

TEXT AMENDMENTS TO
THE INGLEWOOD GENERAL PLAN

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

Section 1.

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

D. Industrial

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

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

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

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

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

C. Industrial Land Use

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

[intervening text intentionally omitted]

Industry should be compatible with surrounding land uses. Compact

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

[intervening text intentionally omitted]

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

[intervening text intentionally omitted]

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

Section 2.

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

4. COLLECTORS.

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

~~36~~ 35. 104th Street

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

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

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

[Nos. 1 – 7 intentionally omitted]

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

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

The purpose of designated truck routes is to restrict heavy weight vehicles to streets constructed to carry such weight, in addition to keeping large vehicles--with their potentially annoying levels of noise, vibration and fumes--from residential

Exhibit B

neighborhoods. With the exception of two routes, all designated truck routes are along arterial streets. One exception is East Hyde Park Boulevard and Hyde Park Place which have street widths too narrow to be classified an arterial route but which serve various small light manufacturing and heavy commercial businesses located in northeast Inglewood. The second exception is 102nd Street (between 325 feet west of the centerline of ~~Prairie Doty~~ Avenue and Yukon Avenue) which serves the new manufacturing and air freight businesses being developed in the Century Redevelopment Project area.