



523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

October 13, 2020

Sent Electronically

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

**RE: Revised Notice of Preparation (NOP) and Initial Study (IS)
for the Inglewood Transit Connector Project**

Dear Ms. Wilcox:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Inglewood Transit Connector Project Notice of Preparation (NOP) and Initial Study (IS). The project proposes to build an automated people mover (APM) to transport pedestrians between Metro's Crenshaw Line station, downtown Inglewood, the Forum, and SoFi Stadium. The proposed 1.6 mile long above ground APM will be constructed along Market Street, Manchester Boulevard, and Prairie Avenue with a total of three stations. Construction will occur within the public right of way.

I. Nine historic resources within the Project Area will be adversely impacted by the proposed project

The Project Area for the Inglewood Transit Connector Project contains ten identified historic resources. Of the ten, nine are located between East Regent Street and Manchester Boulevard and the Forum located on Prairie Avenue. Between Regent and Manchester, eight historic resources are identified as eligible for listing in the California Register of Historical Resources and National Register of Historic Places. One property, the Fox Theater located at 115 N Market Street, is listed on the National Register.

As Historic Resources Group (HRG) stated in their Preliminary Historic Resources Investigation (Appendix B) of the Initial Study, the project will have significant and unavoidable indirect impacts to historic resources if constructed.



II. Alternatives to the proposed route must be explored

As stated above, the proposed project will have significant and unavoidable adverse impacts. The Conservancy urges the City of Inglewood to review and consider all available alternatives to this plan. Is it essential for the APM to travel along Market Street or is there an environmentally superior project route? Can the APM be designed in a manner that may reduce impacts on historic resources to less than significant levels? Such alternatives should be fully explored and seriously considered to avoid impacts to historic resources.

III. Conclusion

As proposed, Inglewood Transit Connector Project will have significant and unavoidable impacts to historic resources. The current APM route, which moves south along Market Street and East along Manchester Boulevard contains a collection of historic resources that date from 1920 to 1950. To avoid impacts to these resources, the Conservancy strongly encourages the City of Inglewood to explore alternative routes as well as APM designs whereby the impacts may be reduced to less than significant levels.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,



Adrian Scott Fine
Director of Advocacy

