depend on my home internet.

The Inglewood Historic Preservation Alliance (IHPA) is concerned that an elevated project will be the death knell of Inglewood's historic Market Street.

Over the decades, Market Street has served Inglewood residents for business and banking, entertainment (three movie houses for many years), and for life's more mundane necessities such as haircuts, home goods, housewares, and farm equipment, dining, dry goods and clothing among other things. Many of Inglewood's early citizens, public officials, and important residents had their offices on Market Street. As the 20th century matured, Inglewood became the center for business, shopping, and entertainment for surrounding communities. Market Street has been the heart of commerce for Inglewood and the surrounding area since 1875. This is what Market Street has meant to Inglewood residents and those of surrounding communities for generations.

1875 was the year the railroad ran their tracks from the Pueblo of Los Angeles through Inglewood to reach the docks at Redondo Beach. Market street was the route chosen. Later, as public transportation via the Pacific Electric Red Cars crisscrossed the county, the Red Car line came right down the center of Market Street. When the car culture took over in the mid-1960s and the Red Cars were taken out of service, the tracks were not removed but covered over. That's why there are medians - landscaped and not - in the middle of many streets in metro Los Angeles.

In the past, Inglewood has made cosmetic improvements to Market Street. The City seems to feel that new sidewalks, new lighting and signage, and new landscaping are enough to attract new merchants and new clientele. *It is not.* To build a successful business district or to bring one back from the brink, a city must invest promotion, time, and money.

Why must Inglewood follow the trend of elevated trams?? It works for other cities but not for Inglewood. Inglewood is not planning the elevated tram on an average street. This is Market Street with almost 150 years of history and serving the community. This is Market Street, the historic center of Inglewood. This is Market Street where historic preservation can be read in every building. The oldest and most historic blocks of the street are the ones that will be impacted by the elevated tram. Inglewood history will be lost forever.

Mayor Butts has said he'd like to see Market Street become like Old Town Pasadena. A worthy concept but IHPA questions his veracity here. After all, there are competing retail areas on the table - Market Street and the shopping center at the stadium. Even a town the size of Inglewood can support two retail areas. However, it appears the Mayor is willing to sacrifice Market Street for the prestige and income from the stadium shopping center. If he loves Inglewood as he says he does, IHPA asks Mayor Butts to rethink his lack of vision for Market Street. As a boy and a young man, we believe he may have made good memories on Market Street too.

Not every shopper wants to go to a large shopping area. Some want the intimate and comfortable experience of strolling an historical street: window shopping in little boutiques, having a bite in a local eatery, seeing an art gallery show, or seeing a movie. There's a market for both and there should be.

Inglewood's Transit Corridor Project, as proposed, would kill Market Street forever.

WHY WOULD ANYONE BE WILLING TO PUT THEIR BUSINESS ON A STREET WHERE THE POTENTIAL BUYERS ARE ABOVE GROUND??? Market Street is too narrow for the structure required for an elevated tram to mix comfortably with use of the street. The structure will obscure signage for businesses from the tram. The elevated tram structure will partially blot out the sun, making Market Street less desirable for merchants and clientele alike on the

street. For those living or working on the second floors, life will be like living in a goldfish bowl every time a tram goes by - no privacy. The merchants still on the street will be in an untenable nightmare during construction with no reduction of rent or any tax or fee credits from the City. The Mayor seems to think that if one has a good product the clients will come . . . not necessarily so. Those on the street now are having a hard time making it and are closing or moving to other locations.

To preserve the historic character of Market Street, IHPA suggests that the Red Car tracks be resurrected on Market Street and used for the tram. This will allow merchants to make the most of their signage and window displays for riders as well as pedestrians. It will let the sun shine on the street throughout the day, making Market Street more appealing. Lastly and more importantly, it will put more money toward the elevated portion of the tram on Manchester and Prairie.

This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Tuesday, January 11, 2022 11:32 AM
To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>
Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org <inglewoodtransitconnector@cityofinglewood.org>
Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.



CITY OF INGLEWOOD



February 28, 2022

Anne Cheek La Rose
Executive Officer
Inglewood Historic Preservation Alliance
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Section 106 Interested Parties consultation for the Inglewood Transit Connector (ITC) Project, City of Inglewood, CA

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Thank you,

A handwritten signature in black ink that reads "Mindy Wilcox". The signature is written in a cursive, flowing style.

Mindy Wilcox, AICP
Planning Manager



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:25 AM

To: 'kmalone-france@savingplaces.org' <kmalone-france@savingplaces.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Malone-France,

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Planning Manager***

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

From: Anne Cheek La Rose <cheeklarose@hotmail.com>
Sent: Sunday, April 3, 2022 2:02 PM
To: Mindala Wilcox
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell; Lisa Trifiletti; Omar Pulido; inglewoodtransitconnector
Subject: Re: Inglewood Transit Connector

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Wilcox,

Thank you for the invitation to participate in the Inglewood Transit Connector Project. As president of Inglewood Historic Preservation Alliance (IHPA), I feel it is vital that Inglewood's and Market Street's history be represented.

Currently, there are two documents in City Hall that will assist in identifying historic structures along the path of the proposed tram from the Downtown Metro station to SoFi Stadium.

First, the Main Street Historic Survey of 2000. This document is perhaps the most important historic tool for this project as it identifies all historic properties on Market and the side streets. This document also includes Inglewood/Market Street history and the National Register of Historic Places criteria for each and notes which properties should be considered for Local Landmark status.

A Local Landmark ordinance and commission is something that Inglewood has long needed. This Transit Corridor Project brings this need pointedly to the fore. If the Project is not carefully directed, it will destroy the heart of Inglewood's history.

Secondly, the Historic Sites Map created jointly by myself for IHPA and Inglewood GIS in 2016-2017. This map notes all historic sites and neighborhoods within city limits. This map will assist with a visual presentation. It will also be invaluable for a Local Landmark commission.

Lastly, the Inglewood Fox Theatre was placed on the National Register of Historic Places on 14 January 2013. It is also one of 22 theatres profiled in Matt Lambros' book "After the Final Curtain: The Fall of the America Movie Theater", 2016. The Fox was the second property in Inglewood to be named to the National Register. The other two are the Centinela Adobe (2 May 1974) and The Forum (24 September 2014).

I will be pleased to participate in the Inglewood Transit Corridor Project. Again, I thank you for including Inglewood Historic Preservation Alliance.

Yours truly,

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Monday, February 28, 2022 12:08 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

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Sent: Monday, February 7, 2022 4:30 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; inglewoodtransitconnector@cityofinglewood.org
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clientele. *It is not.* To build a successful business district or to bring one back from the brink, a city must invest promotion, time, and money.

Why must Inglewood follow the trend of elevated trams?? It works for other cities but not for Inglewood. Inglewood is not planning the elevated tram on an average street. This is Market Street with almost 150 years of history and serving the community. This is Market Street, the historic center of Inglewood. This is Market Street where historic preservation can be read in every building. The oldest and most historic blocks of the street are the ones that will be impacted by the elevated tram. Inglewood history will be lost forever.

Mayor Butts has said he'd like to see Market Street become like Old Town Pasadena. A worthy concept but IHPA questions his veracity here. After all, there are competing retail areas on the table - Market Street and the shopping center at the stadium. Even a town the size of Inglewood can support two retail areas. However, it appears the Mayor is willing to sacrifice Market Street for the prestige and income from the stadium shopping center. If he loves Inglewood as he says he does, IHPA asks Mayor Butts to rethink his lack of vision for Market Street. As a boy and a young man, we believe he may have made good memories on Market Street too.

Not every shopper wants to go to a large shopping area. Some want the intimate and comfortable experience of strolling an historical street: window shopping in little boutiques, having a bite in a local eatery, seeing an art gallery show, or seeing a movie. There's a market for both and there should be.

Inglewood's Transit Corridor Project, as proposed, would kill Market Street forever.

WHY WOULD ANYONE BE WILLING TO PUT THEIR BUSINESS ON A STREET WHERE THE POTENTIAL BUYERS ARE ABOVE GROUND??? Market Street is too narrow for the structure required for an elevated tram to mix comfortably with use of the street. The structure will obscure signage for businesses from the tram. The elevated tram structure will partially blot out the sun, making Market Street less desirable for merchants and clientele alike on the street. For those living or working on the second floors, life will be like living in a goldfish bowl every time a tram goes by - no privacy. The merchants still on the street will be in an untenable nightmare during construction with no reduction of rent or any tax or fee credits from the City. The Mayor seems to think that if one has a good product the clients will come . . . not necessarily so. Those on the street now are having a hard time making it and are closing or moving to other locations.

To preserve the historic character of Market Street, IHPA suggests that the Red Car tracks be resurrected on Market Street and used for the tram. This will allow merchants to make the most of their signage and window displays for riders as well as pedestrians. It will let the sun shine on the street throughout the day, making Market Street more appealing. Lastly and more importantly, it will put more money toward the elevated portion of the tram on Manchester and Prairie.

This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Tuesday, January 11, 2022 11:32 AM

To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

***Mindy Wilcox, AICP
Planning Manager***

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

Subject: FW: [EXT] FW: Inglewood Transit Connector Project

From: Sabrina Barnes <sbarnes@cityofinglewood.org>
Sent: Monday, February 7, 2022 12:43 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: RE: Inglewood Transit Connector Project

Hello Ms. Wilcox,

Consultation is not being requested.

Sabrina

From: Mindala Wilcox
Sent: Friday, February 4, 2022 3:58 PM
To: Sabrina Barnes <sbarnes@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: RE: Inglewood Transit Connector Project

Dear Ms. Barnes,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

City of Inglewood-Economic and Community Development Department-Planning Division

One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : mwilcox@cityofinglewood.org

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:26 AM

To: Sabrina Barnes <sbarnes@cityofinglewood.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis

Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>;

'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Barnes,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

City of Inglewood-Economic and Community Development Department-Planning Division

One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : mwilcox@cityofinglewood.org

Omar Pulido

From: Lisa Trifiletti
Sent: Wednesday, December 21, 2022 1:40 PM
To: Tiffany Nitsche
Cc: mwilcox@cityofinglewood.org; Omar Pulido
Subject: Re: Inglewood Transit Connector

Are you available for a call now? I just tried you and I got a busy signal.

Lisa Trifiletti
Principal
Trifiletti Consulting, Inc.
[\(310\) 738-2099](tel:3107382099) cell

On Dec 19, 2022, at 2:51 PM, Tiffany Nitsche <tiffany@lahtf.org> wrote:

Hi Lisa,

Thank you so much for the Draft EA and summary. I will look over it this week.

My apologies for the delayed reply and missing your call. I just got back from time off due to COVID. Thank goodness for the holiday break and some down time to catch up on things and especially the Inglewood project. Please feel to give me a call if you would still like to connect 332.445.7135 anytime.

Happy Holidays!
Tiffany

Tiffany Nitsche
President, Board of Directors



Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 7, 2022, at 5:15 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Hello Ms. Nitsche,

I hope you are well and having a great day. As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act.

The Draft EA (see link [Envision Inglewood](#)) includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and request that you contact us should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me at (310) 738-2099.

Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Sunday, June 5, 2022 6:27 PM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector Briefing

Hi Lisa,

My apologies for the delay. I hope all is well with you.

Absolutely! I have limited availability this week, but could set time aside in the morning any day except Thursday. I have an event I'm working on at the Dolby that evening so I'll be out of pocket.

As I'm delayed, this week may be out for you. So if next week is better, then wide open.

We are looking forward to hearing more and catching up on all things Fox and Market Street.

Thank you so much!
Tiffany

On May 30, 2022, at 2:28 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com> wrote:

Dear Tiffany,

I hope you are well and enjoying your long holiday weekend! Do you have time for a call and briefing on the ITC Project next week? I know you have expressed a desire to continue to be briefed on the Inglewood Transit Connector Project. Here is the current summary of progress made to date:

- As you know, we have completed the EIR process for the ITC Project, and now working on the NEPA with FTA.
- As way of background and as part of the EIR process, we worked with LA Conservancy to address their concerns and comments. Any potential significant impacts to the Fox Theater were mitigated to less than significant by implementing the mitigation measures identified in the Draft EIR. Wherever support columns will come into close proximity to the Fox Theater building, these columns shall be situated as far away as possible from the building's publicly visible façades; and to the extent possible, the location of the columns shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts. The City has also developed Design Guidelines to ensure that the development of the ITC, its stations and facilities, and integration of these facilities at street level are executed in a way that complements and enhances the City's downtown visual and design quality. These enhancements go beyond providing a transit connection by creating welcoming streetscapes that safe, accessible, and enjoyable for pedestrians. Enhancing the walkability of Market Street and the surrounding area is critical to transforming underutilized areas into vibrant social spaces that would serve the needs of residents, local businesses, and visitors. Please see attached letter from LAC.
- The City is also actively engaging local property and business owners to establish a local task force of stakeholders focused on developing a Market Street activation plan. The City is also working with the Local Business Community to better define the types of amenities and opportunities that would help keep and attract business opportunities for Market Street. Last year, the City received 8.5 million dollars for the Market Street

Façade and Tenant Improvement Program to facilitate commercial revitalization along Market Street and encourage economic redevelopment of the City's commercial center. The program will improve the appearance of buildings and storefronts, including the historic Fox Theater, which is on the National Register of Historic Places, preserve and enhance shopfronts, create inviting surrounds, and help activate and renew the downtown corridor. This investment will also support local minority owned businesses as COVID-19 recovery continues and will generate jobs for the community. The Market Street Streetscape Improvement Project will beautify Market Street between Florence Avenue and Hillcrest Boulevard with hardscape, landscape, street trees, lighting upgrades, and streetscape furniture. The intent is to make the pedestrian spaces vibrant, more walkable, more secure, and inviting to businesses and consumers while maximizing its close proximity to the Metro Crenshaw/LAX line.

- Additionally, the City and Fox Theater owners have agreed to collaborate on the rehabilitation of the Fox Theater, consistent with best practices for the renovation of properties on the National Register of Historic Places. Subject to receipt of all applicable approvals and permits and compliance with CEQA. The City agreed to work with owners of the Fox Theater to facilitate a funding grant for the Fox Theater Restoration & Rehabilitation Work for façade improvements up to \$1 - 2 million (subject to receipt of all necessary project approvals and compliance with all environmental requirements, and subject to the availability of matching funds).

We would love to keep briefing you on our continued progress on the ITC and happy to also introduce you to the owners of the Fox Theater to learn about their potential ideas to rehabilitate and reinvest in the Fox Theater. I think the new owners are willing and open to doing a zoom meeting with you in the next few weeks, and please let me know if you would like to me to set up a call. Lastly, as we move forward with the NEPA process, please let me know if you would like to continue formal consultation with the FTA, or if I can continue to keep you apprised through regular emails and calls.

Thanks again and looking forward to connecting this week and enjoy your Memorial Day!

Lisa Trifiletti

Principal
Cell: (310) 738-2099
Office: (213) 315-2121
Lisa@trifiletticonsulting.com

<image002.jpg>

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From: Lisa Trifiletti
Sent: Wednesday, December 7, 2022 3:26 PM
To: 'Anne Cheek La Rose' <cheeklarose@hotmail.com>; Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: Omar Pulido <omar@trifiletticonsulting.com>
Subject: Inglewood Transit Connector

Dear Anne,

I hope you are well and having a great day. I wanted to keep you updated on our progress on the Inglewood Transit Connector Project.

As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act. We are following up to confirm your receipt of the email on October 13, 2022 with a link to review the Draft Environmental Assessment (EA) for the proposed Project. A copy of this email is also attached. [Envision Inglewood](#) The Draft EA includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and requires that you contact us, should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me.

Thank you,
Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

From: Anne Cheek La Rose <cheeklarose@hotmail.com>
Sent: Saturday, April 30, 2022 10:57 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>;
inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: Re: Inglewood Transit Connector

Ms Wilcox -

Thank you for your note concerning my input on Market Street's historic preservation. Glad to know that my Inglewood preservation research will be/is useful for this project. I will look

forward to being part of the next opportunity to serve Inglewood. In the meantime, if there are any questions I may answer or any in-depth background I can impart, please don't hesitate to contact me.

Anne Cheek La Rose

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, April 29, 2022 3:51 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Re: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

Thank you for sharing with us information related to the history of downtown Inglewood and Market Street. Our historic resource experts for the Inglewood Transit Connector (ITC) Project will review the two documents referenced in your email and incorporate related information into the effects analysis. There will be future opportunities to review the analysis.

If you have any questions, please let us know. Thank you.

Respectfully,

***Mindy Wilcox, AICP
Planning Manager***

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose <cheeklarose@hotmail.com>

Sent: Sunday, April 3, 2022 2:02 PM

To: Mindala Wilcox

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis

Atwell; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; ingewoodtransitconnector

Subject: Re: Inglewood Transit Connector

Ms Wilcox,

Thank you for the invitation to participate in the Inglewood Transit Connector Project. As president of Inglewood Historic Preservation Alliance (IHPA), I feel it is vital that Inglewood's and Market Street's history be represented.

Currently, there are two documents in City Hall that will assist in identifying historic structures along the path of the proposed tram from the Downtown Metro station to SoFi Stadium.

First, the Main Street Historic Survey of 2000. This document is perhaps the most important historic tool for this project as it identifies all historic properties on Market and the side streets. This document also includes Inglewood/Market Street history and the National Register of Historic Places criteria for each and notes which properties should be considered for Local Landmark status.

A Local Landmark ordinance and commission is something that Inglewood has long needed. This Transit Corridor Project brings this need pointedly to the fore. If the Project is not carefully directed, it will destroy the heart of Inglewood's history.

Secondly, the Historic Sites Map created jointly by myself for IHPA and Inglewood GIS in 2016-2017. This map notes all historic sites and neighborhoods within city limits. This map will assist with a visual presentation. It will also be invaluable for a Local Landmark commission.

Lastly, the Inglewood Fox Theatre was placed on the National Register of Historic Places on 14 January 2013. It is also one of 22 theatres profiled in Matt Lambros' book "After the Final Curtain: The Fall of the America Movie Theater", 2016. The Fox was the second property in Inglewood to be named to the National Register. The other two are the Centinela Adobe (2 May 1974) and The Forum (24 September 2014).

I will be pleased to participate in the Inglewood Transit Corridor Project. Again, I thank you for including Inglewood Historic Preservation Alliance.

Yours truly,

Anne Cheek La Rose
President

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Monday, February 28, 2022 12:08 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: RE: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City), is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is in the early coordination phases of the Section 106

process, during which interested parties are invited to participate in the consultation process before work is completed to identify and evaluate historic resources. Per 36 CFR Part 800.2 (c)(5), we initiated contact with you to seek your input on the potential historic resource effects of the Project.

We have reviewed your letter and understand your concerns related to Market Street's historic relevance to the City, both as a commercial corridor and as an early center of development within the City. We also note your identification of Market Street as a former route for the Pacific Electric Red Car. Properties along Market Street, as well as, the street itself are included in the Project's Area of Potential Effects. The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project.

Given your expressed interest in the Project, we respectfully request a response confirming or declining invitation to participate as a consulting party. As a consulting party, the Inglewood Historic Preservation Alliance (IHPA) will have the opportunity to review and comment on the draft Identification of Historic Properties report. There will also be several opportunities for the IHPA to participate formally or informally throughout the Project development process to assist the City and FTA in developing measures to minimize harm to or to mitigate the effects to historic properties caused by the Project.

The City is currently preparing an Environmental Assessment in accordance with the National Environmental Policy Act. It is anticipated that the Environmental Assessment will be completed and circulated to the public for review and comment in Summer 2022. Please note that any questions or comments you may have on the Project may be submitted during the Environmental Assessment public circulation period, whether or not, the IHPA elects to participate as an Interested Party.

In order to provide adequate opportunity to weigh the relevance of your participation in this environmental review process, a response to this invitation is not due until 30 days after the date of this letter. Your agency will be treated as an interested party unless your written response declining such designation as outlined above is transmitted no later than March 30, 2022.

If you have any questions or need additional information, please contact Mervin Acebo, FTA Transportation Program Specialist, by telephone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Candice Hughes, FTA Environmental Protection Specialist, by telephone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose [<mailto:cheeklarose@hotmail.com>]

Sent: Monday, February 7, 2022 4:30 PM

To: Mindala Wilcox <mwilcox@cityofinglewood.org>

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com;
inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Re: Inglewood Transit Connector

Dear Ms Wilcox,

Thank you for the opportunity to speak to this important issue. I am sorry to be so very late answering your pertinent message pertaining to the Inglewood Transit Corridor Project. I have been in ill health and my home was damaged in Hurricane Ida last August. I am on the mend, my home is completely repaired, and I can again depend on my home internet.

The Inglewood Historic Preservation Alliance (IHPA) is concerned that an elevated project will be the death knell of Inglewood's historic Market Street.

Over the decades, Market Street has served Inglewood residents for business and banking, entertainment (three movie houses for many years), and for life's more mundane necessities such as haircuts, home goods, housewares, and farm equipment, dining, dry goods and clothing among other things. Many of Inglewood's early citizens, public officials, and important residents had their offices on Market Street. As the 20th century matured, Inglewood became the center for business, shopping, and entertainment for surrounding communities. Market Street has been the heart of commerce for Inglewood and the surrounding area since 1875. This is what Market Street has meant to Inglewood residents and those of surrounding communities for generations.

1875 was the year the railroad ran their tracks from the Pueblo of Los Angeles through Inglewood to reach the docks at Redondo Beach. Market street was the route chosen. Later, as public transportation via the Pacific Electric Red Cars crisscrossed the county, the Red Car line came right down the center of Market Street. When the car culture took over in the mid-1960s and the Red Cars were taken out of service, the tracks were not removed but covered over. That's why there are medians - landscaped and not - in the middle of many streets in metro Los Angeles.

In the past, Inglewood has made cosmetic improvements to Market Street. The City seems to feel that new sidewalks, new lighting and signage, and new landscaping are enough to attract new merchants and new clientele. *It is not.* To build a successful business district or to bring one back from the brink, a city must invest promotion, time, and money.

Why must Inglewood follow the trend of elevated trams?? It works for other cities but not for Inglewood. Inglewood is not planning the elevated tram on an average street. This is Market Street with almost 150 years of history and serving the community. This is Market Street, the historic center of Inglewood. This is Market Street where historic preservation can be read in every building. The oldest and most historic blocks of the street are the ones that will be impacted by the elevated tram. Inglewood history will be lost forever.

Mayor Butts has said he'd like to see Market Street become like Old Town Pasadena. A worthy concept but IHPA questions his veracity here. After all, there are competing retail areas on the

table - Market Street and the shopping center at the stadium. Even a town the size of Inglewood can support two retail areas. However, it appears the Mayor is willing to sacrifice Market Street for the prestige and income from the stadium shopping center. If he loves Inglewood as he says he does, IHPA asks Mayor Butts to rethink his lack of vision for Market Street. As a boy and a young man, we believe he may have made good memories on Market Street too.

Not every shopper wants to go to a large shopping area. Some want the intimate and comfortable experience of strolling an historical street: window shopping in little boutiques, having a bite in a local eatery, seeing an art gallery show, or seeing a movie. There's a market for both and there should be.

Inglewood's Transit Corridor Project, as proposed, would kill Market Street forever.

WHY WOULD ANYONE BE WILLING TO PUT THEIR BUSINESS ON A STREET WHERE THE POTENTIAL BUYERS ARE ABOVE GROUND??? Market Street is too narrow for the structure required for an elevated tram to mix comfortably with use of the street. The structure will obscure signage for businesses from the tram. The elevated tram structure will partially blot out the sun, making Market Street less desirable for merchants and clientele alike on the street. For those living or working on the second floors, life will be like living in a goldfish bowl every time a tram goes by - no privacy. The merchants still on the street will be in an untenable nightmare during construction with no reduction of rent or any tax or fee credits from the City. The Mayor seems to think that if one has a good product the clients will come . . . not necessarily so. Those on the street now are having a hard time making it and are closing or moving to other locations.

To preserve the historic character of Market Street, IHPA suggests that the Red Car tracks be resurrected on Market Street and used for the tram. This will allow merchants to make the most of their signage and window displays for riders as well as pedestrians. It will let the sun shine on the street throughout the day, making Market Street more appealing. Lastly and more importantly, it will put more money toward the elevated portion of the tram on Manchester and Prairie.

This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Tuesday, January 11, 2022 11:32 AM

To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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From: [Tiffany Nitsche](#)
To: [Lisa Trifiletti](#)
Cc: mwilcox@cityofinglewood.org; [Omar Pulido](#)
Subject: Re: Inglewood Transit Connector
Date: Wednesday, January 4, 2023 2:32:55 PM

Hi Lisa,

Thank you so much. Confirming consolation is closed and looking forward to hearing from you soon.

Tiffany

Tiffany Nitsche
President, Board of Directors



Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Jan 4, 2023, at 2:27 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Tiffany,

Thank you again for this email and happy new year to you! I am just confirming that the formal consultation process is closed, but that we will remain in close coordination and contact as the ITC Project progresses in the future. I will also put you in contact with the representatives of the Fox Theater to share what they are contemplating should they have more concrete plans to reactivate the use. I cannot thank you again enough for all your coordination and partnership to date, and look forward to talking with you again soon!

Lisa Trifiletti
Principal
Office: (213) 315-2121

Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Friday, December 30, 2022 9:21 AM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Cc: mwilcox@cityofinglewood.org; Omar Pulido <omar@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector

Good morning Lisa.

Thank you so much for the quick call last week and update. We appreciate all the work and communications we've had on this project.

Have a wonderful new year!

Tiffany

Tiffany Nitsche
President, Board of Directors

<image002.gif>

Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 21, 2022, at 1:39 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Are you available for a call now? I just tried you and I got a busy signal.

Lisa Trifiletti

Principal
Trifiletti Consulting, Inc.
[\(310\) 738-2099](tel:3107382099) cell

On Dec 19, 2022, at 2:51 PM, Tiffany Nitsche
<tiffany@lahtf.org> wrote:

Hi Lisa,

Thank you so much for the Draft EA and summary. I will look over it this week.

My apologies for the delayed reply and missing your call. I just got back from time off due to COVID. Thank goodness for the holiday break and some down time to catch up on things and especially the Inglewood project. Please feel to give me a call if you would still like to connect 332.445.7135 anytime.

Happy Holidays!
Tiffany

Tiffany Nitsche
President, Board of Directors

<LAHTF logo sig copy.gif>

Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

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follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 7, 2022, at 5:15 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com> wrote:

Hello Ms. Nitsche,

I hope you are well and having a great day. As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act.

The Draft EA (see link [Envision Inglewood](#)) includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and request that you contact us should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me at (310) 738-2099.

Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Sunday, June 5, 2022 6:27 PM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector Briefing

Hi Lisa,

My apologies for the delay. I hope all is well with you.

Absolutely! I have limited availability this week, but could set time aside in the morning any day except Thursday. I have an event I'm working on at the Dolby that evening so I'll be out of pocket.

As I'm delayed, this week may be out for you. So if next week is better, then wide open.

We are looking forward to hearing more and catching up on all things Fox and Market Street.

Thank you so much!
Tiffany

On May 30, 2022, at 2:28 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com>
wrote:

Dear Tiffany,

I hope you are well and enjoying your long holiday weekend! Do you have time for a call and briefing on the ITC Project next week? I know you have expressed a desire to continue to be briefed on the Inglewood Transit Connector Project. Here is the current summary of progress made to date:

- As you know, we have completed the EIR process for the ITC Project, and now working on the NEPA with FTA.

- As way of background and as part of the EIR process, we worked with LA Conservancy to address their concerns and comments. Any potential significant impacts to the Fox Theater were mitigated to less than significant by implementing the mitigation measures identified in the Draft EIR. Wherever support columns will come into close proximity to the Fox Theater building, these columns shall be situated as far away as possible from the building's publicly visible façades; and to the extent possible, the location of the columns shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts. The City has also developed Design Guidelines to ensure that the development of the ITC, its stations and facilities, and integration of these facilities at street level are executed in a way that complements and enhances the City's downtown visual and design quality. These enhancements go beyond

providing a transit connection by creating welcoming streetscapes that safe, accessible, and enjoyable for pedestrians. Enhancing the walkability of Market Street and the surrounding area is critical to transforming underutilized areas into vibrant social spaces that would serve the needs of residents, local businesses, and visitors. Please see attached letter from LAC.

- The City is also actively engaging local property and business owners to establish a local task force of stakeholders focused on developing a Market Street activation plan. The City is also working with the Local Business Community to better define the types of amenities and opportunities that would help keep and attract business opportunities for Market Street. Last year, the City received 8.5 million dollars for the Market Street Façade and Tenant Improvement Program to facilitate commercial revitalization along Market Street and encourage economic

redevelopment of the City's commercial center. The program will improve the appearance of buildings and storefronts, including the historic Fox Theater, which is on the National Register of Historic Places, preserve and enhance shopfronts, create inviting surrounds, and help activate and renew the downtown corridor. This investment will also support local minority owned businesses as COVID-19 recovery continues and will generate jobs for the community. The Market Street Streetscape Improvement Project will beautify Market Street between Florence Avenue and Hillcrest Boulevard with hardscape, landscape, street trees, lighting upgrades, and streetscape furniture. The intent is to make the pedestrian spaces vibrant, more walkable, more secure, and inviting to businesses and consumers while maximizing its close proximity to the Metro Crenshaw/LAX line.

- Additionally, the City and

Fox Theater owners have agreed to collaborate on the rehabilitation of the Fox Theater, consistent with best practices for the renovation of properties on the National Register of Historic Places. Subject to receipt of all applicable approvals and permits and compliance with CEQA. The City agreed to work with owners of the Fox Theater to facilitate a funding grant for the Fox Theater Restoration & Rehabilitation Work for façade improvements up to \$1 - 2 million (subject to receipt of all necessary project approvals and compliance with all environmental requirements, and subject to the availability of matching funds).

We would love to keep briefing you on our continued progress on the ITC and happy to also introduce you to the owners of the Fox Theater to learn about their potential ideas to rehabilitate and reinvest in the Fox Theater. I think the new owners are willing and open to doing a zoom meeting with you in the next few weeks, and please let me know if you would like to me to set up a call.

Lastly, as we move forward with the NEPA process, please let me know if you would like to continue formal consultation with the FTA, or if I can continue to keep you apprised through regular emails and calls.

Thanks again and looking forward to connecting this week and enjoy your Memorial Day!

Lisa Trifiletti
Principal
Cell: (310) 738-2099
Office: (213) 315-2121
Lisa@trifiletticonsulting.com

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ATTACHMENT D2

State Historic Preservation Office Correspondence



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

March 29, 2022

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, State Historian

Re: Initiation of the Section 106
Consultation for the Inglewood
Transit Connector Project

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City) is conducting consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the Inglewood Transit Connector Project (Project) in Inglewood, Los Angeles County. The City of Inglewood proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests comments on the definition of the Area of Potential Effect (APE) and the methodology for determination of eligibility for the National Register of Historic Places (NRHP).

Overview of the Proposed Project

The Project comprised of an Automated Transit System (ATS) would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The Project, as shown in Attachment A, would open in time to operate for the 2028 Olympics.

The guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the MSF, stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the Project. Project components include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck;

- Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to the top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and a 200-foot platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Los Angeles County Metropolitan Transportation Authority (Metro) K Line (Crenshaw/Los Angeles International Airport) and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and a communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;
- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations;
- Utilities infrastructure—new, modified and/or relocated—to support the Project;
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.”

The proposed APE includes archaeological resources, built environment resources, historic and cultural landscapes and all areas that could be directly or indirectly affected by the construction and operation of the Project. Please refer to the APE map provided in Attachment B. For historic and architectural resources, the proposed APE includes all parcels to both sides of the Project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to Metro K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed APE also includes parcels adjacent to the alignment and potential construction staging areas.

The APE also incorporates areas that could be affected by the extent of ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling. The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required for the Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface. (Please check with reference to 5' for vertical circulation components above)

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy.

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE.

Methodology for Identifying Historic Properties

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE are under review. Within the APE, the FTA and the City of Inglewood will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register. Historic property identification efforts are being conducted in accordance with the Code of Federal Regulations (CFR) and are being conducted by qualified archaeologists, historians, and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations follow California Office of Historic Preservation (OHP) guidelines for documenting historic properties and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research is being conducted to provide context for the identification of potential historic properties and to verify field data. A cultural resources records search through the California Historic Resource Information System (CHRIS), located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton was completed on June 20, 2018. The SCCIC records search provided a summary of the previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the Project APE. The CHRIS search included a review of the Archaeological Determinations of Eligibility list and all available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search is supplemented with local survey data and archival research including but not limited to historic aerial photographs, Sanborn Fire Insurance maps, building permit data, city directories, and newspaper articles.

The SCCIC records search results indicate that 21 previous cultural resource studies have been conducted within a 0.5-mile radius of the proposed APE, of which five intersect with the proposed APE. The records search indicated that no archaeological resources have been previously recorded within a 0.5-mile of the proposed APE. Two previously documented historic properties were identified within the proposed APE: the Fox Theatre Inglewood, constructed in 1949 and located at 115 N. Market Street is listed in the NRHP and the California Register of Historical Resources (CRHR) under Criterion C as it represents an excellent example of work by master architect S. Charles Lee and master designer Carl G. Moeller in the Skouras style; the Forum, located at 3900 Manchester Boulevard was constructed in 1967 and is listed in the NRHP and the CRHR under Criterion C as a multi-functional venue designed by master architect Charles Luckman and Associated in the New Formalist style.

The intensive-level survey, identification and documentation of cultural resources within the proposed APE is currently underway. Field documentation including digital photographs will be collected using field tablets. The archaeological field survey includes surveyors walking within areas with exposed ground surface. Any archaeological resources identified in the APE will be recorded on DPR 523 forms and evaluated for listing in the NRHP.

In addition to the archaeological field survey, a survey of the built environment is also underway. The architectural history fieldwork includes surveys of each property containing built environment resources. The Project would be constructed by 2028, and identification efforts were focused on properties constructed before 1978 (i.e., $2028 - 50 = 1978$).

A total of 116 properties constructed before 1978 are being surveyed and documented to identify historic properties within the APE. The project team shall conduct a reconnaissance level survey of all the identified parcels within the APE and photograph the properties. Only properties constructed before 1978 that have a moderate to high level of integrity (following the seven aspects of integrity as outlined in the National Register Bulletin 15) will be documented on a California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP eligibility. Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly altered would not be eligible for listing in the NRHP and would be exempted. An example exemption table is included for reference in Attachment C. Properties previously determined ineligible for the NRHP which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated. If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

The built environment technical study will utilize data and analysis gathered as part of the Historic Resources Technical Report prepared by Historic Resources Group in 2021, as part of compliance with the California Environmental Quality Act (CEQA) for the Project. The Historic Resources Group Technical Report, which follows OHP and NPS guidance for identifying historic resources, covers the footprint of the proposed APE and provides extensive background and primary source research for the Project parcels.

The archaeological technical report will utilize data and analysis gathered from a previous archaeological resources study prepared for the project for CEQA compliance by Paleo West in 2018. Historic maps and photographs are also under review. Geological maps and literature are being reviewed to understand the depositional environment of the Project area. A Sacred Lands File Search has been obtained from the Native American Heritage Commission (NAHC) to determine if previously reported sacred or heritage lands within the APE have been reported. The results of the SCCIC records search, NAHC request, field surveys, Section 106 consultation and historic properties identification will be summarized in the forthcoming Archaeological Resources Assessment Report and the Historic Property Survey Report for the Project.

Native American and Tribal Outreach

In accordance with 36 CFR Part 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties. A search of the Sacred Lands File from the NAHC was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information.

On January 11, 2022, FTA sent correspondence to the Native American tribes and eight possible parties of interest per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties that may be affected by the Project.

- Gabrieleno Band of Mission Indians
- Kizh Nation
- Gabrieleno/Tongva San Gabriel
Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of
California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- California Preservation Foundation
- Centinela Historical Complex
- California African American
Museum
- City of Inglewood Parks and
Recreation
- Inglewood Historic Preservation
Alliance
- Los Angeles Conservancy
- Los Angeles Historic Theatre
- National Trust Historic Preservation

On January 12, 2022, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be consulted by FTA and the City. Consultation occurred on March 17, 2022. Mr. Andy Salas requested Native American monitoring during construction activities.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties. Enclosed you will find the Project Vicinity and APE maps for the Project. If you have any questions or wish to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Attachments:

- A: Project Map
- B: APE Map
- C. Example Property Exemption Table



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

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May 6, 2022

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, State Historian

Re: Initiation of the Section 106
Consultation for the Inglewood
Transit Connector Project (Revised
Cover Letter)

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City) is conducting consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the Inglewood Transit Connector Project (Project) in Inglewood, Los Angeles County. The City of Inglewood proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests comments on the definition of the Area of Potential Effect (APE) and the methodology for determination of eligibility for the National Register of Historic Places (NRHP).

Overview of the Proposed Project

The Project comprised of an Automated Transit System (ATS) would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The Project, as shown in Attachment A, would open in time to operate for the 2028 Olympics.

The guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the MSF, stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the Project. Project components include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck;

- Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to the top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and a 200-foot platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Los Angeles County Metropolitan Transportation Authority (Metro) K Line (Crenshaw/Los Angeles International Airport) and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and a communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;
- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations;
- Utilities infrastructure—new, modified and/or relocated—to support the Project;
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.”

The proposed APE includes archaeological resources, built environment resources, historic and cultural landscapes and all areas that could be directly or indirectly affected by the construction and operation of the Project. Please refer to the APE map provided in Attachment B. For historic and architectural resources, the proposed APE includes all parcels to both sides of the Project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to Metro K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed APE also includes parcels adjacent to the alignment and potential construction staging areas.

The APE also incorporates areas that could be affected by the extent of ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling. The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required for the Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface. (Please check with reference to 5' for vertical circulation components above)

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy.

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE.

Methodology for Identifying Historic Properties

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE are under review. Within the APE, the FTA and the City of Inglewood will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register. Historic property identification efforts are being conducted in accordance with the Code of Federal Regulations (CFR) and are being conducted by qualified archaeologists, historians, and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations follow California Office of Historic Preservation (OHP) guidelines for documenting historic properties and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research is being conducted to provide context for the identification of potential historic properties and to verify field data. A cultural resources records search through the California Historic Resource Information System (CHRIS), located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton was completed on June 20, 2018. The SCCIC records search provided a summary of the previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the Project APE. The CHRIS search included a review of the Archaeological Determinations of Eligibility list and all available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search is supplemented with local survey data and archival research including but not limited to historic aerial photographs, Sanborn Fire Insurance maps, building permit data, city directories, and newspaper articles.

The SCCIC records search results indicate that 21 previous cultural resource studies have been conducted within a 0.5-mile radius of the proposed APE, of which five intersect with the proposed APE. The records search indicated that no archaeological resources have been previously recorded within a 0.5-mile of the proposed APE. Two previously documented historic properties were identified within the proposed APE: the Fox Theatre Inglewood, constructed in 1949 and located at 115 N. Market Street is listed in the NRHP and the California Register of Historical Resources (CRHR) under Criterion C as it represents an excellent example of work by master architect S. Charles Lee and master designer Carl G. Moeller in the Skouras style; the Forum, located at 3900 Manchester Boulevard was constructed in 1967 and is listed in the NRHP and the CRHR under Criterion C as a multi-functional venue designed by master architect Charles Luckman and Associated in the New Formalist style.

The intensive-level survey, identification and documentation of cultural resources within the proposed APE is currently underway. Field documentation including digital photographs will be collected using field tablets. The archaeological field survey includes surveyors walking within areas with exposed ground surface. Any archaeological resources identified in the APE will be recorded on DPR 523 forms and evaluated for listing in the NRHP.

In addition to the archaeological field survey, a survey of the built environment is also underway. The architectural history fieldwork includes surveys of each property containing built environment resources. The Project would be constructed by 2028, and identification efforts were focused on properties constructed before 1978 (i.e., $2028 - 50 = 1978$).

A total of 116 properties constructed before 1978 are being surveyed and documented to identify historic properties within the APE. The project team shall conduct a reconnaissance level survey of all the identified parcels within the APE and photograph the properties. Only properties constructed before 1978 that could fit into a potential NRHP significance theme will be documented on a California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP eligibility. In lieu of DPR forms, if a property does not fit into a potential significance theme or criterion we propose the alternate methodology of an appendix table depicting a photo of each property. The table will summarize basic information about the property including construction date, parcel number, address and a description of the alterations which warrants no further documentation or analysis. An example table is included for reference in Attachment C. Properties previously determined ineligible for the NRHP which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated. If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

The built environment technical study will utilize data and analysis gathered as part of the Historic Resources Technical Report prepared by Historic Resources Group in 2021, as part of compliance with the California Environmental Quality Act (CEQA) for the Project. The Historic Resources Group Technical Report, which follows OHP and NPS guidance for identifying historic resources, covers the footprint of the proposed APE and provides extensive background and primary source research for the Project parcels.

The archaeological technical report will utilize data and analysis gathered from a previous archaeological resources study prepared for the project for CEQA compliance by Paleo West in 2018. Historic maps and photographs are also under review. Geological maps and literature are being reviewed to understand the depositional environment of the Project area. A Sacred Lands File Search has been obtained from the Native American Heritage Commission (NAHC) to determine if previously reported sacred or heritage lands within the APE have been reported. The results of the SCCIC records search, NAHC request, field surveys, Section 106 consultation and historic properties identification will be summarized in the forthcoming Archaeological Resources Assessment Report and the Historic Property Survey Report for the Project.

Native American and Tribal Outreach

In accordance with 36 CFR Part 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties. A search of the Sacred Lands File from the NAHC was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information.

On January 11, 2022, FTA sent correspondence to the Native American tribes and eight possible parties of interest per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties that may be affected by the Project.

- Gabrieleno Band of Mission Indians
- Kizh Nation
- Gabrieleno/Tongva San Gabriel
Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of
California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- California Preservation Foundation
- Centinela Historical Complex
- California African American
Museum
- City of Inglewood Parks and
Recreation
- Inglewood Historic Preservation
Alliance
- Los Angeles Conservancy
- Los Angeles Historic Theatre
- National Trust Historic Preservation

On January 12, 2022, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be consulted by FTA and the City. Consultation occurred on March 17, 2022. Mr. Andy Salas requested Native American monitoring during construction activities.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties

Enclosed you will find the Project Vicinity and APE maps for the Project. If you have any questions or wish to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



for
Ray Tellis
Regional Administrator

Attachments:

- A: Project Map
- B: APE Map
- C. Example Property Table



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

May 27, 2022

In reply refer to: FTA_2022_0330_001

Mr. Ray Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Inglewood, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the above project. The City proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. As part of the project documentation the FTA submitted maps of the area of potential effect (APE).

For historic and architectural resources, the proposed APE includes all parcels to both sides of the Project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to Metro K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed APE also includes parcels adjacent to the alignment and potential construction staging areas.

The APE also incorporates areas that could be affected by the extent of ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling. The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS

guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required for the Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy.

Based on review of the submitted materials, the APE for the proposed undertaking appears sufficient.

In your submittal the FTA outlined a methodology for the identification and evaluation of historic properties and explained the outreach efforts that have taken place with tribal groups. In accordance with 36 CFR § 800.4, the FTA is requesting comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties.

Based on review of the submitted documentation I have the following comments:

- The APE as currently delineated appears adequate.
- The FTA's proposed identification efforts appear to be sufficient; however, please keep in mind that contingent on the results of these proposed initial efforts further supplemental studies to identify archaeological historic properties within the APE may be required.
- It is recommended that FTA's identification efforts also consider the potential for subsurface archaeological historic properties within the vertical APE. This analysis should consider the geoarchaeological nature of the APE and prior ground disturbances or modifications in relation to the vertical APE of the current undertaking. The results of this analysis will inform FTA as to whether further identification efforts such as subsurface archaeological testing of the vertical APE is necessary to identifying potential archaeological historic properties within the undertaking's APE.
- With regards to the built environment, the FTA's proposed method of recording and evaluating properties appears adequate.
- Please note that the above comments are limited by the information regarding FTA's proposed identification efforts of the APE submitted to date. Formal SHPO comment on the adequacy of FTA's efforts to identify historic properties (built and archaeological) within the APE will be submitted following receipt of the final results of FTA's identification and evaluation efforts of historic properties.

Mr. Tellis
May 27, 2022
Page 3 of 3

FTA_2022_0330_001

If you require further information, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line.

Julianne Polanco
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

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August 11, 2022

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Ms. Natalie Lindquist, State Historian

Re: Inglewood Transit Connector Project
Determination of Eligibility and Section
106 Finding of Effect (OHP#
FTA_2022_0330_001)

Dear Ms. Polanco,

On March 29, 2022, the Federal Transit Administration (FTA), initiated consultation with the the California State Historic Preservation Officer (SHPO) regarding the Inglewood Transit Connector Project in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. This letter requests your concurrence on the determination of eligibility of historic properties for the National Register of Historic Places (NRHP) and the finding of effects pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. Part 800).

The enclosed Archaeological Survey Report and Historic Properties Survey Report, include a detailed project description, delineation of the Area of Potential Effects (APE) for archaeological and historic architectural resources for the proposed project, results of an archaeological survey, a historical architectural survey, a review of existing historic properties inventories, archival research, and State of California Department of Parks and Recreation Historic Resource Inventory Forms (DPR 523). The Historic Properties Survey Report implemented a proposed screening methodology for streamlining the identification and evaluation of historic properties. On May 27, 2022 the FTA received the SHPO response which had no comments on the proposed APE and recommendations pertaining to the survey and recordation methodology. The Finding of Effects Report provides a detailed assessment of potential effects to the historic properties identified within the APE.

Survey and Record Search Results

An archaeological resources survey and built environment survey of the APE were prepared on behalf of the FTA and the City of Inglewood. The Archaeological Resources Assessment (ICF 2022) summarized the results of the identification efforts for archaeological resources within the APE and included a records search through the California Historical Resources Information System, Native American consultation, an intensive-level survey of the APE for archaeological resources and a summary of the survey results in a report format. The Historic Property Survey Report (ICF and Rincon 2022) summarized the results of the identification efforts for built environment resources within the APE and included a records search through the California Historical Resources Information System, local interested parties consultation, and an extensive archival research based on the historic setting and prehistoric setting. An intensive-level survey of the APE for built environment resources was also conducted for the preparation of California Department of Parks and Recreation (DPR) 523 series forms, and a summary of the survey results in a report format.

The results of the *Archaeological Resources Assessment for the Inglewood Transit Connector Project* found that there no previously identified archaeological resources within the APE or a half-mile buffer around the APE. An archaeological survey of portions of the APE subject to ground disturbance was also completed on February 5, 2022. No archaeological resources were identified as a result of this study. The *Archaeological Resources Assessment* is provided in Attachment A.

The results of the *Historic Property Survey Report for the Inglewood Transit Connector Project* identified 169 properties within the APE. Of these 169 properties, 20 properties were vacant and 37 properties contained buildings or structures constructed after 1978. The remaining 112 properties contained buildings, structures, or objects that were constructed prior to 1978, more than 50 years before the anticipated Project construction date of 2028. Of those 112 properties, 40 properties were found to lack sufficient integrity or associations with a historic theme or significance criterion to warrant evaluation for listing in the National Register of Historic Places (NRHP). Within the APE, there were 2 properties previously listed in the NRHP; The Forum (19-190892) and The Fox Theatre (19-190143). These properties were field-checked during the survey and updated on DPR forms. The DPR forms were prepared for the remaining 70 properties in the APE that were not exempted or previously listed in the NRHP. Of the 70 properties evaluated for historical significance, the following two (2) were identified as eligible for listing in the NRHP:

- The Inglewood Park Cemetery at 720 E. Florence Avenue (Map Reference No. M-01)
- The Holy Faith Episcopal Church at 206 N. Locust Street (Map Reference No. M-21)

The remaining 68 properties recorded were found ineligible for listing in the NRHP. The DPR forms for these properties are included as Appendices C, D and E of the *Historic Property Survey Report for the Inglewood Transit Connector Project*.

Consultation with Native American Tribes and Consulting Parties

In accordance with 36 CFR § 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties.

The Native American Heritage Commission (NAHC) sent a letter on December 9, 2021, stating that a search of the Sacred Lands Database did not yield any sacred lands or traditional cultural properties in the project area. The letter further recommended that other sources of cultural resources information should also be contacted for information regarding known and recorded sites. The NAHC included a list of nine individuals representing six local Native American groups that may have cultural resources information related to the Project area. Letters were sent to the listed Native American groups and individuals on January 11, 2022. In addition, follow-up telephone calls were made and follow-up emails were sent on February 4, 2022. Chairman Andrew Salas of the Gabrieleño Band of Mission Indians—Kizh Nation responded via a telephone call on January 12, 2022, requesting to consult on the Project. The FTA and the Kizh Nation met via teleconference on March 17, 2022 to discuss the Project and the tribe's concerns. The FTA has addressed and incorporated the tribal concerns in the proposed mitigation measures.

Finding of Effect on Historic Properties

The FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on the four historic properties located within the APE (The Inglewood Park Cemetery, The Holy Faith Episcopal Church, the Inglewood Forum, and the Fox Theatre).

No archaeological resources were identified through the cultural resources records search, research, field surveys, or tribal consultation. Based on the work completed, no archaeological resources were identified in the ground-disturbance portions of the APE; therefore, there are no effects on known archaeological resources within portions of the Project APE subject to construction-related ground disturbance. To account for the possibility of unanticipated archaeological discoveries, recommendations in the Finding of Effect are presented that would reduce potential adverse effects on archaeological resources inadvertently discovered during Project construction.

Pursuant to 36 CFR § 800.4, the FTA requests the SHPO concurrence in the determinations of eligibility of the two properties, the NRHP listing of two properties, and the ineligibility of 108 resources for the NRHP, as well as the conclusions of the archaeological assessment. In accordance with 36 CFR § 800.5, the FTA also requests your concurrence with a finding of no adverse effect on historic properties for this undertaking.

If you have any questions or would like to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

AMY M.
CHANGCHIEN

 Digitally signed by AMY M.
CHANGCHIEN
Date: 2022.08.11 18:59:58 -07'00'

for Ray Tellis
Regional Administrator

Enclosures:

- A: Archaeological Resources Assessment for the Inglewood Transit Connector Project
- B: Historic Property Survey Report for the Inglewood Transit Connector Project
- C: Finding of Effect for the Inglewood Transit Connector Project
- D: Appendices A-H



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 21, 2022

In reply refer to: FTA_2020_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation under Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) for the above project. As part of your supporting documentation the FTA submitted an Archaeological Resources Assessment (ARR), a Historic Properties Survey Report (HPSR), and a Finding of Effect Report.

Previous Consultation: On May 6, 2022, the FTA initiated consultation on the above project. The State Historic Preservation Officer (SHPO) provided comments on May 27, 2022, regarding the FTA's delineation of the area of potential effect (APE) and methodology of identification and evaluation.

Identification of Historic Properties:

Archaeological Survey

The FTA's efforts to identify subsurface archaeological resources within the vertical APE included: a cultural resources pedestrian survey; records search; a review of geological mapping and geological reports of areas within the vicinity of the APE; research of the historic-era land use of the APE; and consultation with Native American tribes, groups, and individuals. As a result of FTA's efforts, no surficial archaeological resources were identified within the vertical APE. FTA proposes to develop and implement a Cultural Resources Monitoring and Discovery Plan (CRMDP) to address the potential for encountering subsurface archaeological resources during construction activities within areas of the vertical APE identified as sensitive for subsurface cultural resources during their identification efforts.

Architectural Survey

The FTA's efforts to identify built environment resources within the APE included: a records search; review of previous surveys of the APE; consultation with local governments, historical and cultural groups, and other interested persons; and a comprehensive survey of the APE.

As part of its identification and evaluation of historic properties that the FTA identified two properties that are listed in the National Register of Historic Places (NRHP):

- The Forum, 3900 W. Manchester Boulevard, Inglewood, CA
- Fox Theater, 115 N. Market Street, Inglewood, CA

The FTA also determined that the following properties are eligible for the NRHP for the following reasons:

- Inglewood Cemetery, 720 E Florence Avenue, Inglewood, CA – eligible under Criteria Consideration D as well as Criteria A and C. Under Criterion A, the property is significant at the local level for its association with the early twentieth century development of Inglewood. The cemetery was designed for the public for use as both a burial place as well as a park. The period of significance is 1905-1915. Under Criterion C, the property is significant at a local level as an example of a landscape lawn plan-style cemetery that was constructed with landscape features and buildings/structures that represent different architectural styles. The period of significance is 1906-1915, 1933-1970.
- Holy Faith Episcopal Church, 260 N Locust Street, Inglewood, CA – eligible under Criteria Consideration C as well as Criteria A and C. Under Criterion A, the property is significant at the local level as the only remaining church from the early period of Inglewood's formation. The period of significance is 1914-1959. Under Criterion C, the property is significant as a significant local example of a Gothic Revival Church. The property is also significant as an early work of Phillip Frohman. The period of significance is 1914-1959.

The FTA also determined that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP.

Additionally, the FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and determined that the undertaking would result in a finding of no adverse effect on the four historic properties located within the APE (The Inglewood Park Cemetery, The Holy Faith Episcopal Church, the Inglewood Forum, and the Fox Theatre).

Following review of the documentation provided, the following comments are given:

Archaeological Survey

1. Throughout the Archaeological Resources Assessment for the Inglewood Transit Connector Project, it is indicated that there is a low potential for encountering prehistoric and historic-era resources during construction activities due to prior ground disturbing urban development within the APE. However, these statements remain unsubstantiated due to the lack of analysis that considers the previous prehistoric and historic-era land use area, depth of prior ground disturbance and the depth of the vertical APE for this undertaking.
2. It is also important to note that the geoarchaeological analysis of the APE is based on data from studies conducted within the vicinity of the APE, and not within the APE. No subsurface archaeological testing, such as geoboring or trenching occurred as part of FTA's efforts to identify subsurface archaeological resources within the areas identified as sensitive for subsurface cultural resources within the APE. While these prior studies provide baseline data for understanding the potential subsurface sensitivity of the APE, without a more accurate understanding of the sedimentary profile of the vertical APE, the location and likelihood of encountering subsurface cultural resources within the APE remains tentative at best. For instance, the depth of artificial fill documented in areas within the vicinity of the APE extends to 2 feet below ground surface. However, the depth of artificial fill in the current vertical APE has yet to be confirmed.
3. Please provide information on the potential to encounter prehistoric resources within the vertical APE in areas identified as "undeveloped" from the historic topographical map review.
4. It is recommended that the historic topographical maps and Sanborn maps are overlaid with the APE, specifically the vertical APE of the station and traction power substation (TPSS) locations. This method will hyperfocus the analysis of the undertaking's potential to encounter subsurface historic-era archaeological deposits during construction activities with substantial vertical depth. This analysis should also consider the depth of previous ground disturbing urban development.

The results of the above recommended analyses will better assist the SHPO in providing comment on FTA's efforts to identify historic properties (archaeological) within the APE with consideration to the APE's urban landscape and proposed vertical ground disturbing activities. The results of these more comprehensive analyses will also allow the SHPO to provide comment on FTA's proposed finding of no adverse effect and proposal to develop the CRMDP. However, please note that should future consultation with the SHPO result in the development of the CRMDP, or similar document, this future document should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect.

Architectural Survey

1. The SHPO concurs that the Inglewood Cemetery is eligible for the NRHP for the reasons listed above.
2. The SHPO concurs that the Holy Faith Episcopal Church is eligible for the NRHP under Criterion C for the reasons listed above. The SHPO does not have enough information currently to concur that the church is also eligible under Criterion A.
3. The SHPO concurs that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP. Please note the M-41 of Table 7-3 appears to have an address discrepancy between the Table and the DPR 523. Please clarify the proper address for the SHPO's records.
4. Please provide evidence of consultation with interested parties with regards to the Finding of Effect.
5. Please provide photo simulations of the eligible properties showing before and after views from the historic properties looking towards the project area, as well as views that show both the project area and the historic property in the same view.

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
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January 13, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, Historian

Re: Inglewood Transit Connector Project
Determination of Eligibility and Section 106
Finding of Effect (SHPO File No:
FTA_2022_0330_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA) and the City of Inglewood propose to implement the Inglewood Transit Connector Project (Project) in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) and would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. This letter requests your concurrence on the determination of eligibility of historic properties for the National Register of Historic Places (NRHP) and the finding of effects pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. Part 800).

On August 11, 2022, the FTA submitted a request seeking the SHPO concurrence on the determination of eligibility of historic properties for the NRHP and the finding of effects pursuant to Section 106 of the NHPA as amended (36 C.F.R. 800). This continuing consultation is in response to the SHPO comments submitted on November 21, 2022, about the Archaeological Survey Report (ASR), the Historic Property Survey Report (HSPR) and the Finding of Effects Report (FOE). Our responses to the SHPO's comments are summarized below. Copies of the revised ASR, HPSR, and FOE and additional supporting information are included as enclosures.

Archaeological Survey SHPO Comment 1

Throughout the Archaeological Resources Assessment for the Inglewood Transit Connector Project, it is indicated that there is a low potential for encountering prehistoric and historic-era resources during construction activities due to prior ground disturbing urban development within the APE.

However, these statements remain unsubstantiated due to the lack of analysis that considers the previous prehistoric and historic-era land use area, depth of prior ground disturbance and the depth of the vertical APE for this undertaking.

Archaeological Survey Response to SHPO Comment 1

Additional information is included in the ASR in Section S.2 Summary of Findings, and in Section 4.4 Archaeological Site Potential analysis clarifying the lines of evidence used to support the conclusion that heavily disturbed historic-era fill is likely present to two feet below surface, and also added supporting evidence that historic-era archaeological deposits have potential to be present up to 25 feet below surface. This evidence came from an ongoing archaeological monitoring and testing program for the Inglewood Basketball and Entertainment Center (IBEC) Project that Rincon is currently conducting located 800 feet south of the southern end of the ITC Area of Potential Effects (APE) (see Figure 14). The IBEC Project is located within the general vicinity of the undertaking and within Rincon's background research study area. During archaeological monitoring possible artifacts were identified and thus triggered a subsurface archaeological extended phase I testing program which was completed and documented in the *Extended Phase I Assessment Report for the Inglewood Basketball and Entertainment Project, Los Angeles County, California* completed in 2021 (Purtell 2021). Additionally, based on the results of archaeological monitoring and the historic-era discoveries made and documented as part of the monitoring effort, no evidence exists in the archaeological literature available for the study area that historic-era archaeological deposits extend below 25 feet. During monitoring historic-era features were documented in situ and will be fully summarized in the yet to be completed monitoring report for the project. To date, the Purtell study is the only line of research that supports a maximum depth of up to 25 feet below the surface for archaeological deposits within the background literature study area for this undertaking. The IBEC Project is currently 80 percent complete with excavations set to complete in late 2023 and construction completed in early 2025. The final archaeological monitoring report for the IBEC Project has not yet been completed and is expected to be completed within 90 days of the completion of subsurface construction excavations (late 2023/early 2024).

There is additional clarification in the ASR Section S.2 Summary of Findings and Section 4.4 Archaeological Site Potential analysis that although buried pre-contact era site potential is low overall in areas of Pleistocene alluvium, there is a moderate potential for buried pre-contact era archaeological resources in the Holocene alluvium as depicted on Figure 3 pg, 4-7. Additional details such as proximity to water and predictive analyses regarding archaeological site potential on certain landforms have been included to summarize potential pre-contact era settlement patterns, and nearby evidence of historic-era archaeological deposits in the ASR in Section 4.4 Archaeological Site Potential.

Archaeological Survey SHPO Comment 2

It is also important to note that the geoarchaeological analysis of the APE is based on data from studies conducted within the vicinity of the APE, and not within the APE. No subsurface archaeological testing, such as geo-boring or trenching occurred as part of FTA's efforts to identify subsurface archaeological resources within the areas identified as sensitive for subsurface cultural resources within the APE.

While these prior studies provide baseline data for understanding the potential subsurface sensitivity of the APE, without a more accurate understanding of the sedimentary profile of the vertical APE, the location and likelihood of encountering subsurface cultural resources within the APE remains tentative at best. For instance, the depth of artificial fill documented in areas within the vicinity of the APE extends to 2 feet below ground surface. However, the depth of artificial fill in the current vertical APE has yet to be confirmed.

Archaeological Survey Response to SHPO Comment 2

Additional information is included in the ASR Section S.2 Summary of Findings, and in the ASR Section 4.4 Archaeological Site Potential analysis clarifying the lines of evidence used to support the conclusion that heavily disturbed historic-era fill is likely present to two feet below surface. Recent excavations for the IBEC Project have identified fill soils in the same general area as the Inglewood Transit Connector Project (see Figure 14). Both the IBEC Project area and the Inglewood Transit Connector Project APE were developed contemporaneously during the historic-era with similar development histories for both areas including the use of fill material during construction.

Additional statements are included to clarify that although the geotechnical boring and geotechnical analysis that occurred nearby did not cover the current APE, the underlying geomorphology mapped on Figure 3 in the ASR is based on established geological data for the APE itself, and the geological reports were primarily referenced to gain supplemental information about the specific landforms that overlap the APE. Information was added to Section 4 of the ASR to support evidence of historic-era archaeological deposits discovered directly adjacent to the APE to support the conclusion that such deposits have the potential to extend two to 25 feet below surface in the current APE. No historic period archaeological deposits have been observed below 25 feet below surface in any studies surrounding the APE during excavations going deeper than 25 feet, and a recent Rincon study is cited in Section 4 of the ASR to support this statement and the recommendations. No evidence exists of any historic-era archaeological deposits extending deeper than 25 feet in the area surrounding the APE that have been studied subsurface.

Archaeological Survey SHPO Comment 3

Please provide information on the potential to encounter prehistoric resources within the vertical APE in areas identified as “undeveloped” from the historic topographical map review.

Archaeological Survey Response to SHPO Comment 3

Encountering prehistoric resources has low to moderate potential within the vertical APE at developed and undeveloped areas. It is moderate in the few small areas on Holocene alluvium and low in the majority of the APE which is in Pleistocene soils. This information has been clarified within the ASR in Section 4.4.1.1.

Archaeological Survey SHPO Comment 4

It is recommended that the historic topographical maps and Sanborn maps are overlaid with the APE, specifically the vertical APE of the station and traction power substation (TPSS) locations.

This method will hyperfocus the analysis of the undertaking's potential to encounter subsurface historic-era archaeological deposits during construction activities with substantial vertical depth. This analysis should also consider the depth of previous ground disturbing urban development.

Archaeological Survey Response to SHPO Comment 4

Map overlays have been included in the ASR Section 4.4.2, which include the APE overlaid on historic era topographical maps and Sanborn maps that show landforms, development, and buildings. This better illustrates the analysis in specific places because you can see the APE elements in relation to the past development. A more robust discussion of the potential to encounter historic-era archaeological deposits was added to the ASR based on the historic-era map evidence in specific locations of the APE, including the TPSS. Information has been added to the ASR in Section 4 describing the specific types and time periods of development shown on the maps overlays to clarify how the depth of previous ground disturbance was considered in the current analysis.

Archaeological Survey SHPO Comment 5

The results of the above recommended analyses will better assist the SHPO in providing comment on FTA's efforts to identify historic properties (archaeological) within the APE with consideration to the APE's urban landscape and proposed vertical ground disturbing activities. The results of these more comprehensive analyses will also allow the SHPO to provide comment on FTA's proposed finding of no adverse effect and proposal to develop the CRMMP. However, please note that should future consultation with the SHPO result in the development of the CRMMP, or similar document, this future document should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect.

Archaeological Survey Response to SHPO Comment 5

The ASR has been revised to incorporate the recommended analyses, specifically the overlay of historical topographic maps and Sanborn maps with the APE, including the vertical APE and TPSS locations. This information and the incorporation of evidence from other relevant studies, specifically Purtell 2023, was used to further substantiate the conclusions of the ASR that there is a low potential for encountering prehistoric and historic-era resources during construction activities. The ASR does recommend the development of a Cultural Resource Mitigation Monitoring and Reporting Plan (CRMMP). The CRMMP was not a predetermined action; rather, it was requested and developed during Section 106 consultation efforts by the Gabrieleño Band of Mission Indians-Kizh Nation, consulting parties to the project. As developed in consultation, the CRMMP provides a framework for cultural resources monitoring, discovery, evaluation and data recovery protocol for cultural resources found in the Project's APE.

Architectural Survey SHPO Comment 1

The SHPO concurs that the Inglewood Cemetery is eligible for the NRHP for the reasons listed above.

Architectural Survey Response to SHPO Comment 1

Noted.

Architectural Survey SHPO Comment 2

The SHPO concurs that the Holy Faith Episcopal Church is eligible for the NRHP under Criterion C for the reasons listed above. The SHPO does not have enough information currently to concur that the church is also eligible under Criterion A.

Architectural Survey Response to SHPO Comment 2

Noted. Additional information has been provided to substantiate a recommendation for NRHP eligibility under Criterion A: a pattern of events or a historic trend that made a significant contribution to the development of the community. The church was established to meet the need of the growth of Inglewood, a newly incorporated city that was expanding in the early decades of the twentieth century. The growing congregation was a primary example of the continuing population increase. It is the only remaining church in Inglewood from the time period in which it was built; others, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church, are gone (HRG 2021).

Architectural Survey SHPO Comment 3

The SHPO concurs that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP. Please note the M-41 of Table 7-3 appears to have an address discrepancy between the Table and the DPR 523. Please clarify the proper address for SHPO's records.

Architectural Survey Response to SHPO Comment 3

Thank you for noting this error. The correct address is noted on the DPR 523, 501 E. Manchester Boulevard. The correct address has been revised in Table 7-3 of the revised HPSR provided in Enclosure 2.

Architectural Survey SHPO Comment 4

Please provide evidence of consultation with interested parties with regards to the Finding of Effect.

Architectural Survey Response to SHPO Comment 4

In accordance with 36 CFR § 800.4(a)(3), the FTA and the City of Inglewood have contacted Native American tribes, local historic groups, and other consulting parties. The City of Inglewood and FTA have continued consultation with interested parties that requested to be consulted under Section 106, specifically, the Inglewood Preservation Alliance and the Los Angeles Theater Foundation. Each consulting party was notified of the availability of the Draft EA which included a summary of the Draft Finding of No Adverse Effect analysis on September 28, 2022, and on October 19, 2022.

Neither interested party replied to the City of Inglewood or the FTA. A follow-up email was sent to each interested party on December 7, 2022, to seek additional input on the effects findings. Follow-up phone calls were made to the Inglewood Preservation Alliance on December 14, 2022, and December 21, 2022, and no response has been received to date. A response email was received from the Los Angeles Theatre Foundation on December 19, 2022, acknowledging receipt of the December 7, 2022, email. Copies of this consultation are provided in Enclosure 5. On November 18, 2022, a draft copy of the Cultural Resources Mitigation Monitoring Plan was sent to Chairman Andy Salas of the Kizh Nation for review. On December 8, 2022, Mr. Salas concluded that consultation with the Kizh Nation could be closed. Copies of consultation with the interested consulting tribe are provided in Enclosure 1 and 6.

Architectural Survey SHPO Comment 5

Please provide photo simulations of the eligible properties showing before and after views from the historic properties looking towards the project area, as well as views that show both the project area and the historic property in the same view.

Architectural Survey Response to SHPO Comment 5

Photo simulations of the before and after for each historic property have been included in the revised FOE report (Section 5.0, Figures 9, 11, 15, 18, 20 and 23) provided as Enclosure 3.

Pursuant to 36 CFR § 800.4, the submittal to the SHPO on August 11, 2022, requested concurrence on the determinations of eligibility of the two properties, the NRHP listing of two properties, and the ineligibility of 108 resources for the NRHP, as well as the conclusions of the archaeological assessment. The SHPO has concurred with the determination of the properties previously determined as eligible and currently listed, the Inglewood Cemetery for eligibility to be listed, the eligibility of the Holy Faith Episcopal Church under Criterion C, and the ineligibility of the 108 resources. However, the SHPO has not concurred on the archaeological assessment, the eligibility of the Holy Faith Episcopal Church under Criterion A, or the Finding of No Adverse Effect. Therefore, FTA requests SHPO concurrence on the archaeological assessment, the eligibility of the Holy Faith Episcopal Church under Criterion A, and the Finding of No Adverse Effect.

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613 or candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures:

- Enclosure 1: Revised Archaeological Survey Report
- Enclosure 2: Revised Historic Properties Survey Report
- Enclosure 3: Revised Finding of Effects Report
- Enclosure 4: Cultural Resources Mitigation Monitoring Plan
- Enclosure 5: Additional Historic Section 106 Consultation
- Enclosure 6: Additional Tribal Section 106 Consultation



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 10, 2023

In reply refer to: FTA_2022_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) submitted a letter on January 13, 2023, continuing consultation with the State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended), and its implementing regulations at 36 CFR Part 800 for the above referenced undertaking. The FTA also submitted a Revised Archaeological Survey Report (RASR), a Revised Historic Properties Survey Report (RHPSR), a Revised Finding of Effect Report (RFOE), and a Cultural Resources Mitigation Monitoring Plan (CRMMP).

On May 27, 2022, SHPO provided comments on FTA's delineation of the area of potential effect (APE) and proposed methods to identify and evaluate historic properties in the APE for this undertaking. On August 12, 2022, the FTA continued consultation requesting SHPO concurrence on determinations of eligibility of built environment resources and their finding of effect for the undertaking. On November 21, 2022, the SHPO responded with comments requesting additional information.

FTA's January 13th letter is in response to the SHPO's November 21st comments on the agency's efforts to identify subsurface archaeological resources in the APE, the eligibility of the Holy Faith Episcopal Church under Criterion A of the National Register of Historic Places (NRHP), and the agency's finding of no adverse effect for the undertaking.

Archaeological Identification Efforts

The Revised Archaeological Survey Report (RASR) includes supplemental information about the APE's level of subsurface archaeological (prehistoric and historic-era) sensitivity. FRA has provided this information in response to the SHPO's November 21st request for further efforts to identify subsurface historic properties (archaeological) within the APE in consideration of the APE's urban landscape and the undertaking's proposed vertical ground-disturbing activities.

FTA's additional identification efforts included further analysis to confirm that heavily disturbed historic-era fill is likely present within the first two feet below the APE's surface. This same analysis concluded that there exists the potential for historic-era archaeological deposits to be present below the two-foot fill and up to 25 feet below the APE's surface. Further desktop geoarchaeological analysis was conducted of the APE and determined that although buried pre-contact era site potential is low in areas documented as Pleistocene alluvium, there is a moderate potential for buried pre-contact era archaeological resources in a small portion of the APE documented as Holocene alluvium.

At the request of the SHPO, FTA's supplemental analysis also included overlaying the APE on historic era topographical and Sanborn maps that show landforms and the historic-era land use history and development. This analysis concluded that there is a moderate potential for historic-era archaeological deposits associated with residential and commercial buildings and underground utilities to exist within the proposed vertical APE for the construction of the center-platform stations and Maintenance and Storage Facility/Traction Power Substation sites between two and 25 feet below ground surface. The potential subsurface historic-era archaeological deposits may include trash pits, privies, cisterns, building foundations, or basements associated with, what FTA refers to as "pre-war" residential dwellings and commercial buildings.

On November 21st, the SHPO also commented on FTA's August 12th proposal to develop, what was previously referred to as a Cultural Resources Monitoring and Discovery Plan (CRMDP). The SHPO commented that should continuing consultation with FTA result in a finding of no adverse effect for this undertaking, FTA's proposed CRMDP should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect. FTA has since drafted and submitted a Cultural Resources Mitigation Monitoring Plan (CRMMP) along with their January 13th letter. In their January 13th letter, FTA states that the CRMMP was not a predetermined action and instead was developed because of their Section 106 consultation efforts with the Gabrieleño Band of Mission Indians-Kizh Nation.

Architectural Identification and Evaluation Efforts

As part of its documentation, the FTA submitted additional information to support the eligibility of the Holy Faith Episcopal Church under NRHP Criterion A. In a previous consultation the SHPO concurred that the property was eligible under NRHP Criterion C. The church was established to meet the growth needs of Inglewood, a newly incorporated city that was expanding in the early decades of the twentieth century. The growing congregation was a primary example of the continuing population increase. It is the only remaining church in Inglewood from the period in which it was built. The Holy Faith Episcopal Church also played an important part in the community by providing not only religious services but also servicing the needs of the larger Inglewood community as well.

The FTA also provided additional evidence of consultation with interested parties, more specifically with the Inglewood Preservation Alliance and the Los Angeles Theater Foundation.

In both cases, the FTA did not receive a response to requests for comment on the agency's finding of effect for this undertaking. FTA has also provided photosimulations in the Revised Finding of Effect Report (RFOE) of the eligible properties, which depict before and after views for each historic property.

Following a review of the documentation provided, the SHPO concurs with FTA's determination that the Holy Faith Episcopal Church is eligible under NRHP Criterion A, and that 501 E Manchester Boulevard is ineligible according to NRHP Criteria.

Finding of Effect

FTA has applied the Criteria of Adverse Effects and has determined that the undertaking will not result in adverse effects to the Inglewood Park Cemetery, the Holy Faith Episcopal Church, the Inglewood Forum, and the Fox Theatre. The SHPO agrees with FTA's finding that the undertaking will not result in adverse effects to the built environment historic properties within the APE.

While FTA's efforts did not identify surficial archaeological deposits, the agency concluded that there is a low to moderate potential for encountering prehistoric and historic-era archaeological deposits in portions of the vertical APE. Due to the APE's landscaped urban environment, FTA's efforts did not include subsurface archaeological testing to confirm the presence or absence of prehistoric and historic-era archaeological deposits within the vertical portion of the APE identified as having moderate sensitivity. Instead, FTA has drafted the CRMMP in consultation with the Gabrieleño Band of Mission Indians-Kizh Nation to guide cultural resources monitoring during construction activities and to address post-review discoveries, including their identification and evaluation, and treatment during construction activities for this undertaking. The SHPO has reviewed and provided comments to the CRMMP enclosed with this letter.

Please note that for the purposes of Section 106, archaeological construction monitoring should not be used in lieu of an agency completing their efforts to identify subsurface archaeological resources in an urban environment. Archaeological subsurface testing methods applicable to an urban landscape, such as geoboring or trenching are commonly employed by federal agencies to successfully conduct subsurface identification efforts in an urban landscape, similar to this undertaking. However, the SHPO has reviewed and commented on the CRMMP and will agree to FTA's finding of no adverse effect for the undertaking contingent on FTA incorporating SHPO comments into the CRMMP and implementing the CRMMP as a condition of FTA's finding of no adverse effect. If FTA is able to agree to the above, please revise the CRMMP accordingly and resubmit to the SHPO for final review and comment along with a letter seeking SHPO comment on FTA's finding of no adverse effect with the condition to implement the CRMMP. Please keep in mind that while this approach may be agreed upon for this undertaking, it may not apply in future consultations.

Mr. Tellis
February 10, 2023
Page 4 of 4

FTA_2022_0330_001

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

Enclosure: CRMMP with SHPO comments



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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March 1, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, State Historian

Re: Inglewood Transit Connector Project Determination of
Eligibility and Section 106 Finding of Effect (OHP#
FTA_2022_0330_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA) is continuing consultation with the California State Historic Preservation Office (SHPO) regarding the Inglewood Transit Connector Project (Project) in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) which would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue.

On January 13, 2023, FTA provided SHPO with additional information to address subsurface archaeological resources in the APE, the eligibility determination of the Holy Faith Episcopal Church, and the agency's finding of no adverse effect for the undertaking. On February 10, 2023, the SHPO responded to FTA and concurred with the determination that the Holy Faith Episcopal Church is eligible under NRHP Criterion A, and that the undertaking would not result in adverse effects to the built environment historic properties within the APE. In addition, the SHPO reviewed and provided comments on the Cultural Resources Mitigation Monitoring Plan (CRMMP). The CRMMP has been revised as the Cultural Resources Monitoring and Discovery Plan (CRMDP) with a response table to address the SHPO comments (See Enclosures 1- 6).

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. Part 800), this letter requests your concurrence on the Finding of No Adverse Effects (FOE) with the conditions of a Cultural Resources Monitoring and Discovery Plan (CRMDP).

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink on a light yellow background. The signature is cursive and appears to read "Ray Tellis".

Ray Tellis
Regional Administrator

Enclosures:

- Enclosure 1: Revised Cultural Resources Monitoring and Discovery Plan (track change word version)
- Enclosure 2: Revised Cultural Resources Monitoring and Discovery Plan (clean word version)
- Enclosure 3: Revised Cultural Resources Monitoring and Discovery Plan (clean PDF version)
- Enclosure 4: Response to SHPO Comments Table for revised Cultural Resources Monitoring and Discovery Plan
- Enclosure 5: Cultural Daily Monitoring Log Primary Form
- Enclosure 6: Cultural Daily Monitoring Log Discovery Form



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

March 6, 2023

In reply refer to: FTA_2022_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) submitted a letter dated March 1, 2023, continuing consultation with the State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended), and its implementing regulation at 36 CFR Part 800 for the above referenced undertaking.

The FTA is continuing consultation with the SHPO on the agency's finding of no adverse effect with the condition to implement a Cultural Resources Mitigation Monitoring Plan (CRMMP). The SHPO reviewed and provided comment on the CRMMP via letter dated February 10, 2023. Based on SHPO comment, FTA has revised the CRMMP including renaming the document to the Cultural Resources Monitoring and Discovery Plan (CRMDP). FTA has submitted the revised February 17, 2023 CRMDP and the Section 106 Responses to SHPO 2.10.23 Comments Table along with their March 1st letter.

In accordance with 36 CFR § 800.5(b) FTA is seeking SHPO comment on the agency's finding of no adverse effect with the condition to implement the CRMDP. Following a review of the CRMDP, I find the report to be sufficient and I agree with FTA's finding of no adverse effect with the condition to implement the CRMDP.

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer

ATTACHMENT D3

Tribal Consultation

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Inglewood Transit Connector

County: Los Angeles

USGS Quadrangle Name: Inglewood

Township: 2S **Range:** 14W **Section(s):** 27, 28, 33, 34

Company/Firm/Agency: ICF

Street Address: 525 B Street, Suite 1700

City: San Diego **Zip:** 92101 **Phone:** 858 525-3915

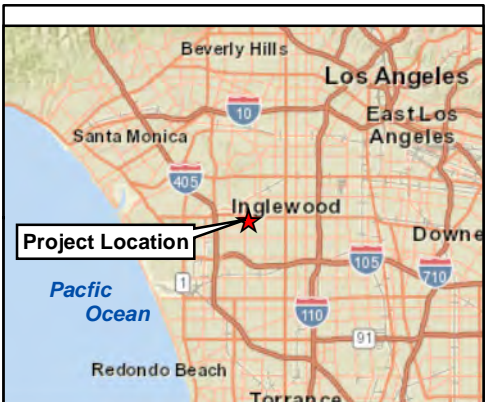
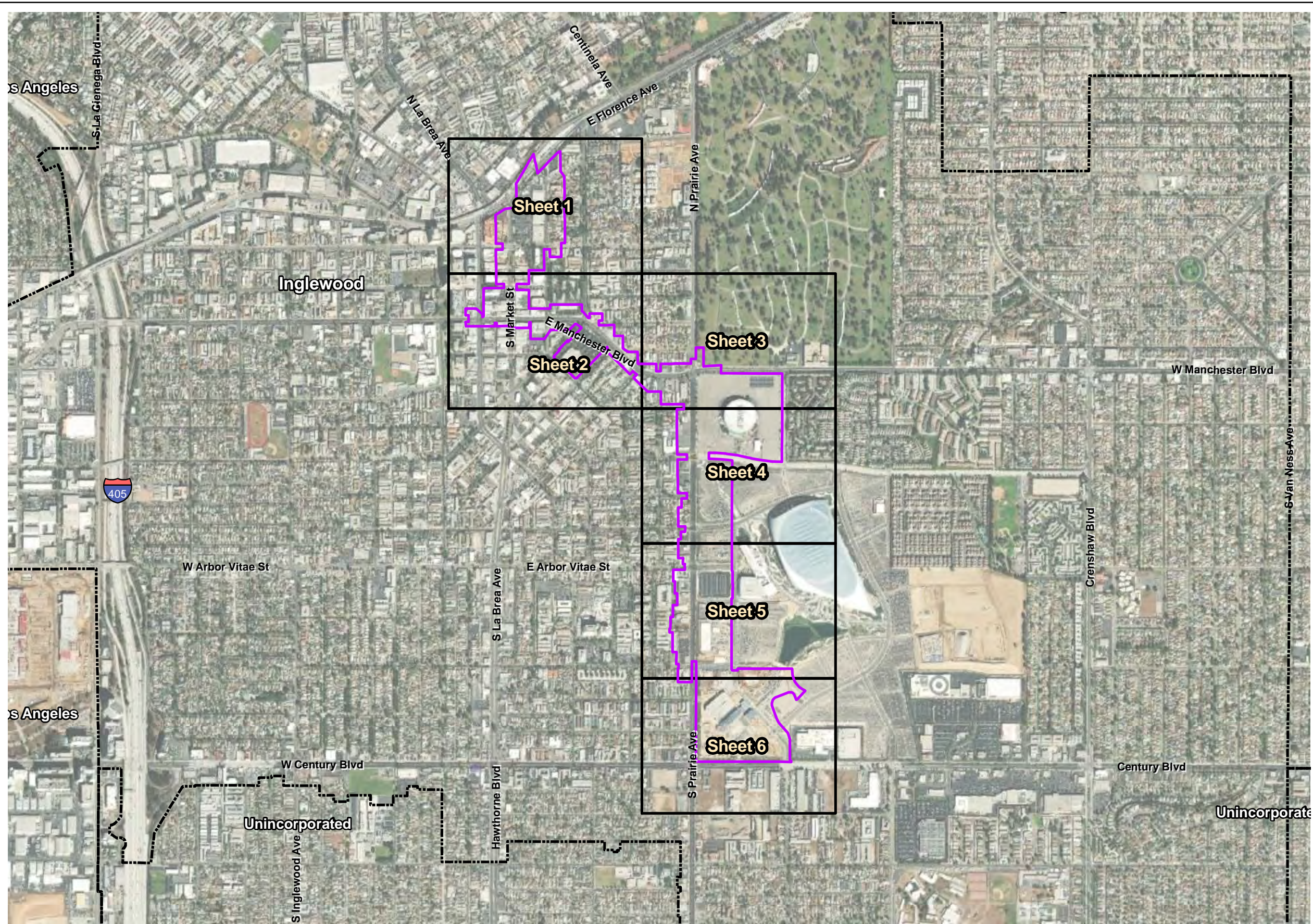
Fax: n/a



Email: karen.crawford@icf.com

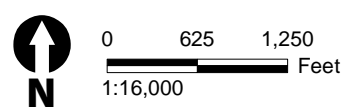
Project Description:

The proposed Project entails the construction and operation of an Automated Transit System (ATS). The proposed ATS would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Components of the proposed Project include: elevated ATS trains; passenger walkways; stations; signage; maintenance and storage facility; power distribution system substations; utilities infrastructure; surface parking lots; ad roadway, traffic and streetscape modifications to accommodate the guideway alignment and support structures.

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Legend
 APE
 Map Sheet Extent



**Figure X, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

NATIVE AMERICAN HERITAGE COMMISSION

December 9, 2021

Karen Crawford
ICFVia Email to: karen.crawford@icf.com

Re: Inglewood Transit Connector Project, Los Angeles County

Dear Ms. Crawford:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment

CHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Isaac Bojorquez
Ohlone-CostanoanCOMMISSIONER
Sara Dutschke
MiwokCOMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
NomlakiCOMMISSIONER
Wayne Nelson
LuiseñoCOMMISSIONER
Stanley Rodriguez
KumeyaayEXECUTIVE SECRETARY
Christina Snider
PomoNAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Los Angeles County
12/9/2021**

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Santa Rosa Band of Cahuilla
Indians**

Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
Isaul@santarosa-nsn.gov

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTRibalcouncil@aol.com

**Soboba Band of Luiseno
Indians**

Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**Soboba Band of Luiseno
Indians**

Joseph Ontiveros, Cultural
Resource Department
P.O. BOX 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

**Gabrielino Tongva Indians of
California Tribal Council**

Christina Conley, Tribal
Consultant and Administrator
P.O. Box 941078 Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Inglewood Transit Connector Project, Los Angeles County.

Inglewood Transit Connector Project: Native American Consultation Log

#	Agency, City Name and Department or Group	Contact and Title	Original Letter Sent via Email	Response/ date	Follow Up Email Transmittal Date	Response/date	Does party want to be considered for Concurring Party status, additional details.
Native American Tribes							
1	Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	01/11/22	Responded via telephone call on 01/12/22; requested consultation. Consultation meeting held via teleconference on 03/17/22.	n/a	n/a	Yes
2	Gabrieleno Tongva Indians of California Tribal Council	Christina Conley, Tribal Consultant and Administrator (626) 407-8761	01/11/22	No Response	02/04/22	No Response	No
3	Gabrieleno Tongva Indians of California Tribal Council	Robert Dorame, Chairperson (562) 761-6417	01/11/22	No Response	02/04/22	No Response	No
4	Gabrieleno Tongva Nation	Sandonne Goad, Chairperson (951) 807-0479	01/11/22	No Response	02/04/22	No Response	No
5	Gabrieleno Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson (626) 483-3564	01/11/22	No Response	02/04/22	No Response	No
6	Gabrieleno - Tongva Tribe	Charles Alvarez, Chairperson (310) 403-6048	01/11/22	No Response	02/04/22	No Response	No

#	Agency, City Name and Department or Group	Contact and Title	Original Letter Sent via Email	Response/ date	Follow Up Email Transmittal Date	Response/date	Does party want to be considered for Concurring Party status, additional details.
7	Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair (951) 659-2700	01/11/22	No Response	02/04/22	No Response	No
8	Soboba Band of Luiseno Indians	Isaiah Vivanco, Chairperson (951) 654-5544	01/11/22	No Response	02/04/22	No Response	No
9	Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resources Department (951) 663-5279	01/11/22	No Response	02/04/22	No Response	No



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Mr. Andrew Salas
Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA, 91723

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Salas,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light-colored rectangular background.

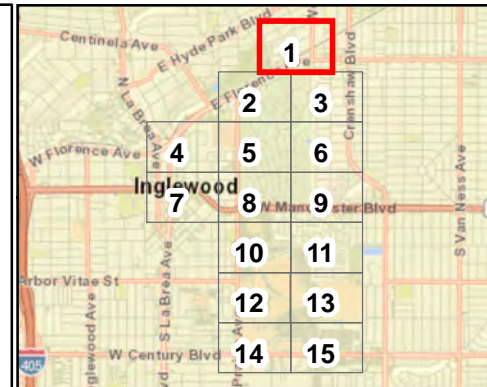
Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

Figure 1: Location of proposed Project



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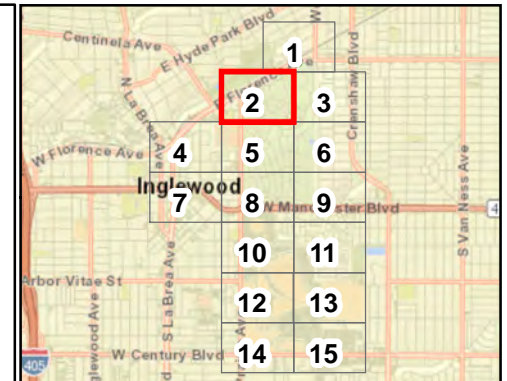
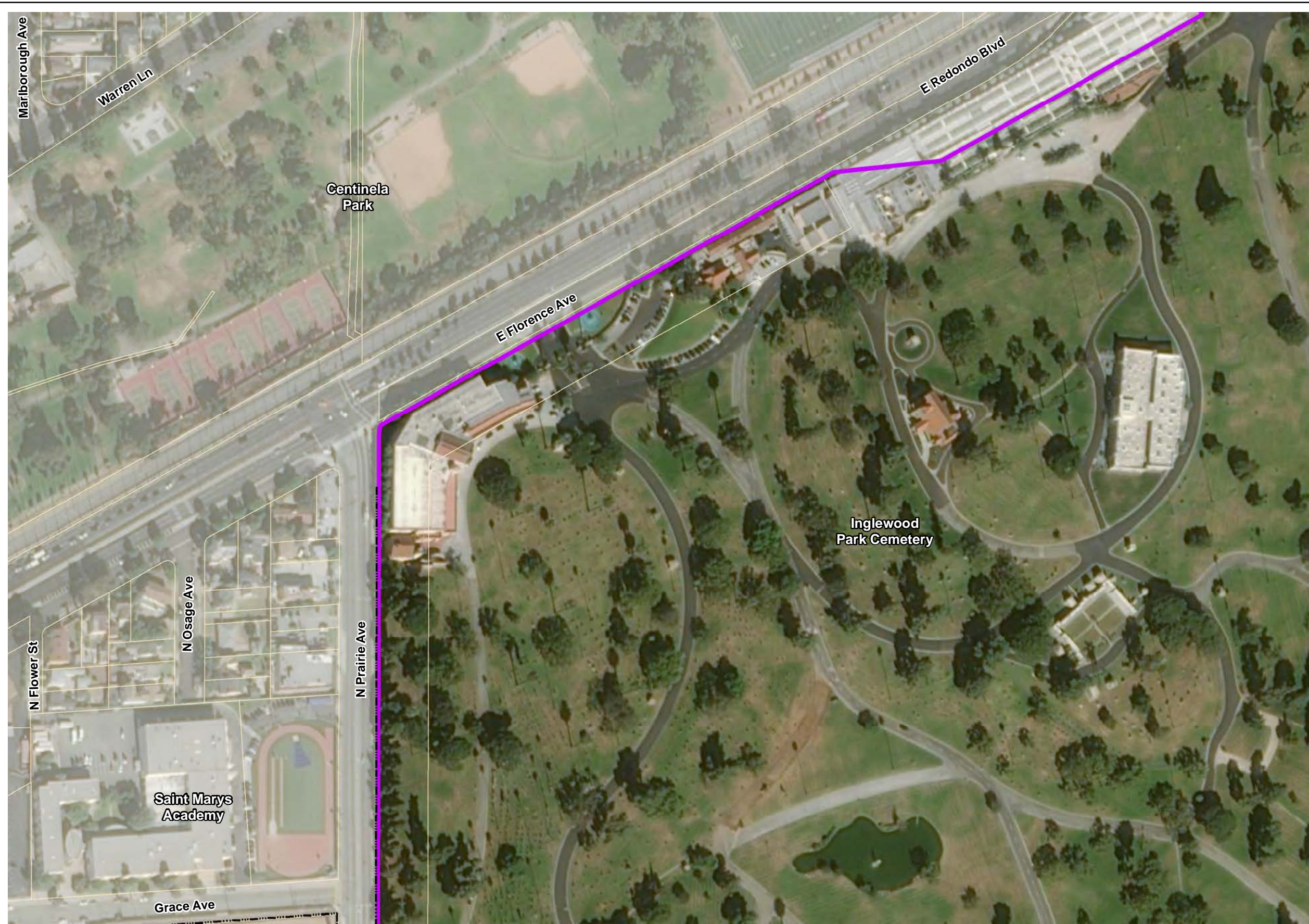


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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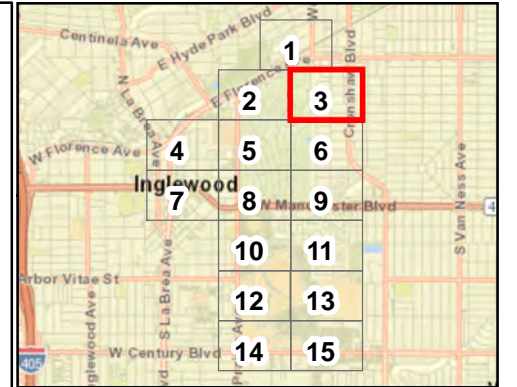


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

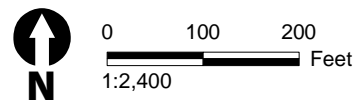
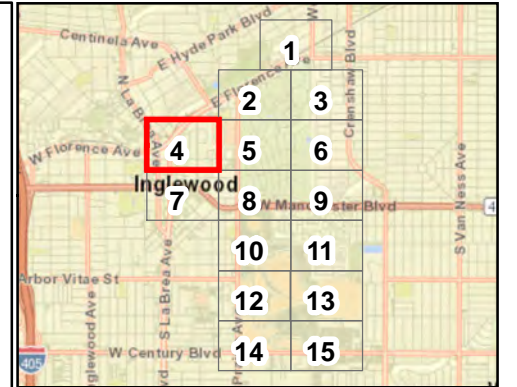
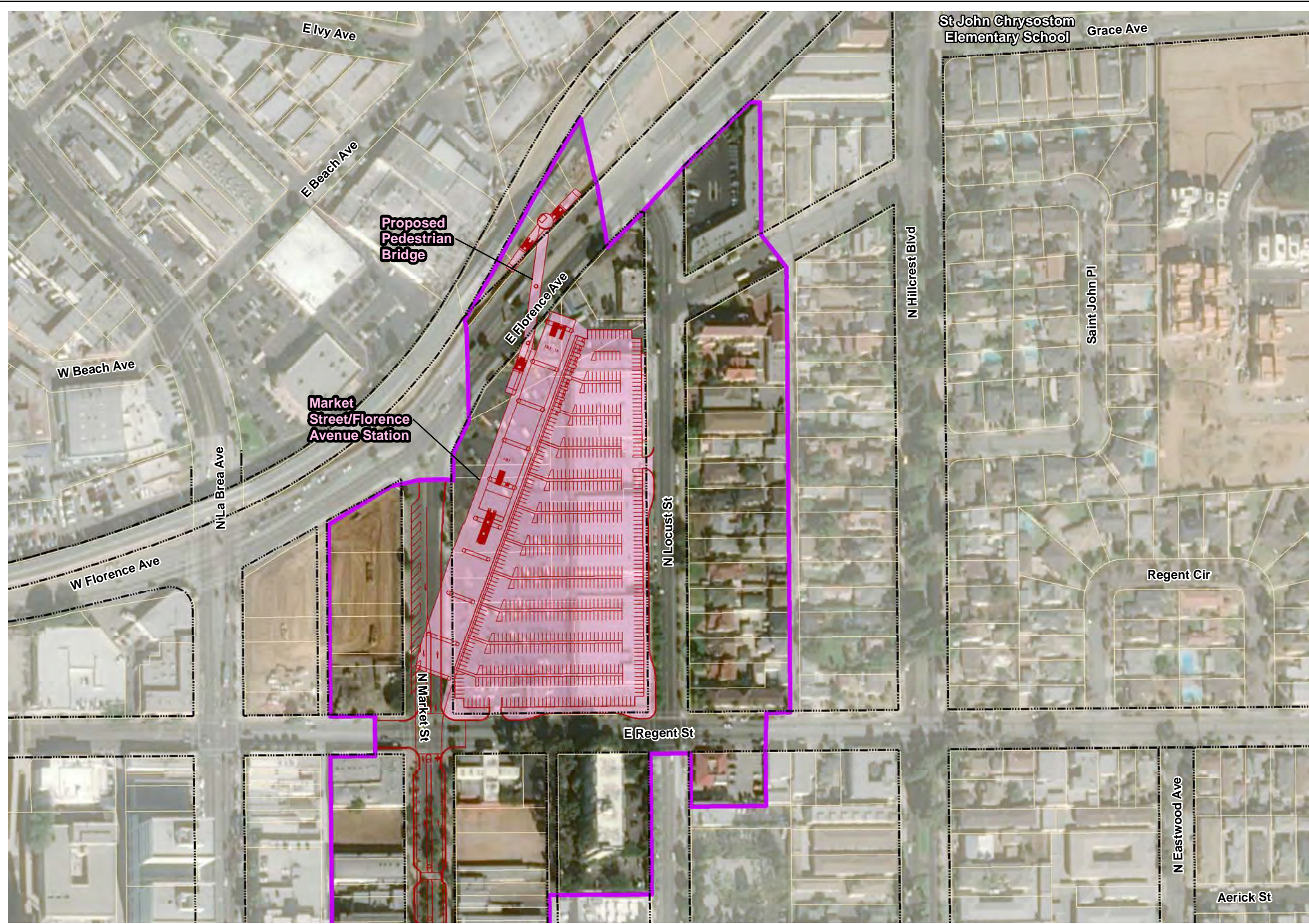


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

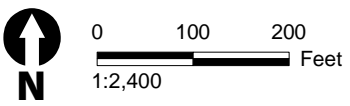


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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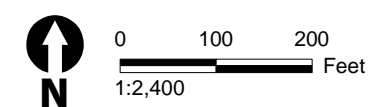
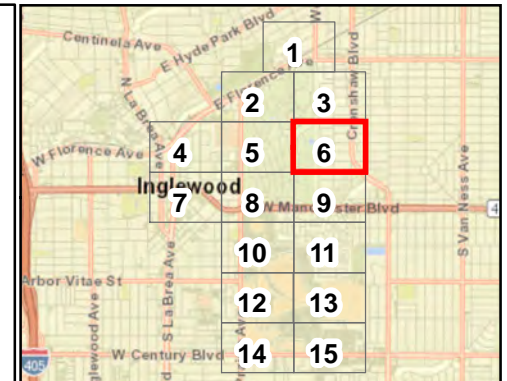
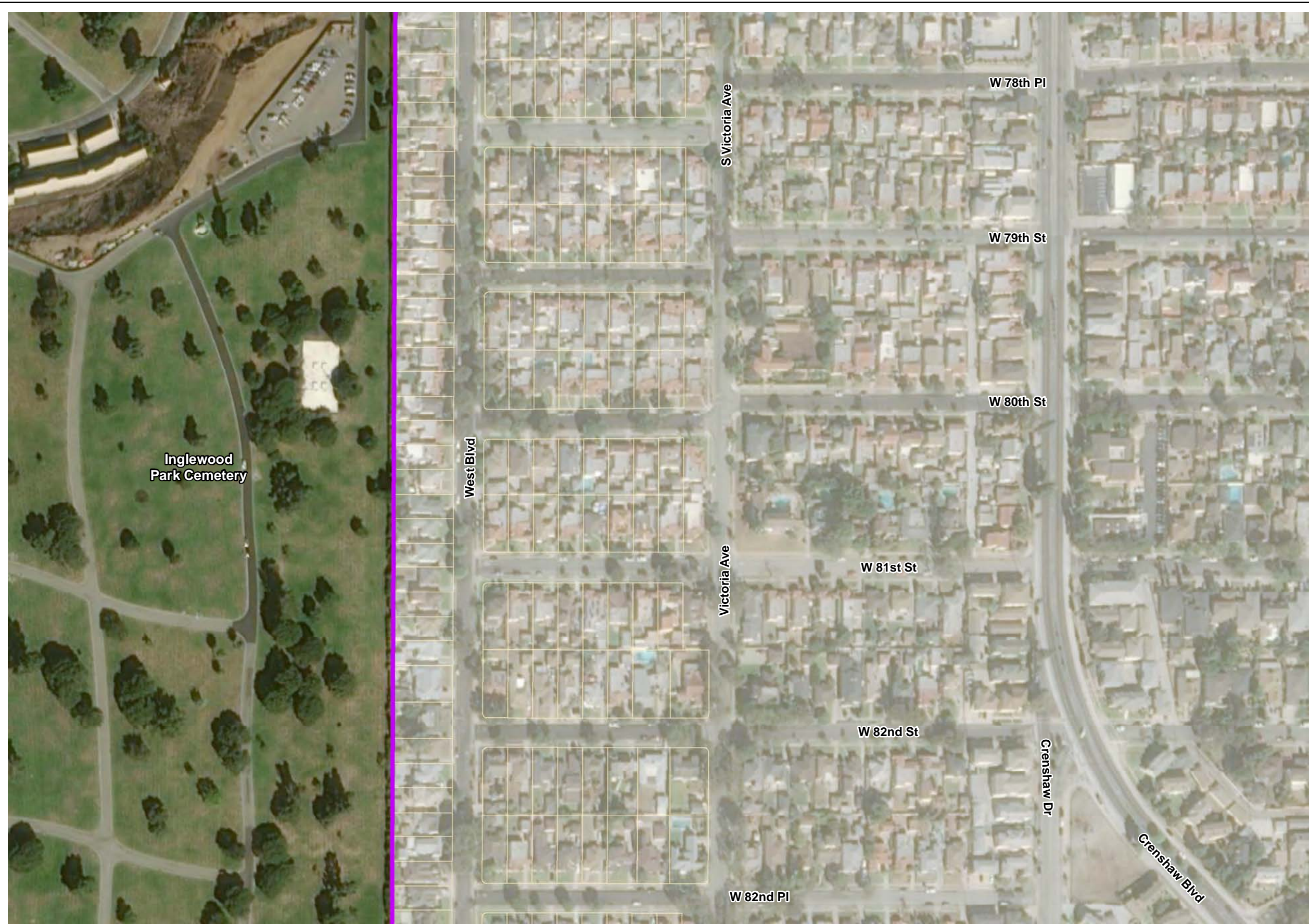


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

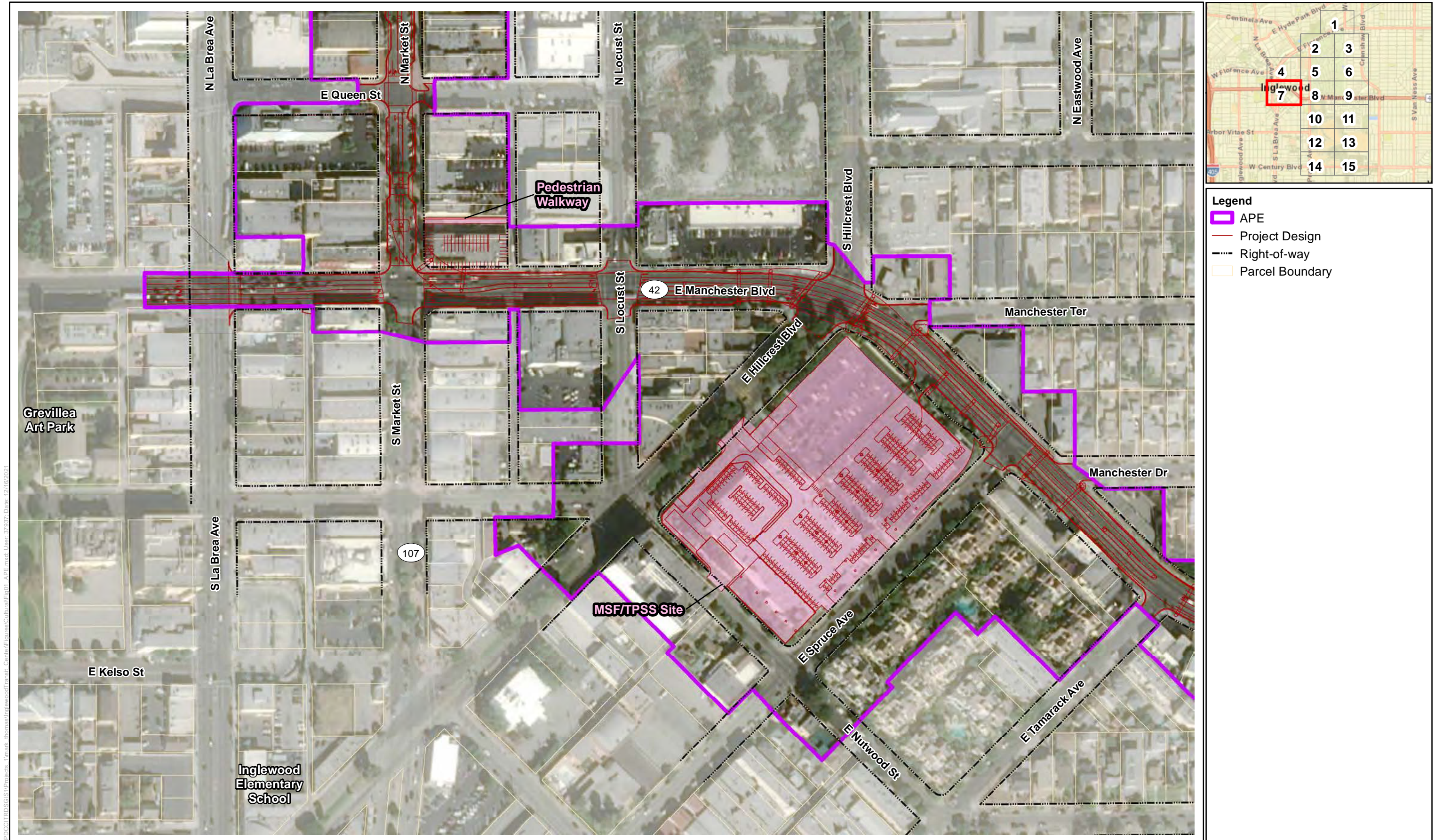
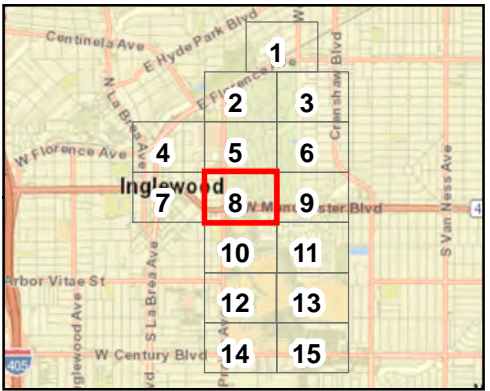
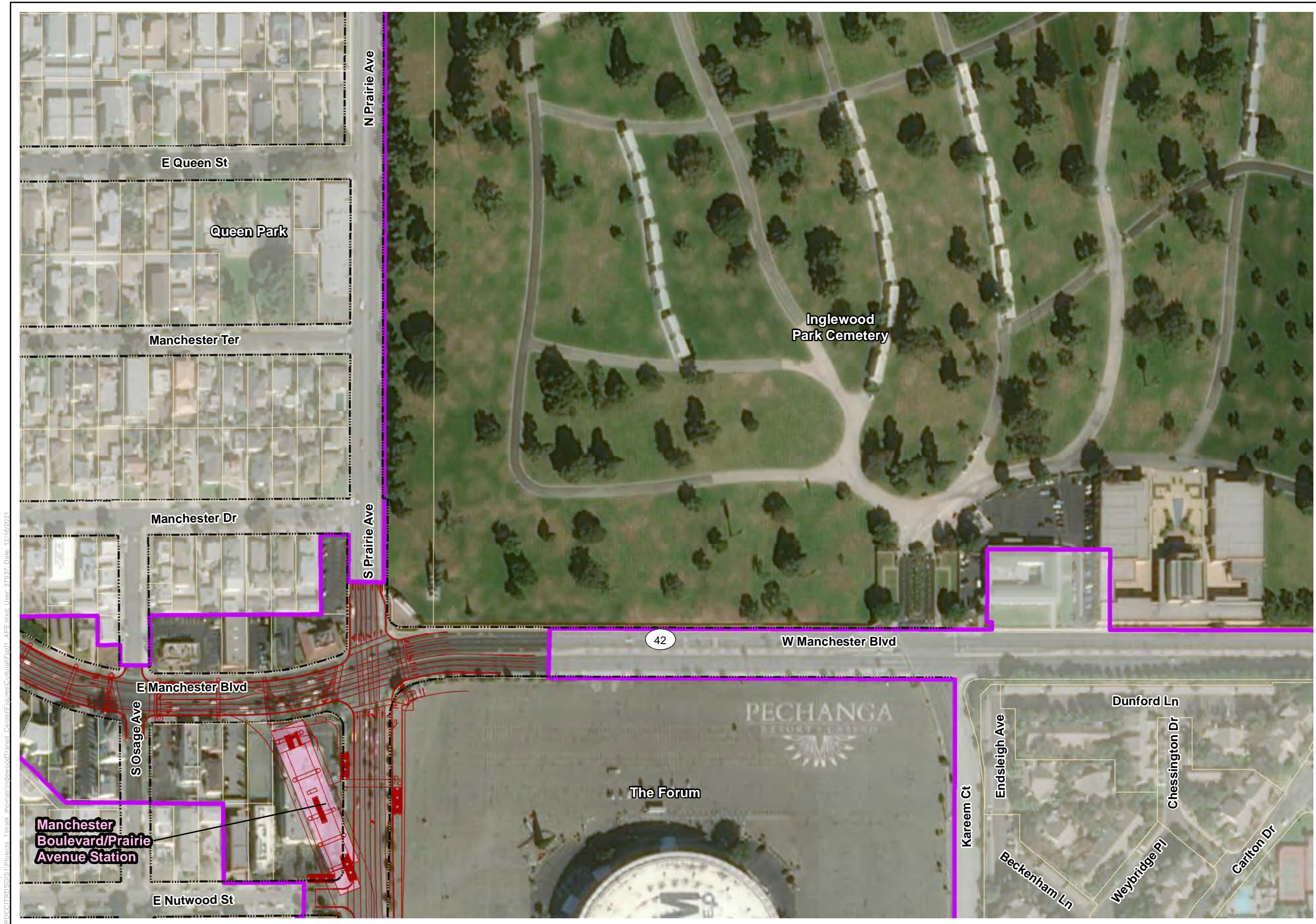


Figure 1, Sheet 7 of 15
 Area of Potential Effects (APE)
 Inglewood Transit Connector



- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

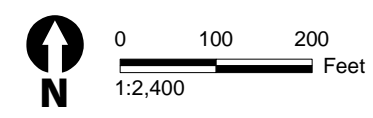
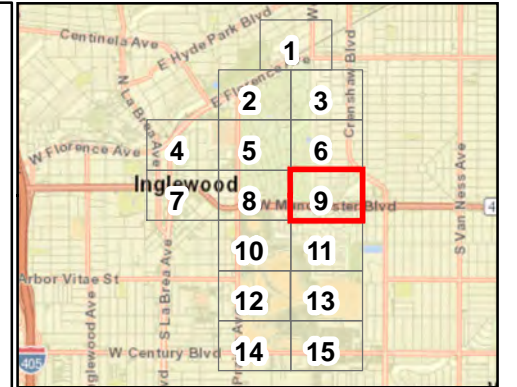


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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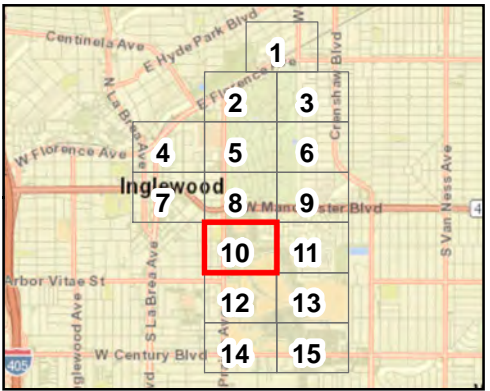
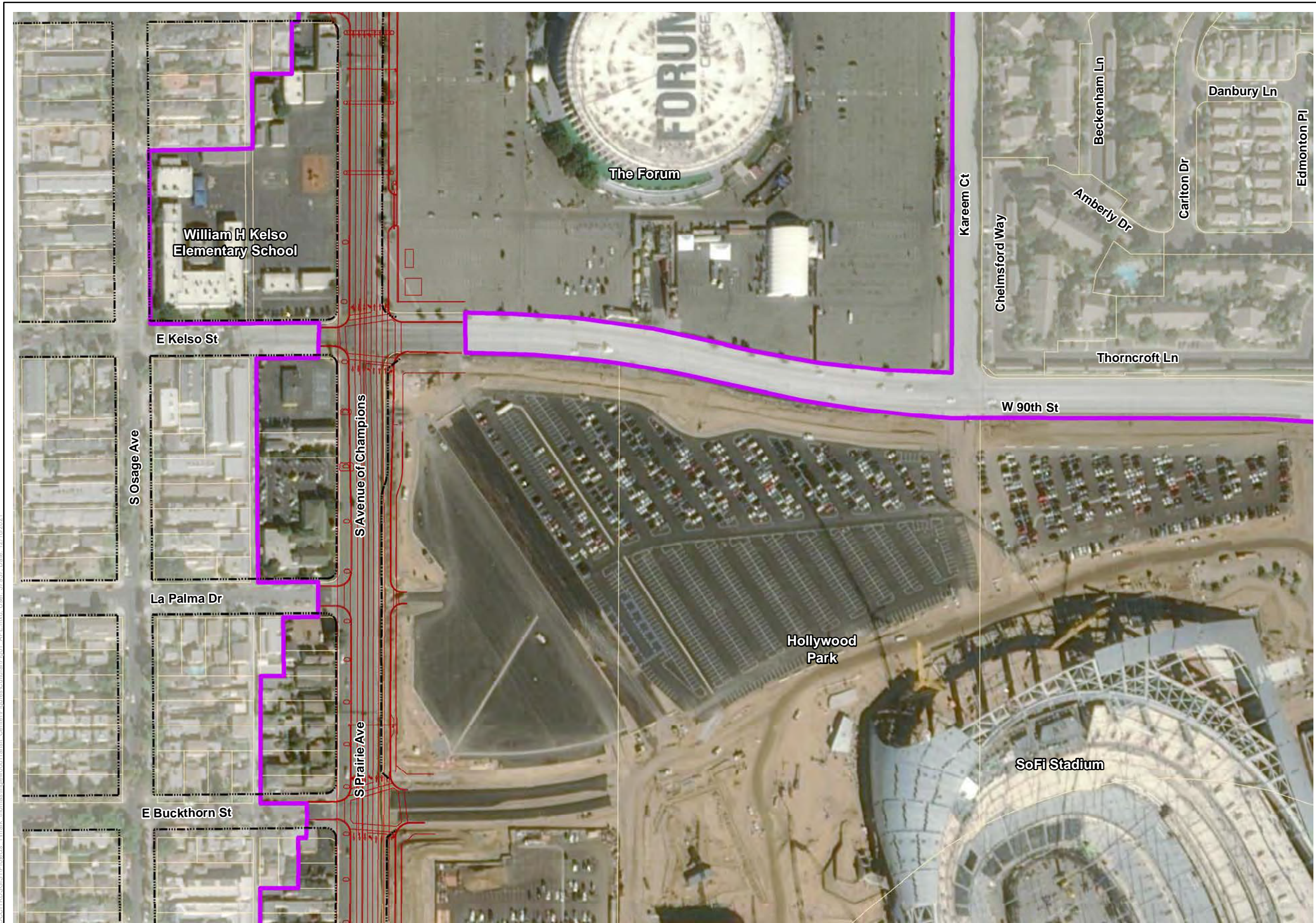


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

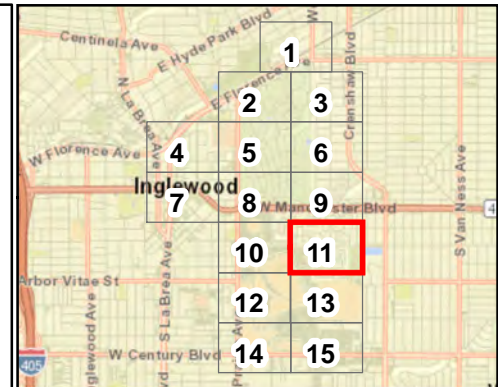
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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



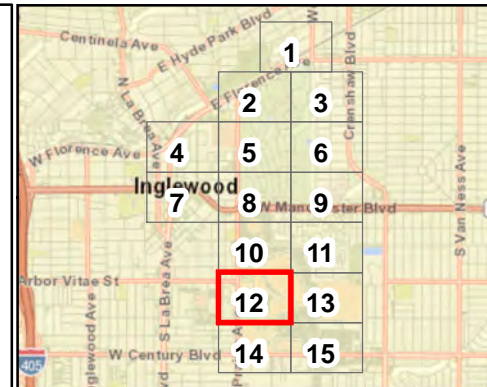
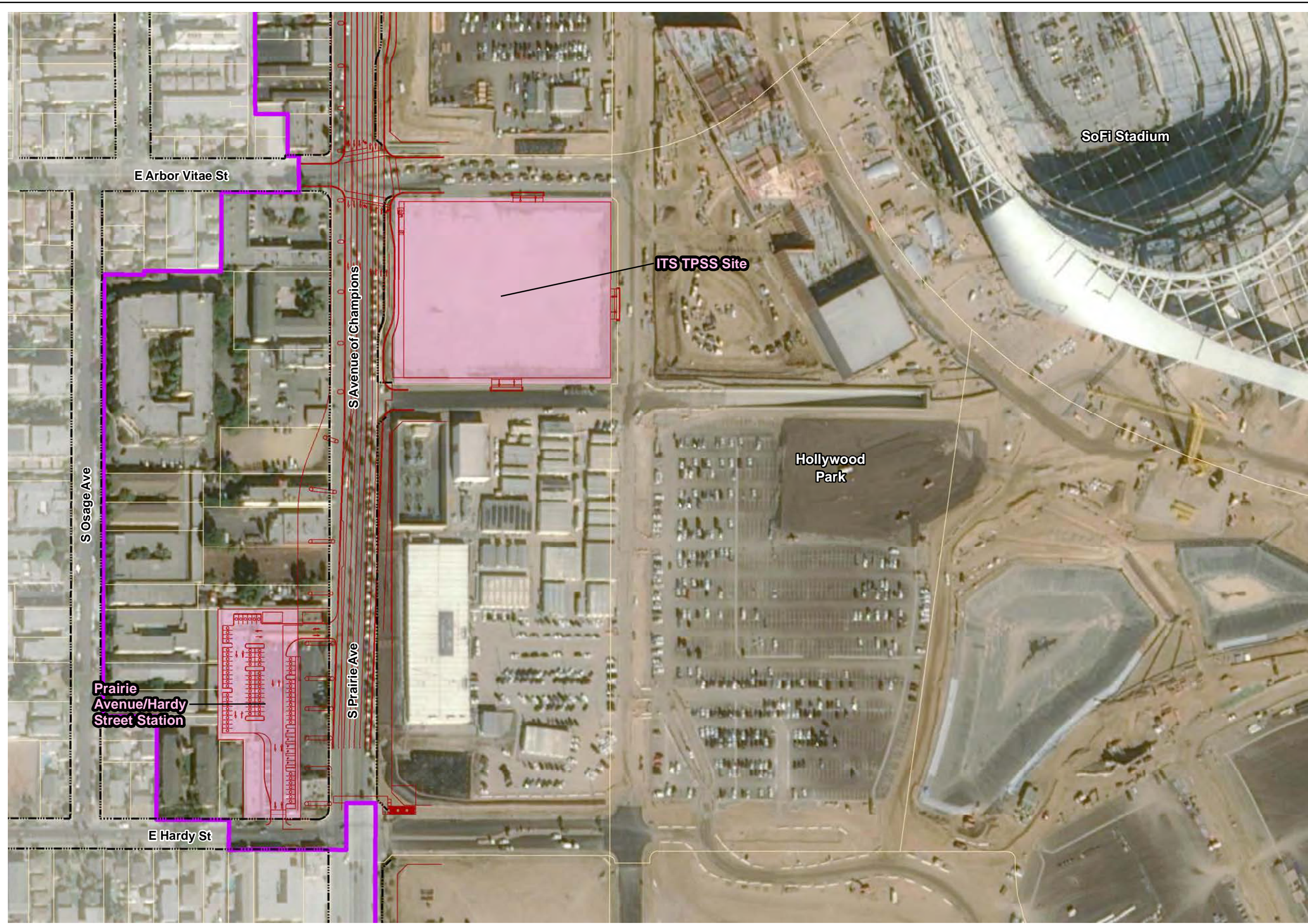
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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

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Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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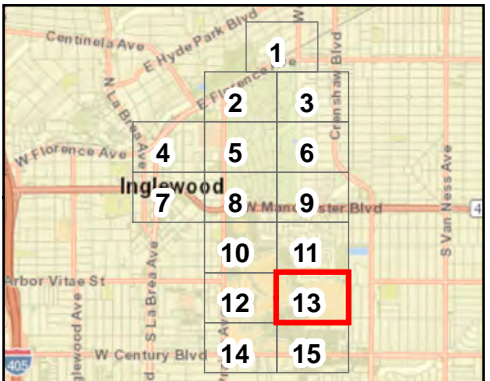


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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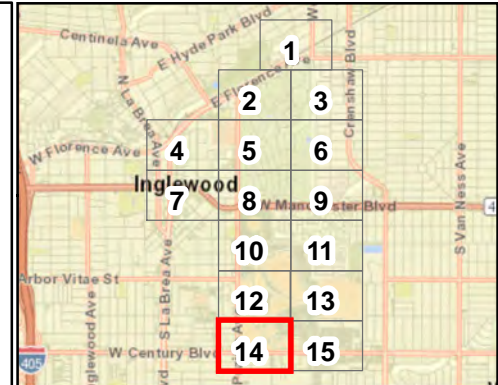


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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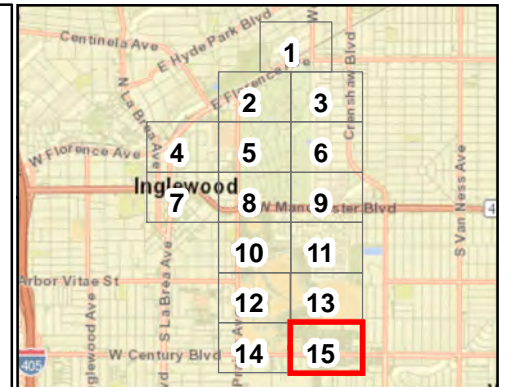


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

Inglewood Transit Connector Project

Gabrieleno Band of Mission Indians-Kizh Nation Tribal Meeting

**MEETING
DATE/TIME:**

March 17, 2022, 1-2 pm

**MEETING
PLACE:**

Virtual (Teams)

ATTENDEES

Name	Organization	Email
Charlene Lee Lorenzo, Director	FTA	charlene.leelorenzo@dot.gov
Mervin Acebo, Transportation Program Specialist	FTA	mervin.acebo@dot.gov
Candice Hughes, Environmental Protection Specialist	FTA	candice.hughes@dot.gov
Louis Atwell, Assistant City Manager / Public Works Director	City of Inglewood	latwell@cityofinglewood
Mindy Wilcox, Planning Manager	City of Inglewood	mwilcox@cityofinglewood.org
Sam Silverman, Senior Associate	TAHA	ssilverman@webtaha.com
Karen Crawford, Senior Director	ICF	karen.crawford@icf.com
Lisa Trifiletti, Program Manager	Trifiletti Consulting	lisa@trifiletticonsulting.com
Perla Solis, Project Staff	Trifiletti Consulting	perla@trifiletticonsulting.com
Andy Salas, Kizh Nation Chairman	GBMI-Kizh Nation	
Matt Teutimez, Kizh Nation Biologist	GBMI-Kizh Nation	

A. MEETING AGENDA

1. Introductions

2. City Presentation

- **Project Overview:** the purpose of the Inglewood Transit Connector (ITC) is to connect the last mile transit connection from the City of Inglewood to the Los Angeles downtown and sports entertainment area. It is a 1.6 mile connector to improve daily travel, as well as, special event days of the nearby SoFi Stadium and the Forum. The project includes three station stops, pedestrian bridges at the station stops, and a maintenance facility. The construction is anticipated to begin in 2024 with operations by 2028. *(Lisa Trifiletti)*
- **Cultural Resources:** The previous consultation included an AB 52 consultation with the Kizh nation during the CEQA process. For CEQA, the tribe was invited to participate on July 31, 2018 and responded with interest on February 6, 2019. After consultation, the Kizh Nation also provided information to the City of Inglewood. The mitigation measures provided by the tribe were incorporated as part of the CEQA EIR. *(Karen Crawford)*
- **Summary of Area of Potential Effects (APE):** Under the Section 106 National Historic Preservation Act (NHPA) for NEPA, the FTA continued consultation with the tribe and interested parties. The project identified the Area of Potential Effects (APE) by delineating the area of design

impacts directly, then expanding by including the area with adjacent parcels. Parcels immediate to the construction include Market Street, Manchester Boulevard/Prairie Avenue, and Prairie Avenue/Hardy. (*Karen Crawford*)

- Summary of Project-Related Ground Disturbance in the APE: The ground disturbance is based on the construction of new tracks, a new Maintenance station, as well as the expansion of the existing Traction Power Substations and new TPSS station. The ground disturbance also considers the temporary construction easements and staging areas. The depth of disturbance is up to 10 feet for the majority of the project; however, the Automated Transit Station (ATS) guideway may include a vertical depth of up to 100 feet, and the guideway support at about 80 feet. (*Karen Crawford*)
- Summary of Cultural Resources Information to date: A cultural resources records search of the project area plus a 0.5-mile buffer identified 21 previous cultural resource studies within a 0.5-mile of the project and six architectural resources. The records search did not identify any archaeological resources in the APE. A sacred lands file search provided by the Native American Heritage Commission did not identify any sacred lands in the APE. A field survey was conducted to observe the archaeological APE and confirm current conditions. No archaeological resources were identified during the survey. Background research indicates Centinela Springs, an area important to the Gabrieleno, is approximately 0.6 mile northeast of the project. Background research demonstrates the project area is located on that former rancho land grants of Rancho Sausal Redondo and Rancho Aguaje de la Centinela. Historical development began in 1868, when Rancho Sausal and Rancho Aguaje de la Centinela, was purchased by a Scotsman. Some of the former rancho lands became the town of Inglewood in 1908. Agricultural, oil and aviation industries were the basis of Inglewood's growth through post- WWII. In 1957 the public transportation trolley was removed; however, in 1980, the consideration of further development of transit areas began to be considered. Based on the background research, no archaeological resources have been identified in the APE. (*Karen Crawford*)

3. Kizh Nation Comments and Questions

- Andy Salas noted the history of the Avila family, a prominent Spanish family in Inglewood and San Gabriel. The Avila family owned an adobe on Olivera Street and also had lands in Lake Forrest, Andy's father Earnest Salas recalled the Avilas raised horses in Lake Forest in the 1930s. (*Andy Salas*)
- The project area is within the Sa'angna/Guasonga area., a large tribal community. (*Andy Salas*)
- Rancho Sausal is a tribal resource based on the history of the Salt Ponds. The salt ponds were essential to various tribes, as well as the Avilas, and travelers. The travelers mined the salt ponds for salt to preserve meat, fish, and other foods for transport and trade to Utah, as well as, Baja and Pueblo, CA. The Avila family acquired Rancho Sausal to access the salt ponds for the same reason—to mine salt for food preservation. The landscape within that area is a tribal cultural resource. Currently the Kizh Nation is working on a future basketball stadium project. Previous archaeological studies have shown no resources in the project area; however, during the construction of the basketball stadium, there have been discoveries of items with tribal meaning (e.g. chert, quartz, shell beads, cords, bowls, obsidian, and fragments of bowls). (*Andy Salas*)
- On many projects the majority of the resources are in disturbed contexts. There is a change in how the resources are being recorded. Prior to 2015 and AB 52 consultation, tribes had no participation in the projects. It was an archaeological/scientific framework. There were certain thresholds that had to be met before it was considered a site. Many resources in disturbed context did not meet the

threshold. So no need for mitigation. Projects would be completed and further disturb resources. So many of the tribe's resources have been overlooked, displaced, or destroyed. No longer are the resources guided by the scientific threshold but the tribe's cultural thresholds. They have many examples of where they have identified resources down to 38 feet below surface. So of course the scientific methodology is good but it is missing the tribal information. (*Matt Teutimez*)

- The people of the Kizh Nation are lineal descendants of the peoples who lived in the project area. Nicolas Jose was a prominent man in 1700s. He was an alcalde and an interpreter, from a village at the Whittier Narrows. He was 100% Native American. He led an uprising against the Spanish four times. A fifth time he was sent to the Presidio of San Francisco for punishment. The Spanish soldiers who arrested Nicolas became our grandfathers. Other ancestors are buried in San Gabriel Mission. They were the owners of 360,000 acres of California. The Avilas and the Sepulvedas, many who had land grants. There are also Mexican ancestors. Andy's father Ernest has shared information with others on projects that are located in his family's ancestral territory. He showed Andy the locations of their family history that span prehistory, rancho history, and American history, and Andy does the same with his children so that their legacy carries on. (*Andy Salas*)
- There are a few projects where there were artifacts found that are associated with their religion of the sun god that no one understands. Artifacts (cogstones) associated with the sun--Tamet stones and beads have been found. Through his grandmothers—from the village of Tamet--this is where the religion evolved from. The religion started at Tamet,, not at Puvungna in Long Beach. They have a ceremony to the sun god. It is his family's culture. Andy has been taught by the teachers—the elders--aunts, uncles, and Andy's father. (*Andy Salas*)
- The consultations the Kizh Nation engages in is very important. They don't get involved in areas outside of the area of their lineal ancestors. Mitigation measures provided by the Kizh Nation only refer to the GBMI—Kizh Nation and no other entity. (*Andy Salas*)
- The Kizh Nation is coordinating with the Native American Heritage Commission (NAHC) and anticipates future changes with tribal consultation, such as:
 - More clearly defining the purpose of the consultation
 - Determining how and why the consultation is justified with the tribal (e.g. solely tribes in the vicinity vs. actual descendants)
 - Clarifying the level of decision and involvement based on descendants (*Matt Teutimez*)

Action Items / Next Steps

- In addition to the Kizh Nation measures, FTA will consider any other applicable measures such as worker awareness training, monitoring during construction, etc.
- The Kizh Nation will send FTA maps about trade routes and mitigation measures for potential discovery (previously sent to the City of Inglewood for CEQA)
- The draft Environmental Assessment (EA) for the Inglewood Transit Connector Project is anticipated to be circulated in the Fall of 2022. The GBM—Kizh Nation is on the distribution list and will be notified as the circulation approaches.



U.S. Department
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**Federal Transit
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REGION IX
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American Samoa,
Northern Mariana Islands

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Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Ms. Christina Conley
Tribal Consultant and Administrator
Gabrieleno Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA, 93094

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Ms. Conley,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

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Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map



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January 4, 2022

Mr. Robert Dorame
Chairperson
Gabrieleno Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Dorame,

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Ray Tellis
Regional Administrator

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January 4, 2022

Mr. Sandonne Goad
Chairperson
Gabrieleno Tongva Nation
106 ½ Judge John Aiso Street #231
Los Angeles, CA, 90012

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

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- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

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Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map



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213-202-3950

January 4, 2022

Mr. Anthony Morales
Chairperson
Gabrieleno Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Morales,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

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The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
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The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

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Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map



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January 4, 2022

Mr. Charles Alvarez
Chairperson
Gabieleno - Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Alvarez,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
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Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

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Sincerely,

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Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map



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January 4, 2022

Ms. Lovina Redner
Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Ms. Redner,

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Sincerely,

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Ray Tellis
Regional Administrator

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January 4, 2022

Mr. Joseph Ontiveros
Cultural Resources Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

Re: Initiation of Native American Tribal
Consultation for the Inglewood Transit
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Ontiveros,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

Area of Potential Effect

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

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Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 4, 2022

Mr. Isaiah Vivanco
Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

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Sincerely,

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Ray Tellis
Regional Administrator

Enclosures: Project Location Map
Area of Potential Effects (APE) Map

From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:26:10 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, February 4, 2022 4:06 PM

To: sgoad@gabrielino-tongva.com

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: RE: Inglewood Transit Connector Project

Dear Mr. Goad,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:03 AM

To: 'sgoad@gabrielino-tongva.com' <sgoad@gabrielino-tongva.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:26:03 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, February 4, 2022 4:05 PM

To: GTTribalcouncil@aol.com

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: RE: Inglewood Transit Connector Project

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Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:26:25 AM
Attachments: [image001.jpg](#)

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To: christina.marsden@alumni.usc.edu
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org
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We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 10:13 AM

To: 'christina.marsden@alumni.usc.edu' <christina.marsden@alumni.usc.edu>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Conley,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:26:14 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, February 4, 2022 4:06 PM

To: gtongva@gmail.com

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: RE: Inglewood Transit Connector Project

Dear Mr. Dorame,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:02 AM

To: 'gtongva@gmail.com' <gtongva@gmail.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:25:57 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, February 4, 2022 4:04 PM

To: roadkingcharles@aol.com

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: RE: Inglewood Transit Connector Project

Dear Mr. Alvarez,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox
Sent: Tuesday, January 11, 2022 11:07 AM
To: 'roadkingcharles@aol.com' <roadkingcharles@aol.com>
Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: Inglewood Transit Connector Project

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:25:46 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Friday, February 4, 2022 4:02 PM
To: lsaul@santarosa-nsn.gov
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org
Subject: RE: Inglewood Transit Connector Project

Dear Ms. Redner,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:10 AM

To: 'Isaul@santarosa-nsn.gov' <Isaul@santarosa-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Redner,

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From: [Omar Pulido](#)
To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:26:05 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, February 4, 2022 4:03 PM

To: jontiveros@soboba-nsn.gov

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: RE: Inglewood Transit Connector Project

Dear Mr. Ontiveros,

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Thank you.

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Planning Manager

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From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:09 AM

To: 'jontiveros@soboba-nsn.gov' <jontiveros@soboba-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

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To: [Sam Silverman](#); [Peter Feldman](#)
Subject: FW: Inglewood Transit Connector Project
Date: Tuesday, February 8, 2022 9:25:43 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Friday, February 4, 2022 4:01 PM
To: ivivanco@soboba-nsn.gov
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org
Subject: RE: Inglewood Transit Connector Project

Dear Mr. Vivanco,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact

us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

EXCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:12 AM

To: 'ivivanco@soboba-nsn.gov' <ivivanco@soboba-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Vivanco,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you

have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov. Thank you.

Respectfully,

Mindy Wilcox, AICP
Planning Manager

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

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