

LAND

USE

ELEMENT



City of Inglewood

Land Use Element, Inglewood General Plan
Amendment Sheet

1. Insert the following text at the end of the Goals and Objectives section on page 8.

Downtown Transit Oriented District

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

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

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

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

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

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

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

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

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

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

Policy 3.3: *Pedestrian Promenades*. Emphasize Market Street and Queen Street as pedestrian promenades that may be closed to automobiles for special events or as conditions require.

Policy 3.4: *Pedestrian Connections to Metro Rail*. Establish high-quality at-grade and/or bridge connections from the Downtown Inglewood Metro station across Florence Avenue to the south. Make every effort to facilitate a direct pedestrian connection from the station to Beach Avenue to the north.

Policy 3.5: *Local Transit Connections to Metro Rail*. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.

Policy 3.6: *Parking District*. Establish a parking district with shared parking consolidated in garages, and manage pricing.

Goal #4: Downtown is a major economic engine providing jobs, sales tax and other revenues

Policy 4.1: *Major Sites Development*. Develop major sites and create new destinations at the north and south ends of Market Street, immediately north of the Metro station, and on and around the City Yard that create jobs, generate revenues for the city through sales and bed tax and provide new opportunities for residents.

Policy 4.2: *TechTown*. Establish the TechTown district in the area north of Florence Avenue and west of La Brea Avenue. This district should be focused toward the creation of quality technology-related jobs for people of differing educational levels.

Policy 4.3: *Equitable Development*. Implement policies such as a local hire notification requirement for large employers, Business Improvement District youth guide program and others so that the benefits of growth accrue to the current population of Inglewood. Encourage educational uses wherever possible to improve the job-readiness of the local population.

Policy 4.4: *Affordable Housing*. Promote the creation of covenanted affordable housing at different income levels. Care should be taken to not inhibit new housing development. Study methods to preserve existing affordable housing in the City.

Goal #5: Downtown is a model for sustainable development

Policy 5.1: *Stormwater Management*. Collect, clean and infiltrate stormwater runoff on streetscapes, parking lots and roofs wherever possible. Create a daylighted stream through TechTown reflecting topography and flow of water to the treatment plant.

Policy 5.2: *Solar Energy*. Encourage the use of solar panels on roofs and as coverings on parking lots to generate renewable energy.

Goal #6: Downtown expresses the unique culture of Inglewood

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

Policy 6.2: *Performing Arts*. Build on assets such as the Fox Theater, Forum and Hollywood Park to establish Downtown Inglewood as part of an Inglewood entertainment and performing arts hub serving both the City and the region.

Policy 6.3: *Visual Arts*. Commission public art to provide an attractive environment for residents, employees and visitors. Take steps to ensure a continuing role for the Inglewood art community in Downtown's visual and performing arts.

Fairview Heights Transit Oriented District

Goal #1: Fairview Heights is a special, historic residential neighborhood

Policy 1.1: *Neighborhood Protection*. Recognize the Fairview Heights neighborhood as historic and preserve its historic character.

Policy 1.2: *Sensitive Development Prototypes*. Use form-based development prototypes to encourage a variety of contextually-sensitive housing options for people throughout their lifecycle.

Policy 1.3: *Scale Transitions*. Require that taller developments on Redondo Boulevard step down in scale toward the northern edge of their properties where they abut low-density residential zones.

Goal #2: Fairview Heights is connected to the region via transit

Policy 2.1: *Gateway TOD Area*. Create an attractive, neighborhood-compatible and walkable gateway to the City of Inglewood and Fairview Heights adjacent to the Metro station. Encourage the mix of uses to include community-serving uses such as educational institutions.

Goal #3: Fairview Heights is a historic place for artists to live and work

Policy 3.1: *Promotion of Live-Work Spaces*. Promote the creation of live-work spaces along Hyde Park Boulevard and West Boulevard in the Fairview Heights neighborhood.

Goal #4: Fairview Heights enjoys a special connection to Vincent Park

Policy 4.1: *Redondo Boulevard Promenade*. Establish the Redondo Boulevard Promenade, a street linking the Fairview Heights Metro station with Vincent Park. Provide ample parking along the promenade for local and park-and-ride use, and use landscaping to create an attractive gateway for transit patrons and park-goers.

2. Replace letters “D” and “E” in the Development Factors – Transportation Network section on page 52 with:

D. Passenger Train Service

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

The Metro Crenshaw/LAX Line, scheduled to open in 2019, will add three new stations to the City of Inglewood: Fairview Heights (Florence/West), Downtown Inglewood (Florence/La Brea), and Westchester/Veterans (Florence/Hindry).

E. Freight Train Service

The City of Inglewood was served by the Santa Fe Railroad running on the Harbor Subdivision right-of-way. However, this right-of-way has been repurposed for the Crenshaw/LAX Line. There is no more freight train service in the City.

3. Add the following after letter “F” of the Future Land Use chapter on page 76.

G. Downtown Transit Oriented District

The Downtown Transit Oriented District consists principally of the half-mile radius around the Downtown Inglewood Metro Station located near Florence Avenue and Market Street. The Transit Oriented District should contain a variety of mutually complementary uses, including residential, office, retail, government and light industrial/creative office, all in a pedestrian-friendly environment that facilitates transit usage. Concept plans, zoning and design guidelines for this District are given by the TOD Plan for the area. It

is divided into seven sub-districts: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

Historic Downtown is the heart of Downtown Inglewood. It is pedestrian-oriented and human-scaled. It will function as a regional destination and gathering space for all in the City of Inglewood that links residents with the community's past, present and future. The district should include public space, restaurants, entertainment, residential uses, hotel and office uses.

Civic Center is the concentration of government services in Inglewood, encompassing City Hall, Inglewood Public Library, the Superior Court, Crozier Middle School and Inglewood High School. The Civic Center should be well connected to Historic Downtown, encouraging employees and students to patronize the Historic Downtown.

TechTown will be a vibrant technology business center that provides Inglewood residents opportunities for entrepreneurship and quality employment. Uses should be consolidated around creative office, research and development, light industrial and limited retail anchored by a sustainable open space corridor and Rogers Park.

Beach Avenue is a unique area with manufacturing uses and packing houses in close proximity to low-density residences. The topography of the area, which slopes down heavily on both sides to Beach Avenue, the site of a historic stream, gives the district a very intimate feel. In the future, it will continue to be a unique neighborhood that stimulates small-scale creative production in the City and complements TechTown and Historic Downtown.

Fairview West is a large mostly residential area proximate to the station. It is in reality the western portion of the Fairview Heights neighborhood. The vision for the district is for it to be a quality, affordable residential district linked to the Downtown Inglewood station through a welcoming pedestrian connection.

Hillcrest is the most established residential neighborhood in Downtown. The overall character is established by the stately homes and churches that flank a large tree-lined median on Hillcrest Boulevard. The district will retain its general residential character and phase out medical office uses related to the former Daniel Freeman Hospital. Neighborhood retail uses are located around its edges.

The portion of Queen Street within the Downtown Transit Oriented District is part of a larger residential area that extends westward to the 405 freeway. It has a large proportion of apartments. Queen Street should be a safe and affordable residential district linked to Downtown and transit.

H. Fairview Heights Transit Oriented District

The Fairview Heights Transit Oriented District consists principally of the Inglewood side of the half-mile radius around the Fairview Heights Metro Station located near Redondo Boulevard and West Boulevard. Much of the Transit Oriented District is the historic, low-density residential neighborhood of Fairview Heights which should be protected. Development located on bordering mixed-use streets (Hyde Park Boulevard, West Boulevard, Redondo Boulevard) should be sensitive to the context of the community. The station-adjacent area that fronts onto West Boulevard, Redondo Boulevard and Florence Avenue should be an attractive gateway to the City for transit riders and drivers entering from the east. It should provide an appropriate connection to Vincent Park and may include institutional, residential and/or retail uses.

Land Use Element, Inglewood General Plan
Amendment Sheet

1. Insert the following at page 8 of the Land Use Goals and Objectives of the Land Use Element:

Major Mixed-Use Goal

Large-scale development sites integrating commercial, office, entertainment, and/or housing that actively engage and enhance pedestrian activity, enable Inglewood's residents to live close to businesses and employment; respect the site characteristics, and are well-designed reflecting the traditions of the City.

Policies

1. **Land Use Mix.** Allow for planned development mixed-use districts that integrate housing with retail, office, entertainment, and public uses where the housing may be developed on the upper floors of non-residential buildings or distributed horizontally on the site.
2. **Ground Floor Development.** Require that the ground floor of buildings integrating housing with non-residential uses must be occupied by retail, dining, and other uses that engage and activate pedestrian activity.
3. **Architectural Design Quality.** Require that development in mixed-use districts conveys a high level of architectural design quality and landscape amenities, reflecting the traditions that historically have defined the City.
4. **Design Integration.** Require that residential and non-residential portions of mixed-use buildings be seamlessly integrated by architectural design, pedestrian walkways, and landscape.
5. **Cohesive and Integrated Development.** Require that planned development mixed-use districts seamlessly integrate uses and buildings as a cohesive project characterized by:
 - A connected and unifying street and sidewalk network
 - Consistent property setbacks, frontage design, and building massing
 - Orientation and design of the ground floor of buildings to promote pedestrian activity
 - Inclusion of attractively landscaped public sidewalks and open spaces
 - Consideration of shared parking in lieu of separate parking for each

use

- Transitions of development scale and mass and pedestrian linkages with adjoining neighborhoods and districts

6. **Site Development.** Require that buildings and improvements respect their setting and address elements such as location, slopes, drainages, native landscapes, and view sheds, as applicable.
7. **Compatibility of Residential and Non-Residential Uses.** Require that buildings integrating housing with non-residential uses be designed to assure compatibility among uses and public safety including separate access, fire suppression barriers, secured resident parking, noise insulation, and similar elements.

2. Replace Subpoint 2 of the Assumptions on Page 9 of the Land Use Element with the following text:

2. The Inglewood Cemetery will continue its present land uses into the future, and the Hollywood Park racetrack will be redeveloped as a master-planned mixed use community consistent with the applicable specific plan.

3. Insert the following on Page 60 of the Existing Land Uses of the Land Use Element to read as follows:

H. Major Mixed-Use

Within the City of Inglewood, there are approximately 238 acres of land which are presently classified as Major Mixed Use for development with various commercial, open space, civic, recreation and residential uses. The Major Mixed Use area is located on the former Hollywood Park racetrack site that is adjacent to Prairie Avenue and Century Boulevard. Mixed Use Development that combines residential with non-residential land uses is permitted in the Major Mixed Use area consistent with the adopted Specific Plan for that area. Residential development shall not exceed 85 dwelling units per acre, except as specified in the California Government Code Section 65915 – 65918 or as established in the Inglewood Municipal Code or an adopted plan amendment. The Inglewood Municipal Code, or any applicable specific plan or any adopted general or specific plan amendment shall establish the specific residential use and density for each parcel prior to development, provided that at no time shall the density exceed 85 dwelling units per acre on any lot or parcel. The limitation on height for new residential structures in the Major Mixed Use area shall be 75 feet for any building that contains residential uses and 150 feet for commercial uses, excluding architectural or sign elements.

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1. Insert the following at page 70, second paragraph, between third and fourth sentences:

"...Additionally, residential development in the Limited Commercial category that lies within the In-Town Redevelopment Project Area is permitted to have an overall density of 55 units per acre. The affected area could include approximately 2,052 units over a total of 37.3 acres. This residential development would be permitted with the specific approval of the Inglewood Redevelopment Agency, provided that residential uses within commercial buildings are restricted to stories above commercial uses, and that adequate provisions are made for a proper living environment. The Redevelopment Agency will establish the specific residential use and density for each parcel prior to its development. The limitation on height of new residential structures in the Limited Commercial category shall be that height established by the Federal Aviation Administration for each parcel..."

2. At page 72, second paragraph, replace the final sentence with the following:

"The area should be developed with industrial park, commercial, and/or office park uses, utilizing planned assembly district guidelines to insure both the quality of the development and its compatibility with surrounding uses."

3. At page 74, first paragraph, third sentence, insert a slash (/) between the words "commercial" and "office".
4. At page 74, third paragraph, fourth sentence, insert a slash (/) between the words "commercial" and "office".

Land Use in Inglewood

THE LAND USE ELEMENT
of the
INGLEWOOD GENERAL PLAN

Prepared by
Inglewood Department of Community Development and Housing

January 1980

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TABLE OF CONTENTS

	EXECUTIVE SUMMARY	i
	INTRODUCTION	1
SECTION I	STATEMENT OF PURPOSE	2
SECTION II	STATEMENT OF OBJECTIVES	
	Historical Development	4
	Goals and Objectives	5
	Assumptions	9
	Significant Findings	10
SECTION III	POPULATION	
	Population Growth	12
	Population Estimate	13
	Population Projections	16
	Population Summary	22
	Labor Force	24
SECTION IV	DEVELOPMENT FACTORS	
	Physical Inventory	26
	Education System	34
	Public Service Systems	36
	Recreational Facilities	42
	Transportation Network	43
SECTION V	EXISTING LAND USE	
	Residential	55
	Commercial	56
	Industrial	57
	Public and Semi-Public	58
	Rights-of-Way	60
	Vacant Land	60
	Special Developable Land	60
SECTION VI	FUTURE LAND USE	
	Residential	63
	Commercial	69
	Industrial	71
	Public and Semi-Public	75
	Open Space	75
	Hospital-Medical/Residential	75
	Special Developable Lands	76
	Redevelopment	76

SECTION VII IMPLEMENTATION

Implementation	79
Implementation Tools	80
Land Use Designation Changes	83

ENVIRONMENTAL ASSESSMENT

THE CITY OF INGLEWOOD, CALIFORNIA

MAYOR AND CITY COUNCIL

Lee Weinstein, Mayor

Andrew Q. Isaacs	District 1
George F. Gerard	District 2
Bruce U. Smith	District 3
Edward Vincent	District 4

INGLEWOOD PLANNING COMMISSION

Robert Stovall, Chairman

William A. Wagstaff	Richard E. Rollins
Mary Merrill	Iver Sonnack

CITY ADMINISTRATION

Paul D. Eckles, Administrative Officer

DEPUTY CITY ADMINISTRATOR
FOR
COMMUNITY DEVELOPMENT & HOUSING

Raimar Schuller

LIST OF MAPS, CHARTS, AND TABLES

MAPS

Existing Noise Levels,	29
Inglewood School District Facilities	35
Major Water Transmission Lines & Reservoirs	37
Gas & Petroleum Pipelines	39
Major Power Transmission Lines	40
Sewer Trunk Lines	41
1971 Traffic Volume Flow	44
1977 Traffic Volume Flow	45
1997 Traffic Volume Flow	46
Circulation System	48
RTD Bus Lines Serving Inglewood	50
RTD Bus Routes in Inglewood	51
1990 Land Use Element Map	62
1968 General Plan Map	65
1972 Housing Element Map	66
1978 Amended General Plan Map	67
Redevelopment Area Plans	78

CHARTS

Population Projection - Logistic Method 1980; 1990	19
Population Projections Summary 1980; 1990	21

TABLES

1976 Population Estimate	15
1978 Population Estimate	15
Cohort Survival Population Projection 1980; 1990	17
Logistic Method Population Projection 1980; 1990	20
Population Summary	23
Labor Force Comparison	25
Land Uses in Aircraft Noise Impact Areas	30
Public School Enrollment, 1977, Ethnic Percentages	34
Land Use Comparison	54
Residential Land Use Comparison	55
Commercial Land Use Comparison	57
Industrial Land Use Comparison	58

INGLEWOOD LAND USE ELEMENT

EXECUTIVE SUMMARY

This land use element addresses key issues involving the use of land in the City of Inglewood. It provides a land use framework through the year 1990 for decision makers as they consider the long term commitment of land resources. It promotes fiscal responsibility by proposing efficient methods to support growth and creating a future land use pattern that efficiently utilizes Inglewood's natural resources.

The element covers: the purposes of a land use element; its goals and objectives; the city's population growth, characteristics, and projections; the natural and man-made environment; the present utilization of the city's land inventory; the pattern, intensity, and timing of proposed future land uses; and, the tools with which to implement the proposed land uses.

Significant findings that resulted from the development of this element are listed below.

1. In several areas of the city, existing land use has little correlation to present zoning. Most often these areas of conflict are those that are zoned for intense development (such as commercial, industrial, or apartments) but contain low density single family or duplex development.
2. The city's current zoning ordinance needs revisions to incorporate adequate development and performance standards in order to implement the objectives of the Land Use Element.
3. Existing zoning allows for a population capacity of 161,761 while the land use element would permit a population of 121,554. The projected population for 1990 is 102,926 or 84.7 percent of the planned capacity, allowing for moderate growth without further element revision. The

high population figures permitted by the existing zoning point out the excess amount of medium-high and high density residential zoning which presently exists.

4. The requirement to assemble parcels in order to conduct proper high density development is impeded by the original subdivision practices in the early years of Inglewood's history.
5. Generally there is a lack of adequate buffer between major land uses, especially between residential use and commercial or industrial. The existence of residential uses often inhibits the proper development of commercial and industrial districts.
6. Inglewood has more apartment units than single family units. The increased density is placing an increased strain on the provision of municipal services and is gaining a reputation for the city as being unstable and composed of a transient population.
7. Rehabilitation and continued redevelopment will be necessary in order to eliminate the conditions of blight which are found in portions of the city, most especially in some of the city's industrial areas and high density residential neighborhoods.
8. Open space and recreational opportunities are deficient in most neighborhoods.

Changes which are proposed in the element to mitigate the problems identified include the following techniques.

1. Zoning modifications to more closely align land use and zoning thereby eliminating many inconsistencies which presently exist.
2. Development of a coordinated capital improvements program to insure that municipal service improvement projects are compatible with developing land use patterns.

3. Establishment of a development review process to assist in the achievement of desirable land use objectives especially in areas proposed for higher intensity use. The process would assess project impacts on existing services and surrounding uses, establish performance standards and criteria, and provide guidelines related to design and landscaping.
4. Zoning density reduction in some multiple dwelling unit districts will preserve quality single family and low-medium density neighborhoods. At the same time this will encourage the development of higher density uses in areas that can provide the required services and not be impacted by high density development. -
5. Redevelopment efforts should be continued to bring about desirable land use changes and the continued revitalization of the city. It should be combined with a program of economic development planning which will seek funding sources to encourage private redevelopment efforts.
6. Land use designation changes should be pursued to implement specific proposals some of which include: designation of the area between Crenshaw and La Cienega Boulevards south of Century to 104th Street as industrial; designating all City parks as open space; and placing the present high density area west of the Civic Center in a medium density designation.

INTRODUCTION

INTRODUCTION

The Inglewood Land Use Element presents a long-range plan for the distribution and future use of land within the City of Inglewood. It analyzes population, existing and future land use requirements, and proposes implementation techniques. It provides a framework upon which the development of public and privately owned land can be based.

The report is divided into an introduction and seven sections. The first Section, Statement of Purpose, presents the reasons for undertaking this project and explains the purposes of a land use element. The second section, Statement of Objectives, presents a short narrative on the city's historical development and outlines land use goals and objectives. The section also describes the assumptions upon which the report is based and discusses the significant findings which were revealed by the research phase of the project.

Population growth, characteristics, and projections are described in the third section. The fourth section, Development Factors, discusses the physical environment of the city as well as the city's utility, transportation, public facility, recreation and education systems. The fifth section, Existing Land Use, presents an overview of how Inglewood's land inventory is being utilized and how present utilization compares with national averages and with present zoning.

The proposed future land use is discussed in the sixth section. The section indicates the pattern, intensity, and timing of proposed future land uses in map and text. The seventh and final section describes tools which can be utilized to implement the objectives of the Inglewood Land Use Element.

STATEMENT

OF

PURPOSE

I

STATEMENT OF PURPOSE

Section 65302(a) of the Government Code of the State of California states that a General Plan must include:

- (a) A land-use element which designates the proposed general distribution, and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

This Land Use Element constitutes only one part of the General Plan of Inglewood. Some aspects of land use and development are also dealt with in the other eight General Plan elements which support and compliment each other.

The Land Use Element is the most traditional of the General Plan elements and contains policies concerned with the future allocation of land. It is part of the city planning process - a series of rationally organized steps which lead to proposals for guided urban growth and development. Fundamentally, the land use element embodies policies as to how development and redevelopment should proceed in the future, recognizing local objectives and accepted principles of health, safety, convenience, economy, and the general amenities of urban

living. The land use policies are considered to be a series of guides to consistent and rational public and private decisions in the use and development of land. They are maxims to guide land development decisions.

The Land Use Element map does not precisely locate future land uses with respect to individual properties as is the case with a zoning map. The Land Use Element map is concerned with use and intensity of development but is generalized in form. Such generalization is essential to permit flexibility in making specific short-term decisions necessary for implementation of the objectives expressed in the element. Even in a city which is nearly fully developed, it is not possible to exactly determine the specific requirements or location of all land uses in advance of future need or development.

The Land Use Element depicts the City fully developed. The year 1990 may be somewhat arbitrary since future growth is influenced by many external market forces over which the City has little influence or control. In anticipation of reasonable new development between 1978 and 1990, the element provides positive incentives to bring about sizable directed growth. The element should be regularly reexamined between 1978 and 1990 to assure that the goals and objectives of the element are being met.

STATEMENT

OF

OBJECTIVES

II

STATEMENT OF OBJECTIVES

HISTORICAL DEVELOPMENT

The City of Inglewood is one of eighty communities that together form the greater Los Angeles metropolitan area. Inglewood is located along the northern edge of a subarea commonly referred to as the South Bay. The proximity of Inglewood to the historic center of Los Angeles makes it one of the older and most urbanized of all the South Bay cities.

The City's boundaries are somewhat arbitrary in that they represent legal distinctions, rather than specific physical barriers. Consequently, the physical and social makeup of the community is interrelated with that of the larger Los Angeles metropolitan area. This interrelation is clearly shown by the pattern of overlapping governmental jurisdictions. Certain governmental functions transcend the area encompassed by City boundaries; for example, the Inglewood Unified School District includes most, but not all, of the City plus an unincorporated area, Ladera Heights. Similarly, the responsibility for the provision of water in the City is split between two separate entities.

Originally incorporated as a community in 1908, Inglewood has undergone substantial changes. Reflecting the development pattern of Los Angeles County, Inglewood has experienced tremendous growth in the last 70 years. The original townsite of 3.1 square miles was expanded by annexation of unincorporated territories to the existing 8.85 square miles while the total population grew from 1,536 persons in 1910 to 89,985 in 1970.

The same regional pressures that have supported Inglewood's growth of population and area, shaped the pattern of its physical development. The city initially was developed primarily as a suburban single family residential community, but by the mid 1950's most of the large tracts available for use had been fully developed and single family construction began to decline.

The demand for housing continued to grow as employment opportunities expanded in the South Bay. Consequently market pressures forced a shift toward the conversion and/or replacement of low density housing with multiple units. As a result, while the absolute number of units continued to grow throughout the 1960's, rental units became the predominate pattern of housing city wide. This shift in density and the increasing number of renters has had a profound impact on both the physical and social environment of the city. In short, the relative stability of a suburban community has in part been replaced by the dynamics of an urban one.

GOALS AND OBJECTIVES

Although the City of Inglewood has undergone significant changes, the need to establish land use goals and objectives remains unchanged and indeed becomes even more important. Land use goals and objectives are guides to the way in which land development should occur to achieve the basic needs and desires of residents, businesses and institutions of the city concerning interaction opportunities, living conditions, costs, and the general quality of life. They broadly identify the type of urban environment that will be achieved by following the proposals contained in the land use plan. Those goals are:

A. General

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

B. Residential

- Encourage neighborhood stability and conservation by reducing the amount of land designated for high density development.
- Promote the maintenance, rehabilitation, and modernization of the City's housing stock.
- Encourage the preservation of Inglewood's fair share of housing for low and moderate income persons.
- Safeguard the city's residential areas from the encroachment of incompatible uses.

- Foster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.

- Encourage suitable condominium development as a means of diversifying types of housing and increasing the number of residents who own property.

- Promote residential developments which will attract middle and upper income families who can afford the higher cost of recycled development

C. Commercial

- Create and maintain a healthy economic condition within the present business community and assist new business to locate within the city.

- Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

- Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.

- Encourage the continued development and promotion of existing commercial centers such as Crenshaw-Imperial and Morningside Park.

- Continue to promote the development of high quality commercial/office space at appropriate locations within the city through the redevelopment process.

- Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

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.

E. Circulation

- Insure that proposed new uses can be accommodated by adequate and safe streets.

- Promote and support adequate public transportation within the city and the region.

- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.

- Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

F. Community Facilities

- Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the city's budgetary capability.

- Maintain the present high level of police and fire services to the extent it is fiscally prudent.

- Encourage the retention of high quality library services.

- Expand opportunities for cultural and social growth for the city's residents.

ASSUMPTIONS

Because the proposals presented in a land use element are long range they must be predicated on certain assumptions about the future. The following assumptions are those which can reasonably be expected to occur. The proposals presented depend to varying degrees on the assumptions and therefore the effect of any specific assumption not occurring will also vary depending on the significance of that assumption.

1. An alternative to tax increment financed redevelopment will be utilized to continue the successful redevelopment of the City's present four redevelopment projects.
2. The Inglewood Cemetery and Hollywood Park will continue their present land uses.
3. The Century Freeway (Route 105) will be constructed, further enhancing the City's location vis-a-vis the airport as it relates to industrial and commercial office development.
4. The impact of jet noise on those areas beneath the south runway flight path will not lessen significantly before 1990.
5. The City will not annex the unincorporated Lennox territory.
6. The infilling of vacant residential parcels with new housing units will continue and the recycling of other suitable parcels will increase.
7. All utilities provided to present customers will continue and be able to expand to allow reasonable but moderate growth of population, business and industry.
8. Employment for City residents will be expanded within the City through 1990, but the majority of city residents will continue to be employed throughout the Los Angeles metropolitan area.

9. City residents desire an overall reduction in allowable densities in multi-family housing areas without reducing the options of available housing types.
10. Population projections are based on the city continuing to attract young stable families of all socio-economic backgrounds thus reversing the trend toward fewer persons per household which has been prevalent in the past.

SIGNIFICANT FINDINGS

The following are problem areas which became apparent during the research for this element and which have significant impact on the analysis of land use in Inglewood.

1. In several areas of the city, existing land use has little correlation to present zoning. Most often these areas of conflict are those that are zoned for intense development (such as commercial, industrial, or apartments) but contain low density single family or duplex development.
2. The City's current zoning ordinance needs revisions to incorporate adequate development and performance standards in order to implement the objectives of the Land Use Element.
3. Existing zoning allows for a population capacity of 161,761 while the land use element would permit a population of 121,554. The projected population for 1990 is 102,926 or 84.7 percent of the planned capacity, allowing for moderate growth without further element revision. The high population figures permitted by the existing zoning point out the excess amount of medium-high and high density residential zoning which presently exists.

4. The requirement to assemble parcels in order to conduct proper high density development is impeded by the original subdivision practices in the early years of Inglewood's history.
5. Generally there is a lack of adequate buffer between major land uses, especially between residential use and commercial or industrial. The existence of residential uses often inhibits the proper development of commercial and industrial districts.
6. Inglewood has more apartment units than single family units. The increased density is placing an increased strain on the provision of municipal services and is gaining a reputation for the city as being unstable and composed of a transient population.
7. Rehabilitation and continued redevelopment will be necessary in order to eliminate the conditions of blight which are found in portions of the city, most especially in some of the city's industrial areas and high density residential neighborhoods.
8. Open space and recreational opportunities are deficient in most neighborhoods.

POPULATION

III

POPULATION

POPULATION GROWTH

The development of Inglewood began in 1887 when the Centinela-Inglewood Land Company was formed to promote land sales for a new town - Inglewood. Land sales promotions were successful and the city grew from 300 to 1200 in 1908 when the city was incorporated.

The first census figures in 1910 showed a population of 1,536 residents. During the next decade, expansion increased tremendously and the population rose in 1920 to 3,286 - a gain of 113%. From 1920 to 1925 Inglewood was the fastest growing city in the United States which is reflected in its growth rate of 492% as the population rose to 19,480 in 1930.

Between 1930 and 1940, the total population continued to grow and reached 29,999 by 1940. However, the rate for the decade had fallen sharply to 54%. This drop was a reflection of the poor economic conditions of the period. With increasing activities and the development of many new industries in the Los Angeles metropolitan area resulting from the defense programs preceding and during World War II, there was a great increase in the rate of growth for the entire area. This increase was reflected in Inglewood's increased population figures. This general rate of growth fell off later on in the decade, primarily as a result of approaching land use saturation. By 1950, Inglewood's population was 46,185, a ten-year increase of only 53%.

The growth of Los Angeles International Airport coupled with the growth of related air industries helped bring a continued growth of population to Inglewood as the 1960 census showed 63,390 residents. The 1970 census showed Inglewood with a population of 89,895; a growth rate of 40% for the decade, but the growth was attributable in part to annexation.

POPULATION ESTIMATE

Since the 1970 census, several different agencies have released conflicting estimates of Inglewood's population. The California State Department of Finance estimated Inglewood's January, 1977 population at 88,172 and its January, 1978 population at 89,581. The Los Angeles County Regional Planning Department estimated the City's July, 1977 population to be 84,933. These two estimates show a discrepancy of almost 4,000 persons. In order to arrive at its own estimate, the Planning and Development Department staff determined the City's January, 1976 population utilizing building permit records and active electric meter information to estimate the number of occupied housing units. The persons per household average reported for Inglewood in the 1970 census was then applied to the estimated number of occupied dwelling units to arrive at an estimate for 1976 of 90,199.

Estimated household size is a critical factor in determining total population. Ideally, household size would best be determined by extensive surveying at the time of estimate preparation. However, the excessive costs of such surveying is prohibitive and so other indicators must be relied on. The City's 1976 estimate used the 1970 census household size

of 2.41 to compute the projection hypothisizing that because of the increased minority population, the persons per household size had not decreased since 1970. It is appropriate to note here that the person per household figures for Inglewood being used by L. A. County and the State Finance Department, 2.1 and 2.3 respectively, are considered unrealistic given the increase in minority population which has occurred since 1970. These agencies continue to reduce average household size based on state and national trends and will not adjust their methodology to accommodate special situations such as an increase in minority population. Realistically, the City's 1976 estimate was low because of the reliance on 1970 data. The persons per household figure should have increased rather than remaining stable, because of the changed racial composition of the city.

The 1978 population estimate has been calculated using the same indicators as 1976 with the exception of the persons per household figure. To arrive at a more accurate persons per household figure, school enrollment data, social service agency information, and vital statistics data were combined with observed trends. Additionally, the City of Los Angeles provided persons per household data for their planning areas which surround Inglewood. Los Angeles' data was based on an actual household survey and is considered to be a good comparative figure. The estimated household size for 1978 is 2.52.

A vacancy factor was calculated using utility hookup information; the current vacancy rates prevailing in Los Angeles County in general and surrounding cities in particular; observed trends in "for rent" and "for sale" classified; and personal interviews with area realtors. It is estimated that the occupancy rate for single family and duplex units is 99% and that the rate for multiple family units of three and above is 95%.

Applying those factors, the following formula produces an accurate estimate of Inglewood's current population: Number of units multiplied by the occupancy rate yields occupied units which is multiplied by the estimated household size to equal total population.

1976 ESTIMATE

Ethnic Distribution	Population	Percent	Household Size
White	47,549	52.6	2.2
Black	32,013	36.0	3.2
Spanish Surname	9,599	10.0	3.2
Other	1,038	1.4	2.8
Total	90,199	100.0	

1978 Number of Housing Units	Percent Occupied	Total Occupied Units
Single Family 17,311	99	17,137
Two Family 1,291	99	1,278
3 & 4 Family 3,453	95	3,280
5 Family 16,527	95	15,700
Total 38,582		37,395

1978 POPULATION ESTIMATE BY OCCUPIED DWELLING UNITS

Number of Occupied Units	Household Size	Population
37,395	x 2.52	= 94,235
	Population in Mobile Homes	414
	Population in Group Quarters	1,757
Total 1978 Inglewood Population		96,406

Although the City's estimate for 1978 is 6,825 higher than the State Department of Finance's figures it is believed that the higher persons per household figure used by the City is actually more accurate and reflective of the change that has occurred in the city. The City's 1978 estimate would seem to be confirmed by the increases that have been occurring in the school system which indicate an increase in

younger households with school age children. In 1970 there were 13,070 students attending public schools. By 1977 that number had increased to 13,815, a rise of 745 or 5.7%. The 1978 enrollment has jumped even higher to 14,159 an increase of 344 students or 2.5% in just one year. These increases are especially significant since surrounding communities are experiencing declining school enrollments. Additional support for the 1978 estimate can be found in the population forecasts computed for 1980 and 1990 utilizing two other population projection methods which are discussed in the following paragraphs.

POPULATION PROJECTIONS

Population projections are an integral part of a land use element in that the projections provide a means of measuring the adequacy of the proposed element. If a land use element is to be useful it must designate appropriate amounts of land to accommodate the projected population forecast for the study period. The Cohort-Survival and Logistic methods were used to compute population projections for 1980 and 1990.

A. Cohort-Survival Method

The Cohort-Survival method for making population projections is considered to be one of the most accurate methods. Basically, it is a calculation of the average yearly death rate by age-groups in order to determine the population surviving in the next decade. Secondly, the migration rate for each age-group must be determined in order to calculate the expected in-out migration for each group. Once the in-out migration figures have been determined, a net migration number must be assumed.

AGE GROUPS	1970 POPULATION SURVIVING	PROPORTION OF SURVIVING *	MORTALITY ADJUSTMENT FOR 1980	MIGRATION RATE	EXPECTED IN-OUT MIGRATION	NET MIGRATION IN 1980 +1% **	PROJECTED POPULATION 1980 ****	MORTALITY ADJUSTMENT FOR 1990	EXPECTED IN-OUT MIGRATION	NET MIGRATION IN 1990 +1% **	PROJECTED POPULATION 1990 ****
-5	6633	0.995					***14412				***15176
5-9	6120	0.995									
10-14	5591	0.995	6600	0.192	1267	+13	6613	14325	2750	+28	14353
15-19	6260	0.995	6089	0.192	1169	+12	6101				
20-24	8907	0.991	5563	0.325	1808	+18	5581	6580	2138	+21	6601
25-29	8484	0.991	6229	0.328	2043	+20	6249	6070	1991	+20	6048
30-34	5843	0.985	8827	0.372	3284	+33	8860	5531	2057	+20	5549
35-39	4614	0.985	8408	0.289	2430	+24	8432	6193	1790	+18	6213
40-44	5004	0.970	5755	0.203	1170	+12	5767	8727	1771	+18	8759
45-49	5469	0.970	4544	0.164	745	+ 7	4551	8305	1362	+14	8330
50-54	5988	0.926	4854	0.136	660	+ 7	4861	5605	762	+ 8	5605
55-59	5828	0.926	5304	0.108	573	+ 6	5310	4414	477	+ 5	4421
60-64	4740	0.839	5545	0.108	599	+ 6	5551	4501	486	+ 5	4507
65-69	3374	0.839	5397	0.108	583	+ 6	5403	4917	531	+ 5	4922
70-74	2854	0.678	3977	0.105	418	+ 4	3981	4657	489	+ 5	4662
75 over	4276	0.481	6824	0.092	817	+ 8	6830	11508	1059	+10	10527
TOTAL	89,985						98,502				105,673

* NATIONAL FIGURE: 1960-1970

** ASSUMPTION

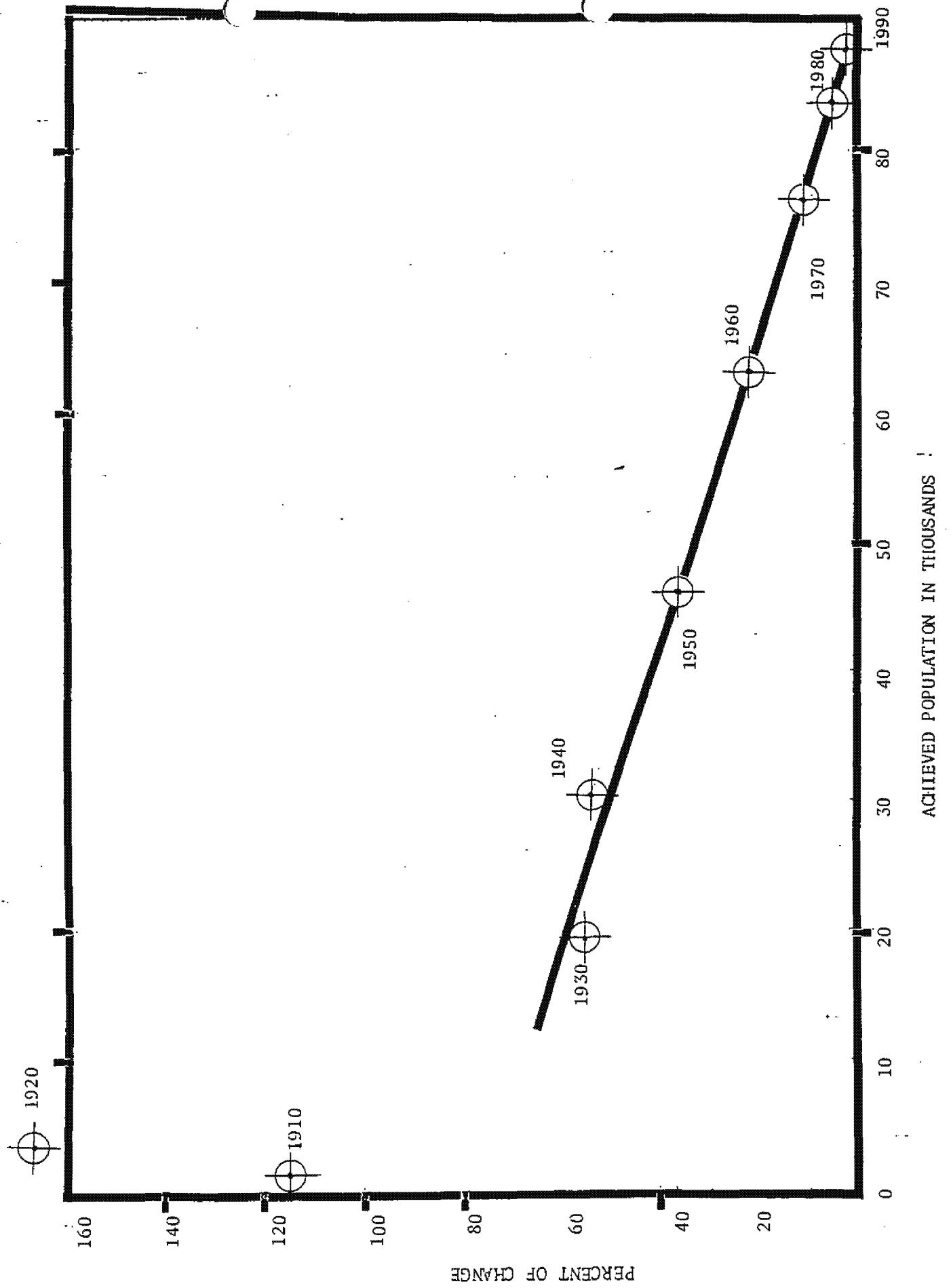
*** BIRTH RATE USED IS THE AVERAGE BETWEEN THE NATIONAL CRUDE BIRTH RATE OF 17 BIRTHS PER 1,000 POPULATION ANNUALLY AND THE RATIO BETWEEN CHILDREN AGED 0-10 YEARS AND TO PERSONS OF CHILD BEARING AGE (15-44 YEARS).

**** ADJUSTED FOR MORTALITY, MIGRATION, AND BIRTHS.

A plus-one percentage net in-migration figure for Inglewood between 1970 and 1980 has been determined to be realistic. The final step is a calculation of the annual birth rate for the ten-year period. An average between two different methods was used. First, the national crude birth-rate of seventeen per thousand annually was used. That rate was multiplied by the 1970 population and that product multiplied by ten to determine the number of children under ten years-of-age (15,297) for 1980. The second method that was used was a ratio birth rate method. A ratio was established between the number of children in 1970 aged 0 - 10 and the number of child-bearing adults aged 15-45 years. This ratio was .33 and was applied to the number of adults of child-bearing age estimated to be living in 1980. Thus, the number of births was determined (13,527). The average between the crude births and the ratio births was 14,412. This average is accepted as the number of children between the ages of 0 - 10 which will be living in Inglewood in 1980. By adding all the expected age-groups for each decade, the population estimate is established. The Cohort-Survival population projection for 1980 is 98,502 and for 1990 is 105,673.

B. Logistic Method

The logistic method of population projections is based on the assumption that there will be a constant percent change in a population, usually decade by decade. First, the increased percentage of population over the preceding census is charted decade by decade. Next these percentages and the actually achieved population figures are plotted on a graph. Then, a pattern or a direction of the population change based



on the population distribution in each decade is found. Assuming this pattern or direction continues as a constant, a population change rate for the following decades is predicted. Consequently, the population for the city can be forecast. Using this method the predicted 1980 population is 95,957 and the 1990 population is 100,179.

POPULATION PROJECTIONS - LOGISTIC METHOD

ASSUMPTION: Constant percent change in population decade to decade

Year	Inglewood Population	Increase Over Preceding Census	
		Number	Percent
1910	1,536		114
1920	3,286	1,750	493
1930	19,480	16,194	55
1940	30,114	10,634	53
1950	46,185	16,071	37
1960	63,390	17,205	22
1970*	77,471	14,081	9

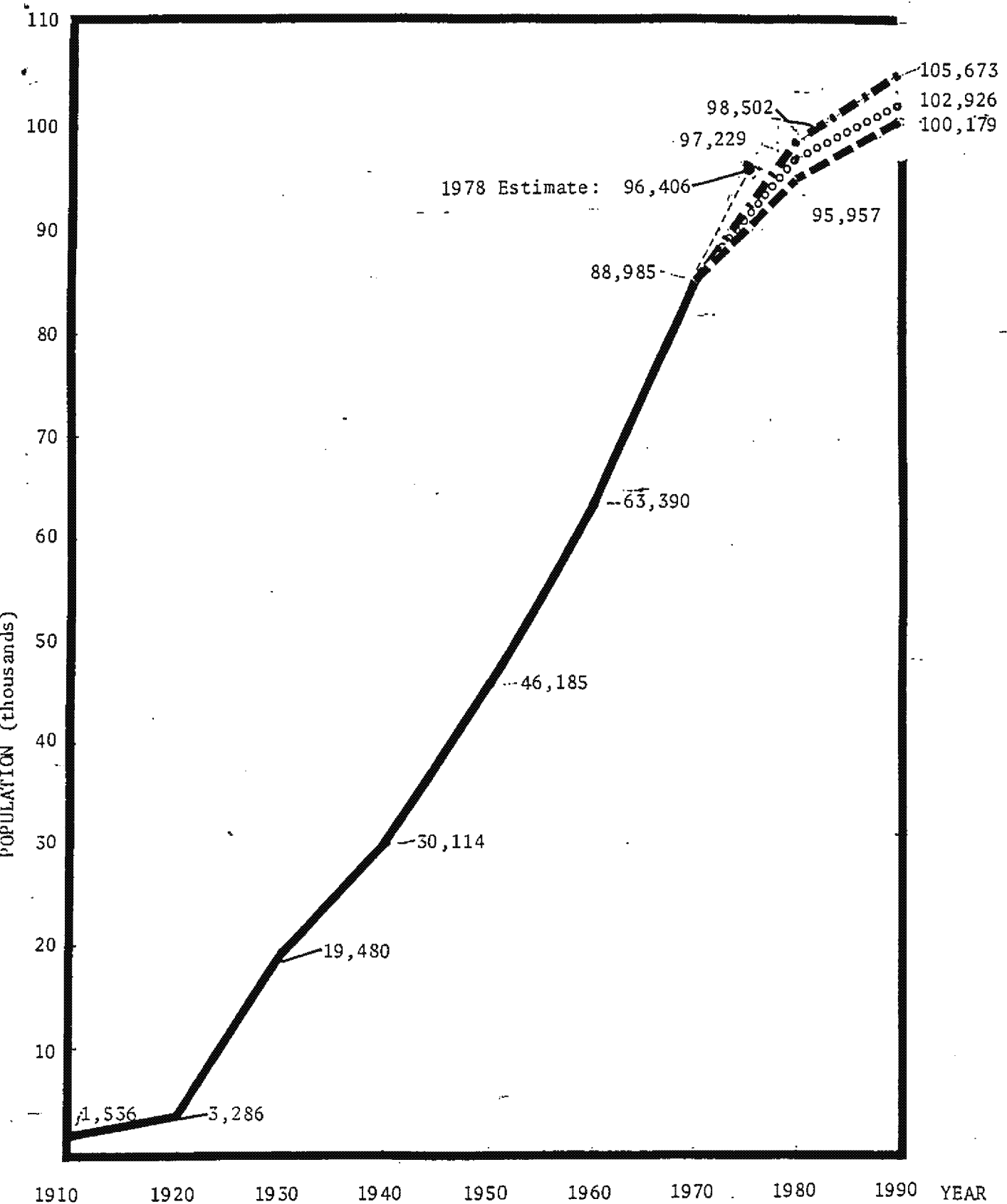
*1970 Population (88,985) less Lockhaven annexation (11,514) equals 77,471

Projected Population:
Logistic Method

1980: 95,957

1990: 100,179

INGLEWOOD POPULATION PROJECTIONS



- Population Estimate (Occupied Dwelling Unit Method)
- Population Projection (Cohort-Survival Method)
- Population Projection (Logistic Method)
- o Population Average

POPULATION SUMMARY

The 1978 population of Inglewood has been estimated to be 96,406 persons. This estimate was based on an analysis of existing dwelling units, occupancy rates, and household sizes.

The 1980 population projection for Inglewood has been calculated at 97,229. This figure is an average between a Cohort-Survival projection of 98,502 and a Logistic projection of 95,957. This average projected population figure indicates that a population increase of approximately 820 will occur from the estimated 1978 population by 1980. An increase of 820 persons can easily be achieved by a further decrease in the vacancy rate for residential units and/or the continued filtering down of units presently occupied by elderly.

The population projection for 1990 is 102,926. This figure is an average between the Cohort-Survival 105,673 and Logistic 100,179 projections. This projection would indicate a gain of approximately 5,700 persons in the ten year period between 1980 and 1990. It is expected that the projected increase will come not solely as a result of increased density but also from the continued revitalization of the City's residential and industrial areas. The revitalization will cause more employment to be created in the City and the City's present housing stock will be rehabilitated and thus more attractive. As new housing construction continues, the combined effects of inflating home prices and rising gasoline prices should make Inglewood's rehabilitated dwelling units and these units being turned over by elderly residents even more attractive to young couples and families with children.

POPULATION, INGLEWOOD

<u>Year</u>	<u>Population</u>
1910	1,536
1920	3,286
1930	19,480
1940	30,114
1950	46,185
1960	63,390
1970	88,985
1978	96,406 <u>ESTIMATE</u>
1980	97,229 <u>PROJECTION</u>
1990	102,926 <u>PROJECTION</u>

The population projections for 1980 and 1990 can be accommodated by the present infrastructure in the city. There should not be any significant financial impacts imposed on city services as a result of the projected population increases.

LABOR FORCE

As is evidenced by the following charts, the labor force in Inglewood consists of a general cross section of types of workers. The breakdown of white collar, blue collar, skilled and unskilled is comparable to that of the general Los Angeles area. The most dramatic changes that have occurred in Inglewood's labor force is the significant increase of female participation. Between 1960 and 1970 there was an increase of 67% in women in the labor force while the male labor force increased only 27%. Another interesting note is that there was an increase of 64% in women employed in the professional-technical category compared to an increase of 34% for men. The following table provides a detailed look at Inglewood's Labor Force.

Recent statistics released by the Los Angeles County Department of Regional Planning in its "Quarterly Bulletin" reveal that Inglewood accounts for nearly 1% of the total employment within the county. Inglewood has 1,693 sites employing some 27,821 persons. The residents of Inglewood, however, are not necessarily dependent on the employers in Inglewood as a source of employment nor is that condition expected to significantly change within the time frame of this study.

LABOR FORCE COMPARISON

	<u>Inglewood</u>		<u>L. A. County</u>	
	1960	1970	1960	1970
Total Employed	29,838	42,512	2,373,691	2,826,565
Manufacturing Employees	10,752	12,598	728,823	770,904
Percent Manufacturing	36%	30%	30%	27%

<u>Males</u>	<u>Inglewood</u>		<u>L. A. County</u>	
	1960	1970	1960	1970
Professional-Technical	3,368	4,184	230,017	310,401
Clerical	1,873	2,702	120,801	156,024
Sales	1,550	1,851	127,395	139,640
Craftsmen-Foreman	4,024	5,749	316,779	362,744
Operative	3,053	3,193	286,170	311,070
Total	13,868	17,679	1,081,162	1,279,978

<u>Females</u>	<u>Inglewood</u>		<u>L. A. County</u>	
	1960	1970	1960	1970
Professional-Technical	1,463	3,025	104,138	171,562
Clerical	4,832	7,953	293,601	443,349
Sales	858	1,155	62,155	80,947
Operative	1,318	2,016	120,402	142,550
Total	8,471	14,149	580,296	838,408

Source: U. S. Census - 1960; 1970

DEVELOPMENT FACTORS

IV DEVELOPMENT FACTORS

This section discusses the physical environment of the City as well as its public service, transportation, recreation, and education systems. All of the factors influence the physical growth and development of the City. Some of the factors relate to the health and safety of the City's residents such as seismic hazards and areas subject to flooding; others are directly related to development constraints such as soils and slope.

PHYSICAL INVENTORY

There is no physical limiting factor in Inglewood which cannot be overcome. Since Inglewood is virtually completely developed, most physical inventory factors are of minor significance as they relate to future development.

A. Floodplains

Although the City initially participated in the Federal Flood Insurance Program, the study conducted by the Federal Insurance Administration showed that no portion of the City would be subject to the "100 year flood," and is therefore exempted from the mandatory elements of the program.

B. Slope

Inglewood's terrain slopes gently to the south from the Baldwin Hills. Areas of steepest slope occur in the northern section of the City especially along Ellis Avenue and in earth movement areas in the Century Heights and Inglewood Knolls neighborhoods. Generally areas of steep slope do not present a deterrent to development.

C. Soils

Inglewood is fortunate to have soils which are generally suitable for building foundations and as a base for streets and roads. Some areas of north Inglewood, however, do contain concentrations of clay soils which present problems due to its shrink-swell characteristics. Cracked stucco veneers and broken sidewalks and drives testify to the power of clay soils to do damage. The recognition of its potential harmful effects and the continued enforcement of building standards to correct the problem will mitigate any concern.

D. Agricultural Land

During its early history Inglewood's land was used as fertile, productive agricultural land. Preservation of that land was made difficult because of the pressures for urbanization experienced around Los Angeles and because the very characteristics which mark it as good farmland also make it excellent building land: good drainage, relative flatness, and stable soils all simplify the placement of streets, lots, and utilities. Urbanization pressures won the battle and Inglewood no longer contains land areas devoted to agriculture.

E. Tree Masses

Tree masses generally only occur naturally in an urban environment along natural drainageways. Past subdivision practices usually eliminated any existing vegetation to prepare the building site. Inglewood is fortunate to have two major tree masses preserved within Inglewood Cemetery and Centinela Park.

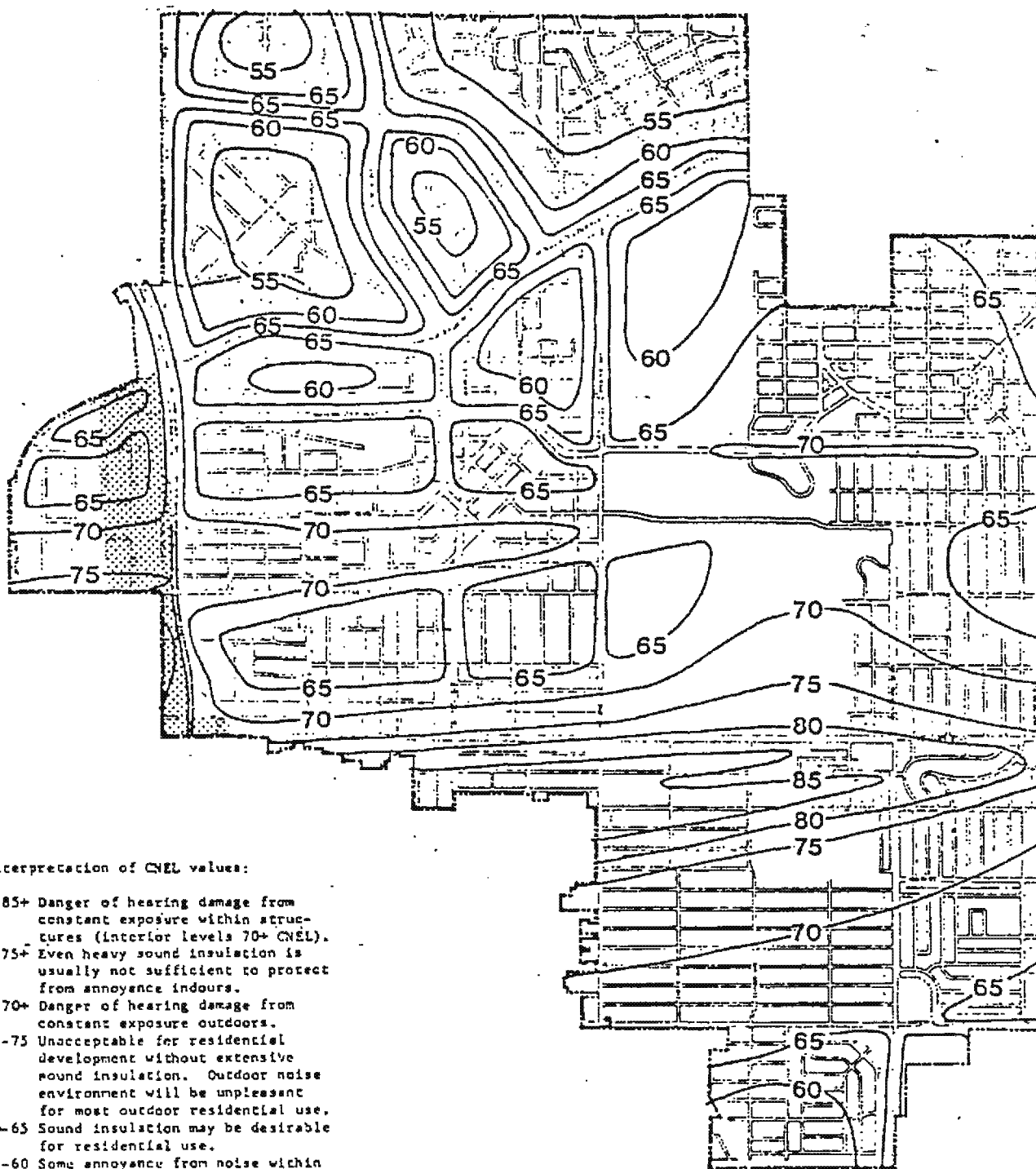
Trees are not merely aesthetic elements of the urban setting; they also provide beneficial effects such as noise attenuation, amelioration of air pollution and dust, and temperature control. Because the benefits to be derived from tree planting are especially useful for Inglewood the City should encourage land owners to plant trees.

F. Noise

Noise is commonly defined as "unwanted sound" that interferes with some activity an individual is pursuing. Hearing cannot be turned off at will, therefore we are constantly aware of our auditory environment, even during sleep, increasing susceptibility to noise intrusions. Defining the magnitude and extent of noise as a problem therefore includes describing the noise environment by some means of noise measurement, relating this noise environment to the way it may interfere with people and their activities, and identifying those areas in the city where the noise environment conflicts with the activities in that area.

Noise is a constant element of the environment around us. Noise has a number of different qualities that determine how one will react to it and those qualities have an effect on how the sound will interfere with the conduct of some particular activity.

Since early 1970 Inglewood has taken an aggressive posture to mitigate noise impacts in the city. Approximately 40,000 of Inglewood's residents now live in a noise environment that is unacceptable for new residential development by standards of the U. S. Department of Housing and Urban Development and the California Division of Aeronautics. Most of these people live in areas impacted by noise from aircraft operations at Los Angeles International Airport, but many live in high noise areas resulting from auto and truck traffic on the City's freeway and major arterials. Though the City has taken strong action to force abatement of these noise sources, it has often been unable to force corrections because of preemption of State and Federal powers in regulating operations of aircraft, trucks and automobiles. However, through its continued efforts at the Federal, State and regional levels, the City has been an important factor



Interpretation of CNEL values:

- 85+ Danger of hearing damage from constant exposure within structures (interior levels 70+ CNEL).
- 75+ Even heavy sound insulation is usually not sufficient to protect from annoyance indoors.
- 70+ Danger of hearing damage from constant exposure outdoors.
- 65-75 Unacceptable for residential development without extensive sound insulation. Outdoor noise environment will be unpleasant for most outdoor residential use.
- 60-65 Sound insulation may be desirable for residential use.
- 55-60 Some annoyance from noise within residences.
- below 55 Little annoyance with the noise environment would be expected from most individuals.

CNEL levels measured during Community Noise Study, 1972.

EXISTING NOISE LEVELS, CNEL

LAND USES IN AIRCRAFT NOISE IMPACT AREAS

LAND USES IN EXISTING AIRCRAFT NOISE IMPACT AREAS

LAND USE	Area in Acres			
	Noise Level (CNEL)			
	65-70	70-75	75-80	80+
Single Family	1900	1300	1000	300
Multi Family	200	100	70	100
Public Facilities	150	80	60	100
All Other				

LAND USES IN PROJECTED 1979 AIRCRAFT NOISE IMPACT AREAS

LAND USE	Area in Acres			
	Noise Level (CNEL)			
	65-70	70-75	75-80	80+
Single Family	695	522	113	0
Multi Family	91	72	20	0
Public Facilities	50	35	15	0
All Other				

in the development of noise standards and the increasing pressure on correcting noise problems at the noise source.

The City should continue to bring legal, economic and political pressure to bear on the noise problem and it has accepted the responsibility of protecting residents by preventing new development where noise problems have not been resolved. In those areas where a suitable living environment cannot be maintained because of jet noise impacts the City should encourage the recycling of that land to more compatible uses.

More detailed information concerning the City's noise environment is available in the Noise Element.

G. Water

The availability of adequate supplies of potable water is usually the most limiting factor concerning a City's potential growth. The three key factors related to water distribution planning are: the amount of expected demand, the adequacy of supply, and the capacity for treatment and distribution.

1. Supply

Inglewood's water system is supplied from two interconnections with the Metropolitan Water District (MWD) service system and from three ground water wells. The ground water is treated before blending with MWD water and distribution to the customer. The MWD connections have a combined capacity of 25.86 million gallons per day (MGD) and can be expanded to a capacity of 32.32 if desired. The three wells produce a combined effective capacity of 7.71 MGD. The total combined effective capacity of both sources is 40.03 MGD. With the current system, the limiting factor on the capacity of the system

is the capacity of the wells. The capacity of the MWD connections doesn't become a factor until the required supply reaches about 39 MGD.

2. Demand

Future demand for water is not expected to outrun supply. Expected demand was determined based on population figures and water consumption per person. The current usage of water is about 11,000 acre feet per year serving some 75,000 people. The annual consumption per capita day is 131 gallons with a summer consumption rate of 170 gallons per capita day. Given the projected per capita demand for water, the amount which can be made available to the City would be adequate for a population of 150,000.

3. Capacity to Serve

The treatment plant currently can handle 13 MGD which is equivalent to the effective output of 5 wells. The maximum capacity of the plant could be expanded to 20 MGD, the equivalent of 8 wells. The system can be expanded to serve 150,000 population with the addition of two wells, at a moderate cost. To serve a larger population would require major expansions at the treatment plant as well as adding more wells at a cost of about \$2 million. The population that could then be served would be approximately 242,000.

H. Seismic Hazards

The Newport-Inglewood Fault, unknown until 1920, extends through the City of Inglewood. This fault is parallel to the San Andreas system and lies partly under the Pacific Ocean. The trace on land starts near Newport Beach and

extends northward along the Pacific coastline, past Signal Hill through Inglewood and Baldwin Hills to a point somewhere near Culver City. A quake along this fault was responsible for extensive damage to Long Beach in 1933.

Although interested persons should refer to the Seismic Safety Element for more detailed information, some of the most significant findings of that study include:

1. Inglewood, like most California cities, is located in an area with significant seismic hazards including eight faults trans-versing the City.
2. Three of the faults are part of the Inglewood-Newport fault zone which is considered potentially active geologically and seismically.
3. There is a maximum probable earthquake potential in Inglewood of VIII on the San Andreas Fault, located approximately 45 to 50 miles from the City, and VI on the Inglewood-Newport Fault which extends through Inglewood.
4. In Inglewood, 27% of all buildings were built before any earthquake resistant structural requirements were required by the Uniform Building Code.

I. Air Quality

Inglewood's vicinity to the ocean not only provides a moderate climate but also allows the enjoyment of generally good air quality. Westerly marine breezes blow pollutants eastward and permit generally smog-free days. The City does, however, record high levels of carbon monoxide (CO). The sources of these high concentrations of CO are from aircraft operations from the Los Angeles International Airport and from vehicle emissions generated by automotive traffic on the San Diego Freeway along the City's western border.

EDUCATION SYSTEM IN INGLEWOOD

A. Public Schools

Inglewood has its own unified school district which includes thirteen elementary schools, two junior high schools, and two senior high schools -- plus a facility for high school students with special needs. Total land utilized by public schools in Inglewood is 156.51 acres -- elementary schools, 67.38 acres; junior high schools, 19.59 acres; and senior high schools, 69.54 acres. In addition the School District owns a 20-acre vacant school site located in the northwest corner of the City.

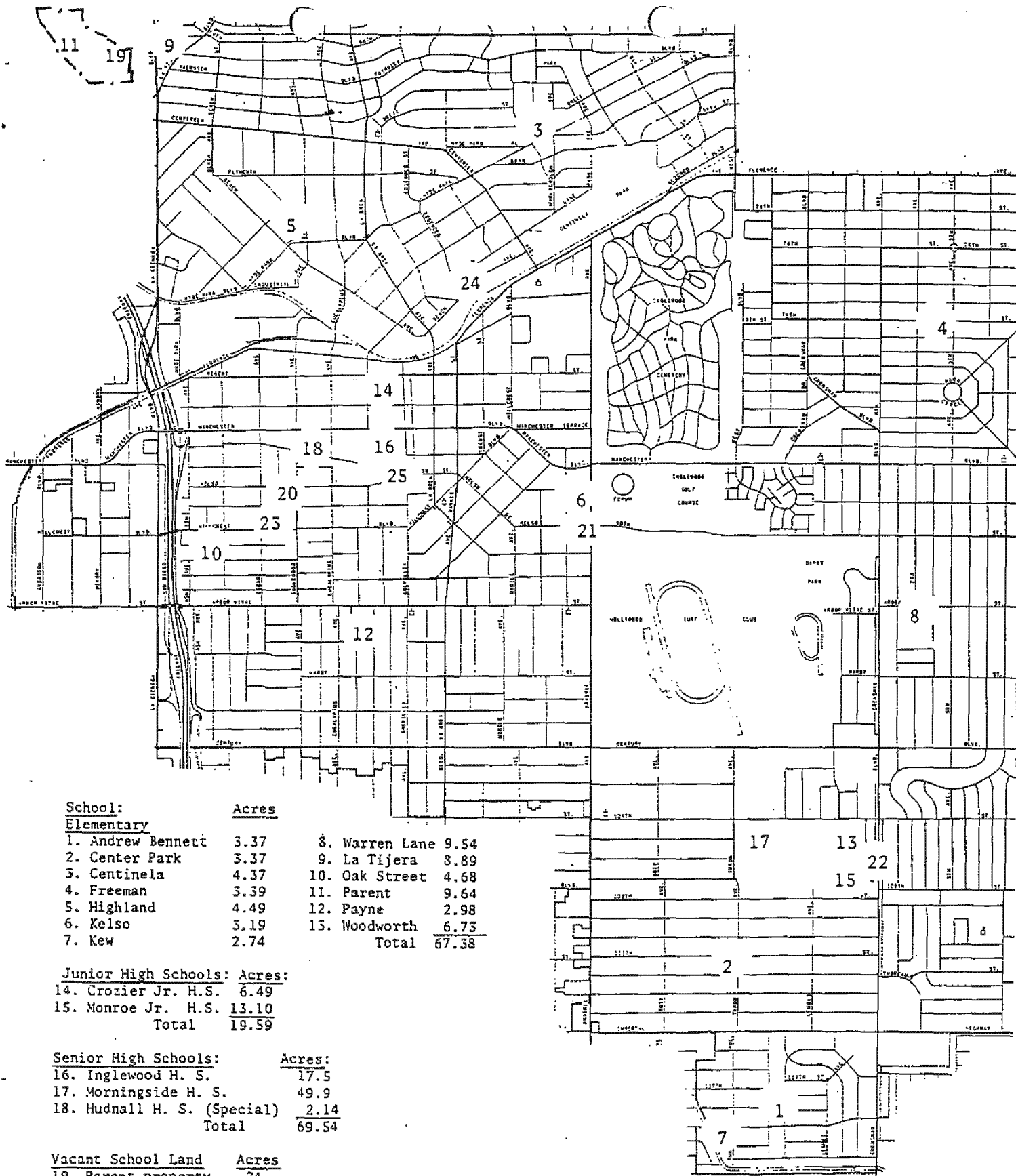
In 1970 there were 13,070 students attending Inglewood public schools. By October 1977, this number had increased to 13,815, a rise of 745 children or a 5.7% increase. In October 1978 enrollment had increased another 344 pupils to 14,159 for an increase of 2.5% in just one year. This increase is in direct contrast to surrounding school districts which are experiencing enrollment declines.

The most current information available concerning the ethnic breakdown of public school enrollment is for the month of October 1977. This data indicates that the majority of students at both the elementary and secondary schools were black. There was a small percentage of Hispanic students, a small percentage of white students, and a very small percentage of Asian and all others.

Ethnic Percentages - Public School Enrollment, Oct. 1977

<u>Ethnic Group</u>	<u>% Elementary</u>	<u>% Secondary</u>	<u>% Both</u>
Black	75.3	87.8	80.7
Hispanic	14.7	6.7	11.2
White	8.2	3.8	7.2
Asian	1.7	1.32	1.5
Other	0.13	0.37	0.23

The data show that the percentage of black students in elementary grades is only slightly less than the percentage of black students in secondary grades. However,



INGLEWOOD SCHOOL
DISTRICT FACILITIES

there were more than twice as many Hispanic and white elementary students as compared to secondary students. This data would seemingly indicate either that there are more than twice as many Hispanic and white families with children between the ages of 5 - 12 than there are with children 13 - 18 years, or that more Hispanic and white children of secondary school age attend private schools than do those of elementary school age.

B. Private Schools

In 1978, Inglewood supported 39 non-religious child development centers and schools with a total enrollment of 1,234 and the City is also host to eleven church affiliated schools which provide educational services to children of all ages.

C. Higher Education

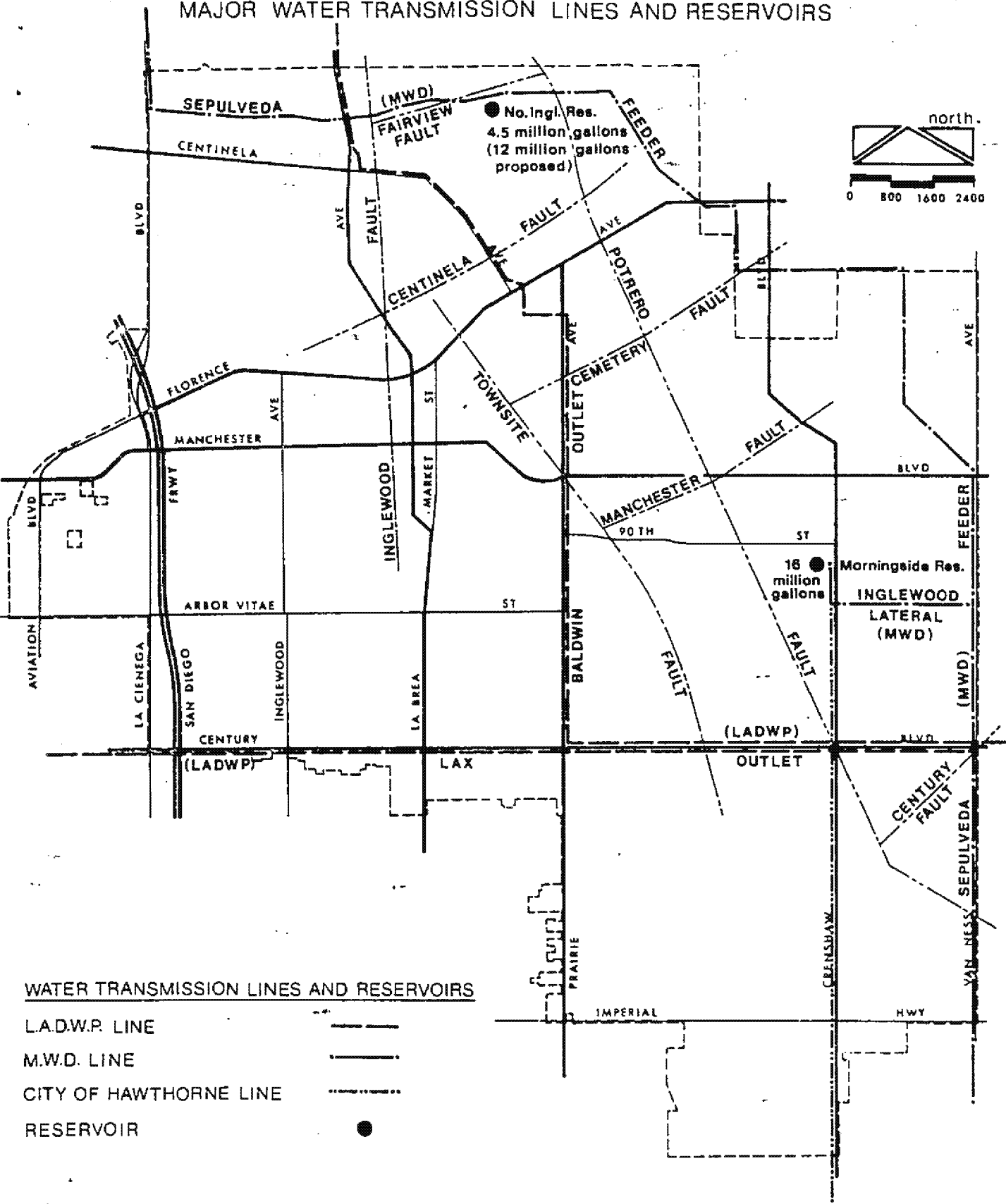
Inglewood is also the home of Northrop University which owns fifteen acres on the western edge of the City. Northrop has an enrollment of nearly 2,000 students, operates a dormitory facility with 300 units, and provides a broad curriculum including graduate programs and a school of law.

PUBLIC SERVICE SYSTEMS

A. Water

The distribution of water in the Inglewood area is handled by several commercial water companies, county water districts and joint water districts with other communities. Water is obtained from the Metropolitan Water District and the West Basin Municipal Water District. The Inglewood Water District serves most of the City, with the remainder being handled by the Southern California Water Company, a private organization. The Southern California Water Company believes it is in a position to serve any realistic population increase in the area of Inglewood it serves. At the present time, the Inglewood Water District serves about 75,000 people, but its system can be expanded to serve 150,000 population through the addition of wells, at a moderate cost.

MAJOR WATER TRANSMISSION LINES AND RESERVOIRS



B. Natural Gas

The Southern California Gas Company is the principal supplier of natural gas used within the City, however the Southern Counties Gas Company does serve a portion of the City. Both gas companies indicate that they don't foresee any problems with the capacity of their system to meet any reasonable increase in future demand generated by the needs of the City's population.

C. Electrical Power

Electrical power is furnished by the Southern California Edison Company. The company indicates that they can meet any future demand required for Inglewood's growth.

D. Telephone Service

Telephone service is provided by the Pacific Telephone and Telegraph Company. The City of Inglewood maintains its own municipal communication center which includes burglar alarms, fire and police alarms, PBX, teletype, etc.

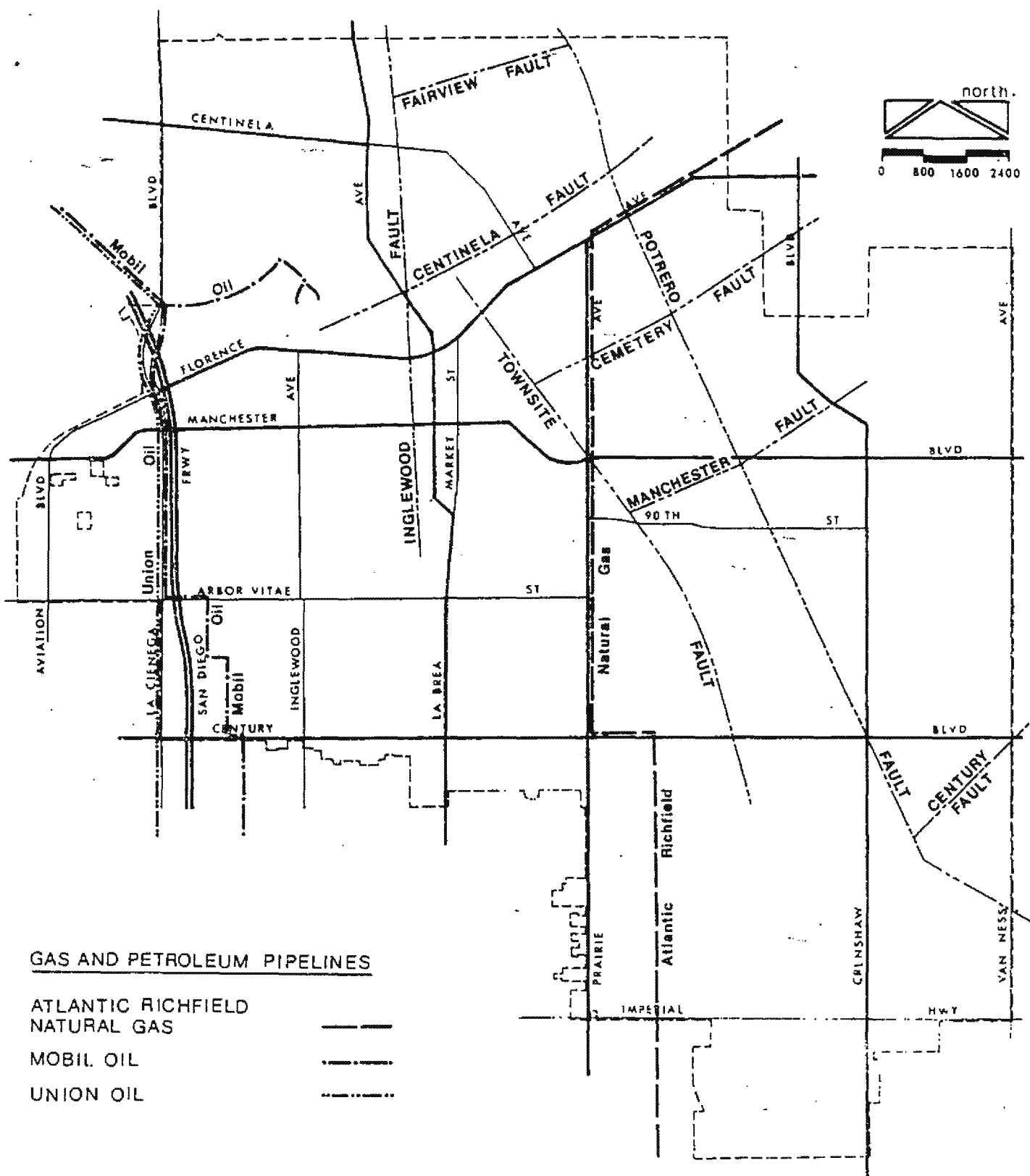
E. Flood Control and Rubbish Collection

Flood control is maintained by Los Angeles County in cooperation with the City of Inglewood. Streets, alleys, storm drains, and rubbish collection are designed and/or established and maintained by the City of Inglewood.

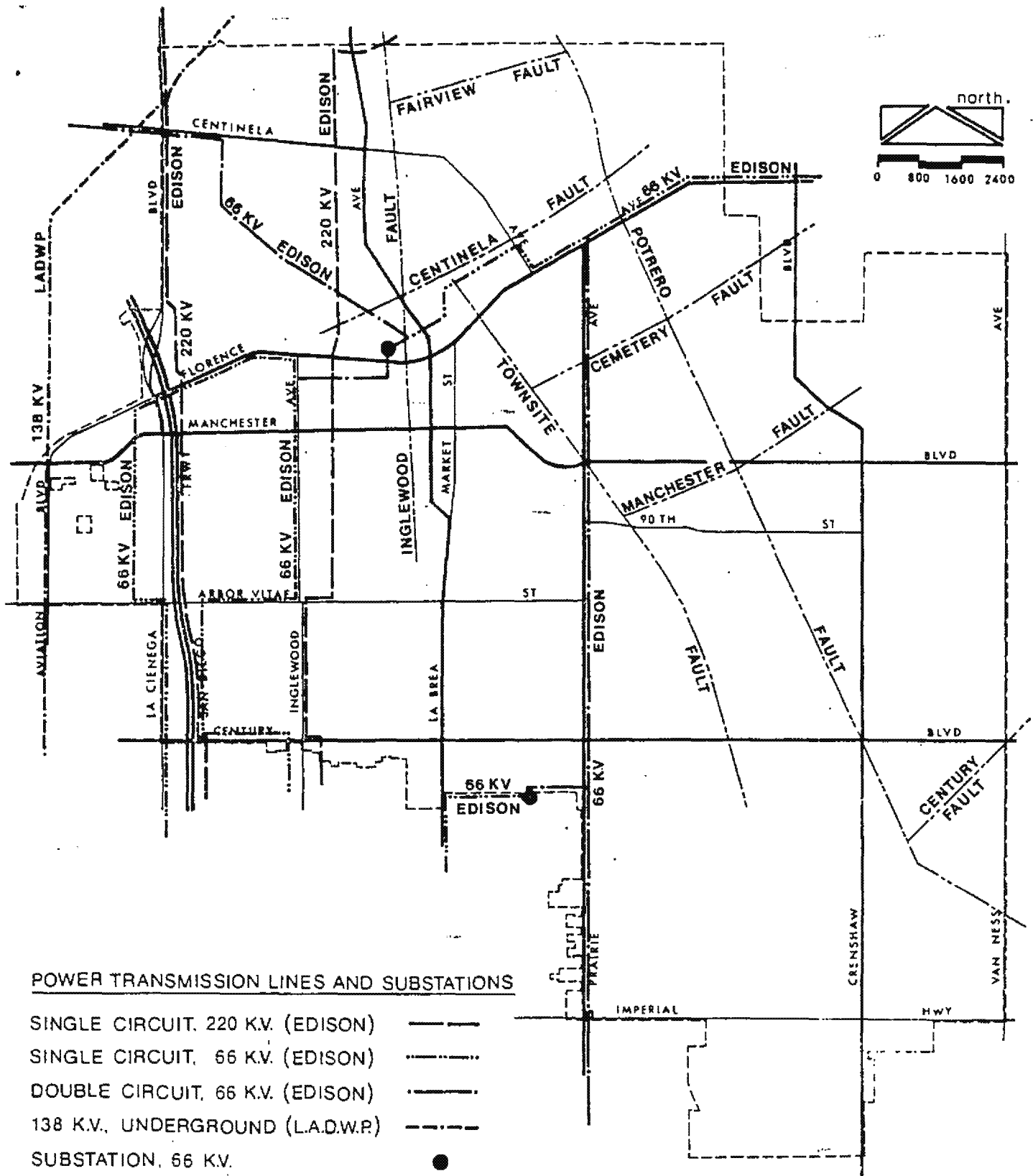
F. Waste Disposal

Inglewood is served by the Los Angeles County Sanitation District. Solid waste is transported to Mission Canyon, a land fill site in the Santa Monica mountains north of Sunset Boulevard and west of the San Diego Freeway. Daniel Freeman Hospital uses radio-active materials with a 6-hour half-life, which are stored on the premises for one year and then disposed of with the regular solid waste. Centinela Hospital stores their radio-active waste for six months.

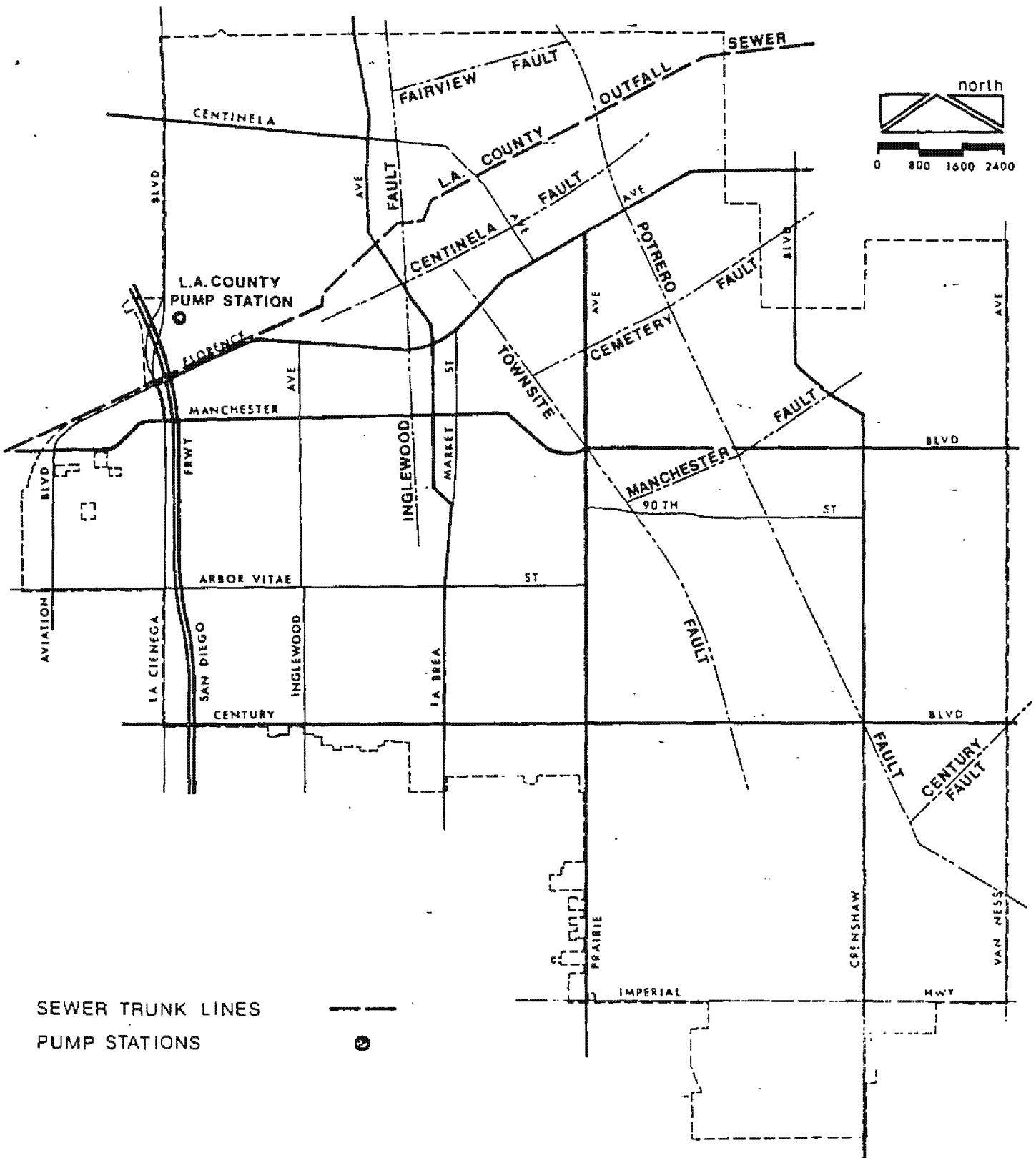
GAS AND PETROLEUM PIPELINES



MAJOR POWER TRANSMISSION LINES



SEWER TRUNK LINES



Liquid waste is transported via the sanitary sewer system to the Los Angeles County Sanitary District treatment plant on Figueroa Street where the solids and liquids are separated. The solids are then sold to the Kellogg Fertilizer Supply Company in Carson while the liquid is treated and then transported to the Pacific Ocean at White's Point near the Palos Verde peninsula.

RECREATIONAL FACILITIES

A. Public Recreation

Inglewood's public recreational facilities include nine city operated parks, comprising nearly 91 acres in addition to 17 city school grounds, a main library and two branch libraries. The city parks include the following:

1. Centinela Park, Florence and Centinela Avenue (55 acres)
2. Darby Park, 3400 West Arbor Vitae Avenue (14 acres)
3. Rogers Park, Beach and Eucalyptus Avenue (9 acres)
4. Siminski Park, 9717 Inglewood Avenue (2.5 acres)
5. Imperial Park, 119th Street and Yukon Avenue (2 acres)
6. Center Park, 111th Place and Yukon Avenue (2 acres)
7. Queen Park, 652 East Queen Street (1.11 acres)
8. Ash-Kelso Park, Ash Avenue and Kelso Street (2.2 acres)
9. North Park, Hargrave Street and Wexham Way (3 acres)

There are two parks within fifteen miles of Inglewood classified as Regional Parks. One is Exposition Park on Figueroa Street near the Harbor Freeway. The other is Griffith Park just north of Hollywood covering 4,253 acres.

The area surrounding Inglewood is rich in natural resources. One of the most outstanding resources is the ocean shoreline which stretches for more than twenty miles. Another valuable resource are the Santa Monica Mountains which contain more than 223,000 acres. The Mountains form an area of open

space between the San Fernando Valley to the North and Central Los Angeles City and the South Bay to the South. The combined public holdings in those mountains comprise about 40,000 acres, of which approximately 34,000 acres are parks and open space available to the public. The National Park and Recreation Act of 1978 which recently became law authorizes the purchase of an additional 45,000 acres to connect these public holdings into a National Seashore and Recreation area.

B. Private Recreation

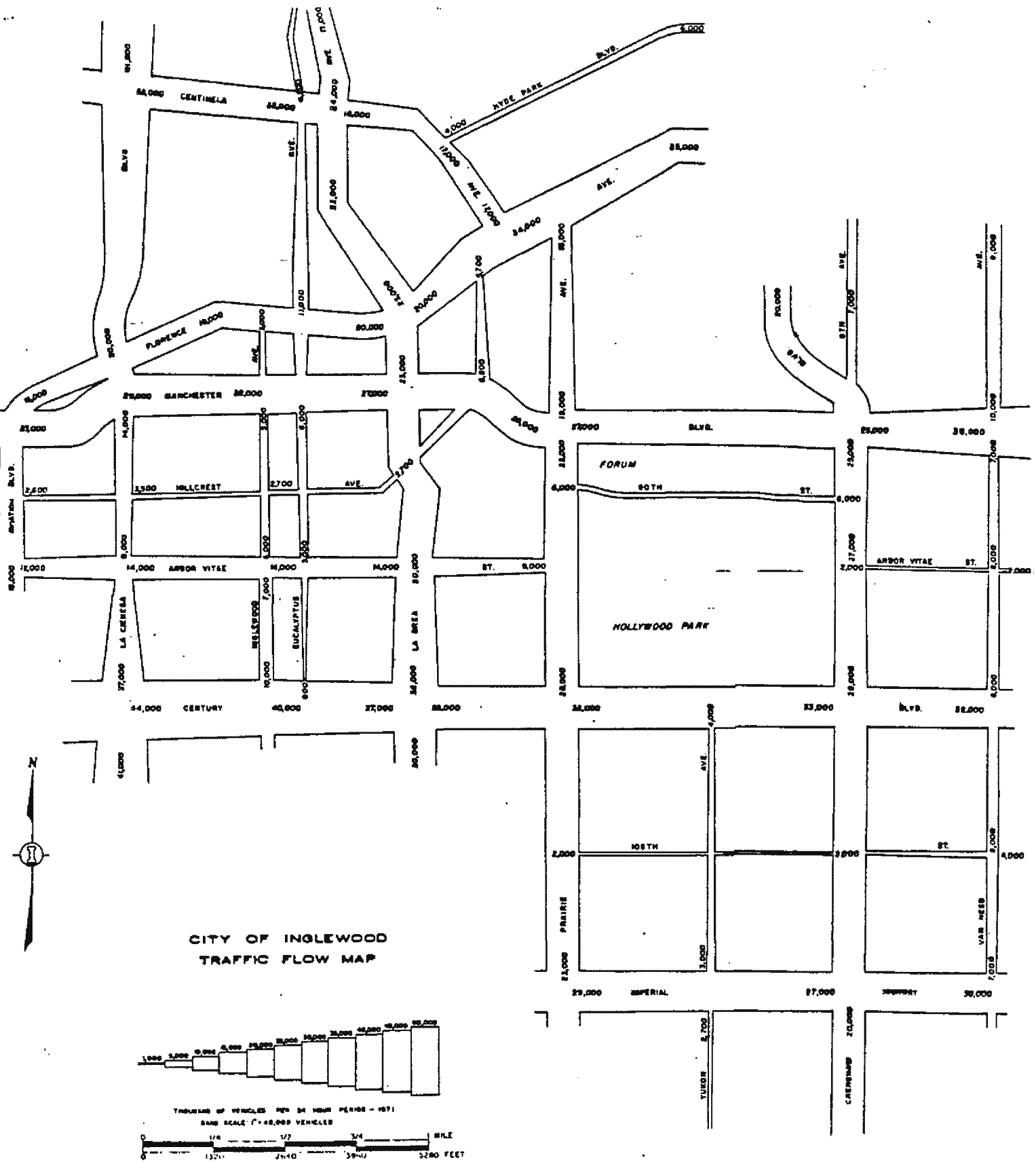
Major privately owned recreation facilities in Inglewood are the Hollywood Park Race Track, the Forum, located adjacent to each other on Prairie Avenue between Manchester and Century Boulevard.

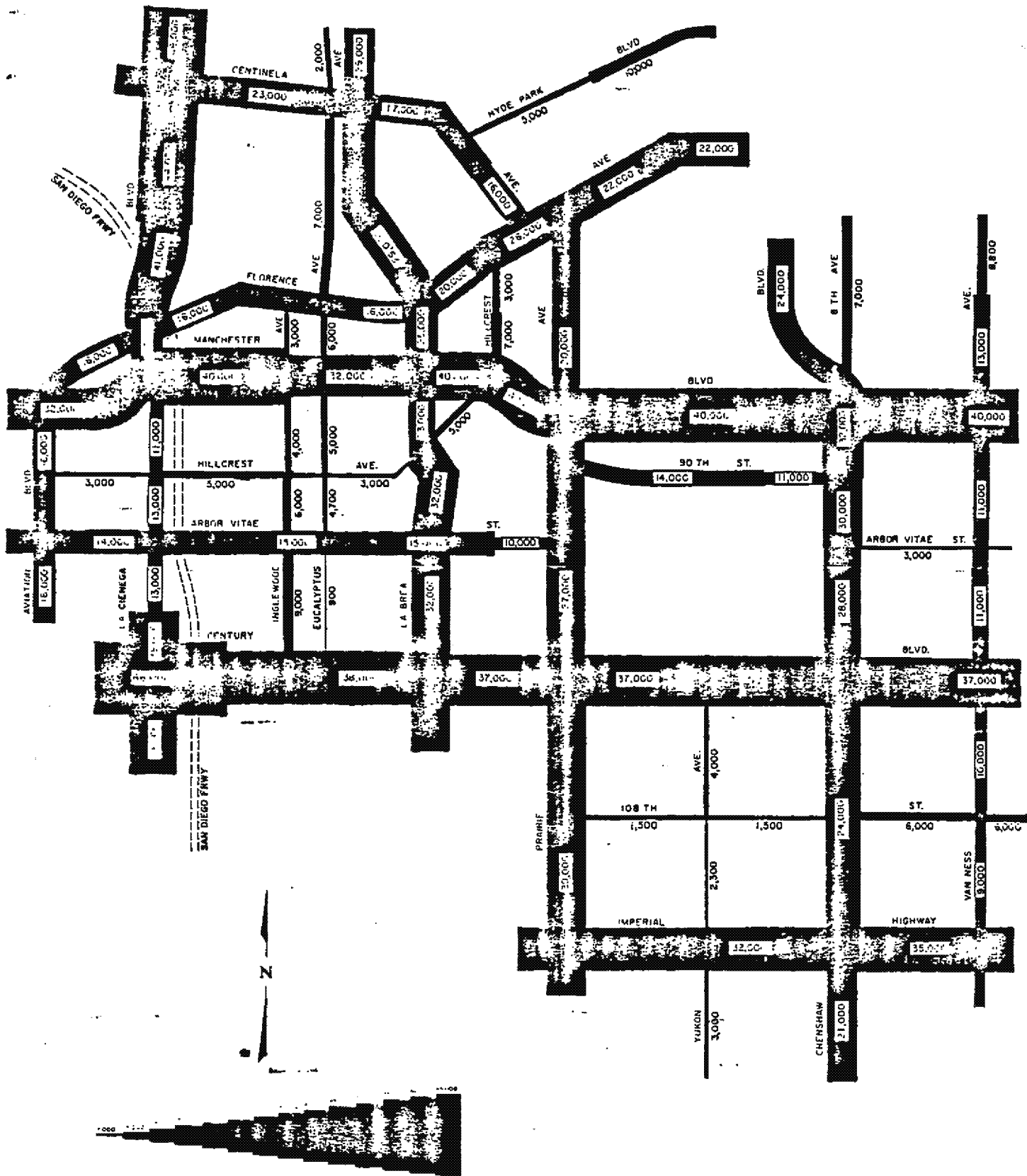
TRANSPORTATION NETWORK

A. Inglewood Circulation System

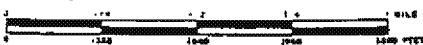
The very heart of transportation planning is concerned with the design of circulation systems which maximize accessibility for essential movements between linked activities, giving due consideration to safety, comfort, and amenity as well as cost. Inglewood contains several primary generators including the Hollywood Turf Club and The Forum and its proximity to the airport and related aerospace industrial plants causes its streets to carry heavy commuter traffic loads. Street right-of-way comprise over 23% of the land area within the City: all devoted to the sole purpose of movement of people and goods.

Because Inglewood is predominately developed there is little change expected in its circulation system other than the widening of certain collectors such as Arbor Vitae and Inglewood Avenues. The widening will be necessary due to the expected 2% annual increase in commuter pass-through and local traffic volumes, as shown on the maps on the following pages. There are four basic street types composing the City's network: freeways; arterials; collectors; and local access.

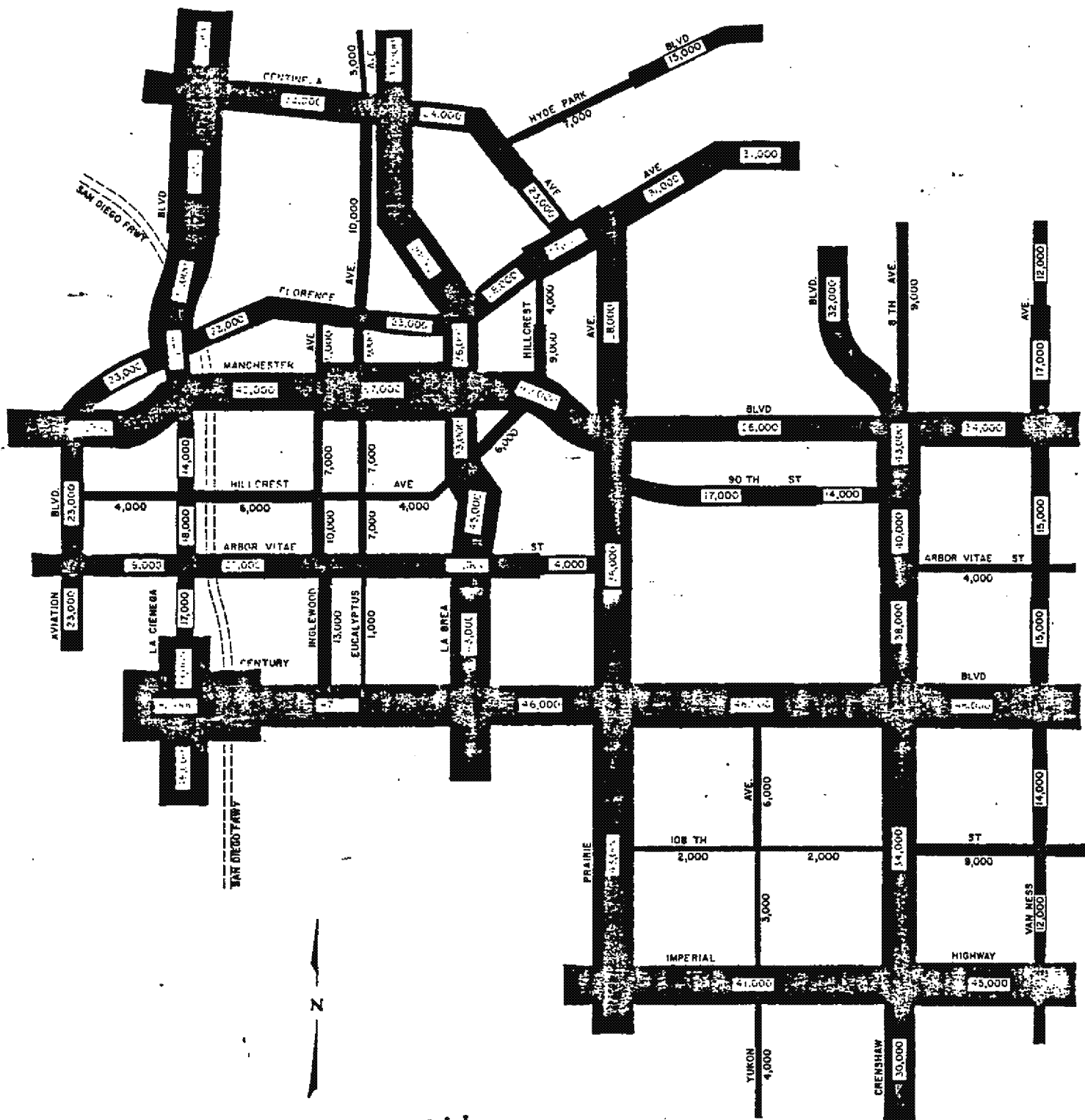




NUMBER OF VEHICLES PER 24 HOUR PERIOD - 1977



REVISIONS			CITY OF INGLEWOOD, CALIFORNIA	
NO.	DATE	DESCRIPTION	PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION	
			TRAFFIC VOLUME FLOW MAP	
			1977	
DESIGNED BY		APPROVED BY		
DRAWN BY		PREPARED BY		
CHECKED BY		DATE		
SUBMITTED BY		DATE		
			PLAN NO. TM 378B	



NOTE: PLANNED MASS TRANSIT IS TAKEN INTO ACCOUNT (SOURCE: CALTRANS)

REVISIONS			CITY OF INGLEWOOD, CALIFORNIA	
DATE	DATE	DESCRIPTION	PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION	
			TRAFFIC VOLUME FLOW MAP	
			1997	
DESIGNED BY: <i>[Signature]</i>			CHECKED BY: <i>[Signature]</i>	
DRAWN BY: <i>[Signature]</i>			SUBMITTED BY: <i>[Signature]</i>	
			JAN 1978 PLAN No. TD 3700	

Inglewood's freeways are high speed, limited access highways moving through traffic from one part of the metropolitan area to another. The San Diego Freeway passes through the westerly portion of the city carrying north-south traffic between the San Fernando Valley and Orange County. The Harbor Freeway is only two miles east of the city limits and carries north-south traffic between Los Angeles Harbor and Downtown Los Angeles and Pasadena. The Century Freeway will follow the southern edge of the City to ultimately intersect the San Diego Freeway near Imperial Highway. The Century Freeway will carry east-west traffic between Interstate 5 at Norwalk and the Airport.

Arterial streets provide intra and inter city circulation and also provide access points to the freeway system. These 10 streets are the primary movers of traffic within the city's system.

east-west: Centinela Avenue, Florence Avenue,
Manchester Boulevard (State Highway 42),
Century Boulevard, Imperial Highway.

north-south: Aviation Boulevard, La Cienega Boulevard,
La Brea Avenue (State Highway 107),
Prairie Avenue, Crenshaw Boulevard.

Collector streets distribute traffic to and from arterial streets and serve various neighborhoods, commercial and industrial areas. The standards for these types of streets vary with the density of land use and future traffic volume. Collectors include:

east-west Hyde Park Boulevard, 90th Street,
Kelso Street, Arbor Vitae Street,
and 108th Street.

Keywords:



north-south: Inglewood Avenue, Eucalyptus Avenue,
and Yukon Avenue.

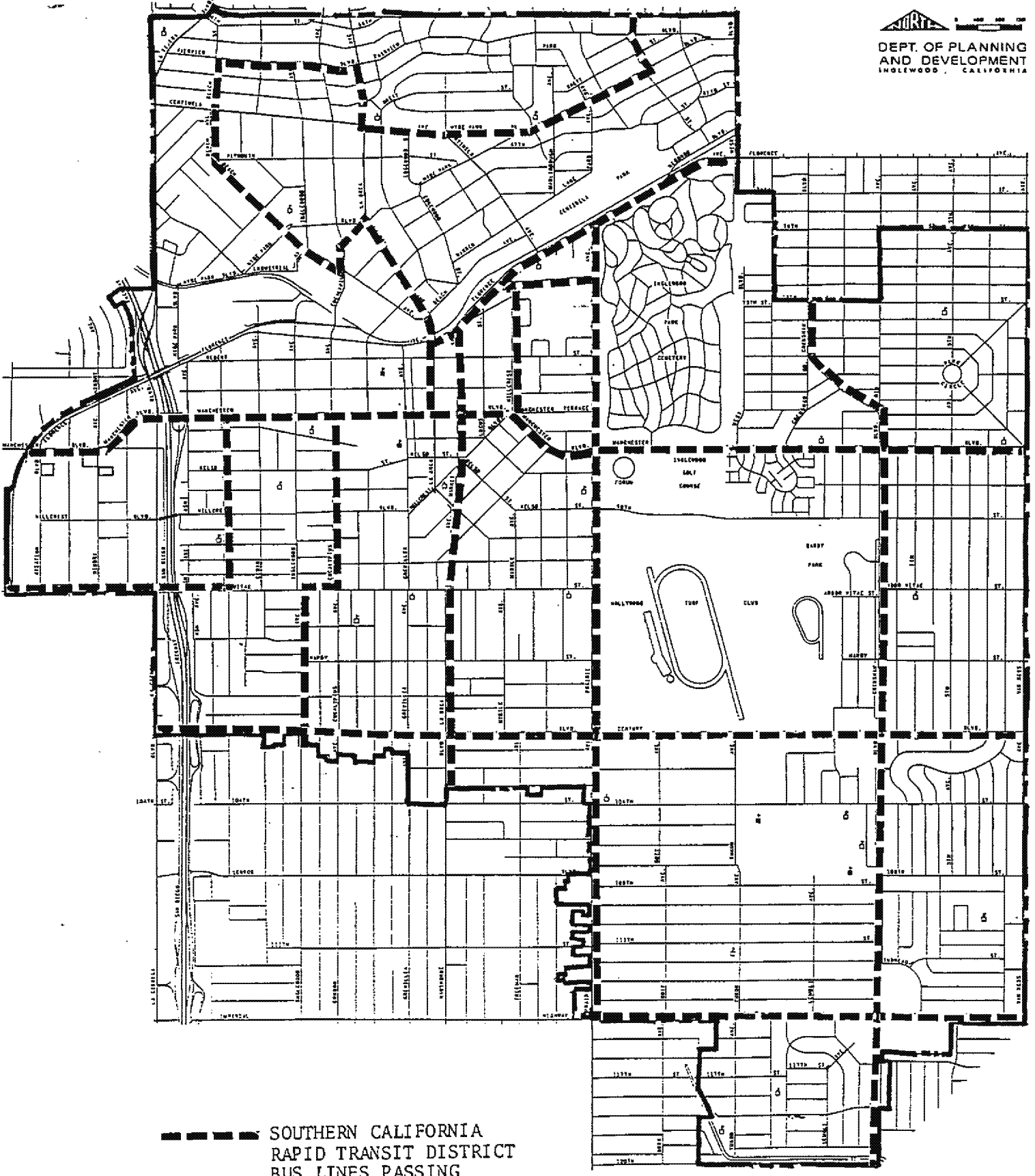
Local access streets are local service streets which are not designed to carry through traffic but rather provide principal access to individual properties.

B. Bus Service

All public bus transit is supplied to the City of Inglewood by the Southern California Rapid Transit District (RTD). The RTD presently serves the entire Los Angeles Metropolitan region and has eight lines which pass through Inglewood. (see maps on following pages). From Downtown Inglewood buses travel north-south through El Segundo to the Hermosa and Redondo Beach areas and then circle through the Palos Verdes Peninsula. Four other RTD lines travel north-south, one through Lawndale and Redondo Beach; another runs between the South Bay Shopping Center and Downtown L. A.; a third between the South Bay Shopping Center (SBSC), Hollywood and the La Brea - Rodeo Area; and a fourth between the SBSC, Exposition Park and Downtown L. A. By transferring lines in downtown L. A. and other terminal sites, RTD passengers can travel throughout the Los Angeles - Long Beach area. Three RTD lines serve Inglewood with east-west routes. One line travels between Playa Del Rey, South Gate, Lynwood, Downey and Norwalk; a second between Hawthorne and La Habra; and a third between Westchester and the South Gate area.

More than half of these eight bus lines operate seven days a week. Approximately 875 buses travel through Inglewood each day Monday through Friday, 725 on Saturdays, and 400 on Sundays.

Nationwide bus lines with offices in Inglewood include Trailways and the Greyhound Bus Company.



- - - - - SOUTHERN CALIFORNIA
 RAPID TRANSIT DISTRICT
 BUS LINES PASSING
 THROUGH INGLEWOOD

C. Taxi Service

Inglewood is served by four taxi cab companies -- Yellow, City, Independent and Checker Cab. All four have 24-hour, radio dispatched service.

D. Passenger Train Service

No passenger trains pass through Inglewood. The closest and only passenger rail service available to Inglewood residents is AMTRAK, whose main station is in Downtown Los Angeles. Trains departing from Los Angeles travel to San Francisco and San Diego with connections available to major cities throughout the country.

E. Freight Train Service

The industrial areas of Inglewood are served by the Santa Fe Railroad. This line runs between Los Angeles and the Long Beach Harbor and is the main route to the harbor area. Santa Fe does not anticipate any reduction or elimination of service to Inglewood because the City's existing industries are stable and new growth is occurring. Eight freight trains pass through Inglewood each day.

F. Airport Facilities

There are three airports in the Inglewood area: Los Angeles International (LAX), Hawthorne, and Torrance. The latter two are municipal airports used primarily for small, private aviation purposes, and for service to nearby industries. The International Airport is the main air terminal for the entire Los Angeles Metropolitan Area. In 1977, LAX terminal facilities accommodated over 28 million passengers. It is anticipated that they will serve at least 30 million passengers in 1978.

Airports contribute major economic benefits to surrounding areas. However, they also create a major problem in land use planning -- that of making the airports compatible neighbors with adjacent uses. With the advent of the jet air-age and the increase in air traffic, these problems have been intensified. One of the major concerns is jet noise; another problem is planning for land situated under approach and take-off zones. Acreage under approach zones should be acquired by airport owners and operators, but in cases where acquisition is impossible, only non-residential uses should be permitted. Residential uses under approach and take-off patterns should be restricted to areas as far from the airport as possible and should be of limited density.

EXISTING

LAND USE

V EXISTING LAND USE

The way in which land is used is an important indicator of the overall balance of a city's growth. When land is zoned for a particular use but instead is vacant or developed with other uses, usually that zoning category is either overused or inappropriate. Such overzoning may have several results: (1) the vacant land in the overzoned category keeps away other land uses due to the uncertainty of what the neighboring land use will be; (2) the vacant land may remain vacant burdened with a zoning which is no longer appropriate; or (3) the vacant land may raise everyone's tax burden since it has a lower tax return than it would if it were appropriately zoned and developed.

The key to good land use planning is balanced growth which allows enough appropriately zoned land in the right areas to encourage its timely development. Overzoning in any one category can be detrimental to other uses and the city as a whole.

EXISTING LAND USE IN INGLEWOOD

This section presents an overview of how Inglewood's land is being utilized. Present utilization is compared in the table below with the usage allowed by zoning and with accepted national averages of land use by type.

LAND USE COMPARISON

	<u>Inglewood Zoning</u>	<u>Inglewood Land Use</u>	<u>National Average</u>
Residential	47.3%	46.7%	39.5%
Commercial	10.7%	6.1%	3.5%
Industrial	4.2%	3.7%	10.0%
Public/Semi-Public	14.3%	20.3%	22.0%
Rights-of-Way	23.5%	23.5%	25.0%
	100.0%	100.0%	100.0%

A. Residential

An analysis of the existing residential land use reveals a key issue.

The existing residential zoning has altered the single family character of the City, and has the potential to further impact the City's character in the future. The excessive amount of multiple family zoning is causing a deterioration of some of the City's neighborhoods, places increased burdens on City services, and does not serve the best interests of the City.

Inglewood has historically been developed as a low density single-family community. Existing zoning is altering that pattern in that it allows sixty percent of residentially zoned land to be developed into two family or multiple family usage. When this sixty percent is compared to a national standard of twenty four percent it becomes clear that existing zoning does not encourage the retention of the City's low density character. The amount of land zoned for multiple units (three or more) is especially significant. National standards indicate a usage of about 14% while Inglewood's zoning allows 32% of all residential land for multiple units.

As is indicated in the table below, there still is 61% of the residential land being used for single family even though only 41% of residential land is zoned for single family. This indicates that an additional amount of the City's single family housing areas could be preserved for single family use. The issue is whether to preserve the single family usage in those areas where existing zoning allows more intense development. The table below indicates the comparison of zoning and land use.

RESIDENTIAL LAND USE COMPARISONS

	Acres Zoned	% of Total Res. Zoned	Acres Used	% of Res. Used	National Standard %
Single Family	1,091	41	1,613	61	76
Two Family	712	27	327	12	10
Multiple Family	877	32	707	27	14
	2,680	100%	2,647	100%	100%

As one would expect from reviewing the above figures, the area of greatest recent growth has occurred in the form of multiple family dwelling units which have encroached into areas of single family units. There now are more multiple dwelling units than there are single family units. This has led to an increased population density, has compounded traffic and parking problems, and increased the need for additional public services.

B. Commercial

A review of commercial land use in Inglewood points out two problem areas: amount and type. Over ten percent of the City is zoned for commercial usage. Only six percent is actually being used for commercial purposes with the remainder generally developed with residential uses. National standards indicate that only 3.5% of a community's land should be devoted to commercial use. Inglewood's higher percentage is due primarily to the development over time of "ribbon" or "strip" commercial along the major arterials in the City. These arterial commercial developments are an outgrowth of the development of a metropolitan area like Los Angeles where desired commercial locations are those fronting along lines of transportation carrying heavy commuter traffic loads.

The problem of the type of commercial use in Inglewood is not a problem of specific user types but rather the extent of businesses along arterial commercial areas. Arterial commercial developments in Inglewood hinder the maintenance of a viable downtown, increase the incidence of traffic accidents, and in some areas are becoming a visual blight. Many of the stores have not been maintained and cannot provide adequate off-street parking due to inadequate lot size. Competition from regional and neighborhood shopping areas has reduced the marketability of these commercial areas and is causing a decline in the quality of the businesses tenanted the properties. Where long term vacancies occur,

buildings become run-down and used for storage or similar marginal uses that have a cumulative negative impact on the entire business area.

Thus, the configuration of Inglewood's commercial areas creates a severe problem. The city has too much land devoted to commercial use and too much of the commercial land is located in arterial developments.

COMMERCIAL LAND USE COMPARISON

	<u>Acres Zoned</u>	<u>% of all Land</u>	<u>Acres Used</u>	<u>% of all Land</u>	<u>National Standard %</u>
All commercial	604	10.7	351	6.2	3.5

The two major components of all land used for commercial are retail-service and automobile sales and service, representing 63% and 20% respectively. There are two other special areas in the City in which commercial developments are permitted but are not intended as primary uses. The two areas are the Civic Center and the commercial-recreation site which contains the Forum, Hollywood Turf Club, and the Airport Park Hotel. These two special areas in combination with the regular commercially zoned land gives Inglewood twenty percent of the total land area which can allow commercial usage.

C. Industrial

Parts of Inglewood's industrial areas are crowded, run-down, and unslightly. Interspersed among the industry are old residences, marginal commercial uses, and other mixed uses. Inglewood's aggressive redevelopment program, however, has had a significant impact on the revitalization of the City's industrial areas as is evidenced by the development of new, modern industrial parks. Inglewood is located in a highly desirable industrial real estate market because of its location adjacent to the airport, the San Diego Freeway, and the Century

Freeway. This location has had a substantial impact on the type of industrial firm desirous of locating within the City. Inglewood is experiencing a growth of labor intensive, high value, environmentally clean industry oriented toward access to the airport for shipping. This growth trend is expected to continue through the study period. The demand for industrial land is expected to be strong enough to cause the development of additional industrial land as it is made available.

Average amounts of land devoted to industrial use in American cities range from 9 to 11 percent. Land zoned for industry in Inglewood is 4.1 percent which is substantially below the standard. Nearly 3.8 percent of all land is being used for industrial, and the majority of industrially zoned land is found in two areas; the first is parallel to the railroad between Hyde Park and Florence Avenue; and, the second is the area which is south of Florence and west of the San Diego Freeway. Light industrial is the predominate industrial zoning representing three fourths of industrial land with heavy industrial equalling the remaining twenty five percent.

INDUSTRIAL LAND USE COMPARISON

	Acres Zoned	% of All Land	Acres Used	% of All Land	National Standard %
All Industrial	235	4.1	214	3.8	10

D. Public and Semi-Public

Most of the land zoned for public and semi-public use in Inglewood falls within three zoning categories: Commercial Recreation, Civic Center, and Special Cemetery. Commercial Recreation is the site of the Forum, Airport Park Hotel, and Hollywood Turf Club and contains 470 acres (8.3 percent of the total land). The Special Cemetery zone accounts for an additional 285 acres (5 percent of the

total land) and is the site of the Inglewood Park Cemetery. The Civic Center zone has 52.8 acres and is the site of the City Hall, police station, fire station, library, parking structure, County Courts building, Inglewood High and Crozier Junior High. Together these three areas total 808 acres or 14.3 percent of the total land.

Land used for public and semi-public in addition to the amount above includes land used for parks, schools, government buildings and facilities, churches, and hospitals. All these uses occupy an additional 344 acres which when combined equal 20 percent of the total land area. Of the 344 acres, schools other than the two in the Civic Center use 132 acres; parks use 91 acres with Centinela Park representing 55 acres; religious uses occupy 66 acres; and health facilities use 55 acres.

National guidelines suggest that no more than 32 percent of the total land should be occupied by public-institutional uses. With only 20 percent, Inglewood is well within those guidelines. Recreational uses should account for about 5% of total land use, but Inglewood's 91 acres of parks only constitute 1.6 percent and indicate a major deficiency. The inclusion of the recreation facilities at the Forum and Hollywood Racetrack somewhat mitigates the problem. Open space guidelines indicate a range of from 5 to 12 percent of total land. Inglewood contains a large cemetery covering some 285 acres which when combined with the parks and the open space designed into the Civic Center area give the City a sense of openness not found in other neighboring communities.

The Land Use Element Map designates existing public facilities located within the City. These facilities include fire stations, libraries, parks, hospitals, schools, the City Hall and police building. The present facilities are considered adequate to serve the needs of the projected 1990 Inglewood population and no expansion has been planned.

E. Rights-of-Way

Rights-of-way range between 20 and 26 percent of total land use in American cities. In Inglewood, there are some 180 miles of streets and alleys representing 2.09 square miles of the total 8.85 square miles in the City. The 1,337 acres represent 23.5 percent of the total land.

F. Vacant Land

The City of Inglewood is nearly completely developed and has only about one percent of its total land area still vacant. The majority of that vacant land is designated for industrial usage and lies within the two industrial areas of the City. There is, however, other vacant land in residential and commercial zones. The largest single area is located adjacent to the Parent School site and contains about 20 acres. The other sites are scattered throughout all sections of the City but by 1990 it is expected that all of it will have been developed with appropriate uses.

G. Special Developable Land

Within the City of Inglewood, there are approximately 501 acres of land which are presently developed with various urban uses, but which may undergo transition to other uses before 1990. The six properties which contain this acreage constitute a supply of land which may undergo more intensive development as the City continues to mature and pressure for housing and industrial growth continues. The potential development of these properties will be discussed in the future land use section of the report.

FUTURE

LAND USE

VI

FUTURE LAND USE

The primary purpose of this section is to indicate the pattern, intensity, and timing of future land use in map form and text. The map is not intended to be precise, or inflexible. It represents a generalized approach to the future development and redevelopment of the city, taking into account the land use analyses discussed in previous sections of the element. The map is designed to provide a broad policy reference for members of the Planning Commission and City Council. It is also a reference source upon which land holders in the private sector can make informed decisions as to land use. The element and map will be used as a guide for future decisions and represent an overall concept plan which will be implemented through future zoning and redevelopment decisions.

The proposed pattern and intensity of future Inglewood development is shown on the map entitled "1990 Land Use Plan". The timing of development in Inglewood is not as dependent on public actions as it is in many cities because the provision of public infrastructure is generally the factor that controls the timing of development. Because Inglewood is already 99% developed, the timing of development is mainly dependent on decisions of the private sector. Therefore, it is in the city's best interests to take actions that will assist private development to occur.

FUTURE LAND USE PATTERN IN INGLEWOOD

The land use pattern in the City of Inglewood should be one which will promote the welfare of all citizens of the City. It should promote a future which will make the City a pleasant place in which to live, a place of good job opportunities, and one which operates at the least maintenance cost possible while providing adequate services. All of these things are directly expressed in the




1990 LAND USE PLAN



DEPT. OF PLANNING
AND DEVELOPMENT
INGLEWOOD, CALIFORNIA

LAND USES.

Residential:

-  Low (0-6 dwelling units acre)
-  Low-Medium (7-22)
-  Medium (23-45)

Commercial

Commercial/Residential

Commercial-Recreation

Industrial

Public/Semi-Public

Open-Space

Hospital-Medical/Residential

The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under provisions of Section 701 of the Housing Act of 1954, as amended.

goals and objectives adopted by the City as part of this element. Their graphic expression on the Land Use Element map brings together the principles expressed throughout this document. An explanation of each of the generalized land uses represented on the map follows. These include residential, commercial, industrial, public, open space, and hospital-residential.

A. Residential Land Use

The best locations for residential land are those which can provide convenient living areas to commercial and industrial employment locations as well as any other existing employment centers. Future residential patterns in Inglewood will probably differ only slightly from those of 1978. The element calls for a pattern of regulation which allows flexibility for the future yet maintains a framework that is consistent with good land use and the retention of single family neighborhoods.

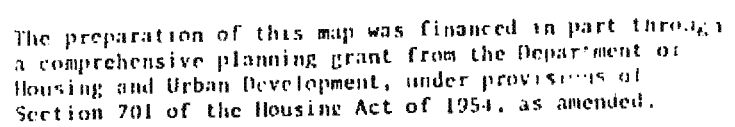
Development of residential land use density patterns which fully consider compatibility of uses will result in the most durable neighborhoods. Higher intensity uses should be located around the civic center and along major arterials thus facilitating mass transit and preventing the large traffic volume associated with multi-family housing from passing through and disrupting less intensely developed residential areas.

Multi-family housing should serve as a transition area between lower density residential areas and commercial or other high intensity land uses. Location of high density housing adjacent to commercial areas and extending back from them as needed serves as a screen and puts the greatest number of customers adjacent to the commercial area. The close proximity of customers to retail outlets can reduce the number and length of shopping trips and minimize the shopping traffic traversing residential areas.

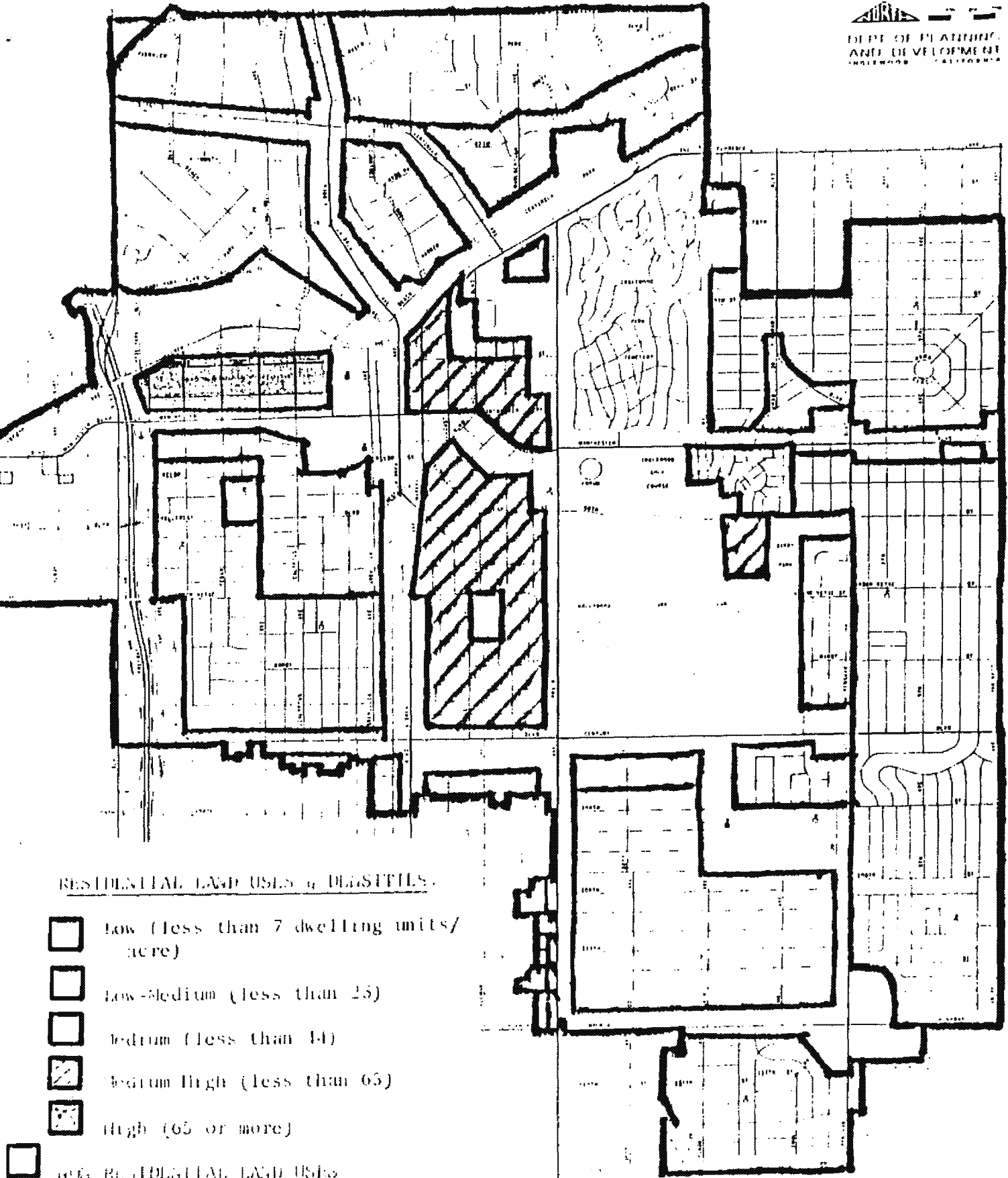
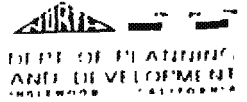
It is assumed that the density of future residential uses will not vary greatly from that which exists today. As the cost of new housing continues upward and the amount of vacant outlying land in the Los Angeles metropolitan area is reduced, the close-in centrally located residential areas in Inglewood will become even more desirable. The standard housing stock will experience extensive modernization and expansion. The substandard stock will be demolished and become the site of new infill housing, and condominiums. These changes will not appreciably alter the amount of land used for residential purposes but, to the extent that new developments are done as planned assembly developments, the amount of land dedicated to recreation and open space will increase.

As was pointed out in the previous section, there is adequate land zoned for residential use now but its distribution by allowable density is unbalanced toward high density usage. To illustrate the impact of such overbalance one need only to consider Centinela Park. Centinela Park represents 60% of Inglewood's parkland. However, it is presently zoned R-3 (medium density residential) and therefore could be developed to accommodate approximately 2,400 dwelling units. Obviously that number of units and their potential inhabitants would severely impact city services and negatively effect the low density neighborhood that borders the park on three sides. Unbalanced zoning of this nature is unjustifiable and detrimental to the city as a whole and therefore should be reconsidered.

A review of the 1968 General Plan map, the 1972 Housing Element Map, and the present Amended General Plan map (pages 65-67) indicates the changes that have occurred in proposed residential densities and other land uses through the last ten years. These maps can then be compared with the proposed 1990 Land Use Element Map on page 62. Following is a brief description of the residential categories proposed in the Land Use Element.



1972 HOUSING ELEMENT








The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under provisions of Section 701 of the Housing Act of 1954, as amended.

AMENDED GENERAL PLAN THROUGH 1978

DEPT. OF PLANNING
AND DEVELOPMENT
INGLEWOOD CALIFORNIA


LAND USES:


Residential:


-  Low (6 dwelling units/acre)
-  Low Medium (7-14)
-  Medium (15-45)
-  Medium-High (46-64)
-  High (65-100)

 Commercial-Neighborhood

 Commercial-Community

 Industrial

 Public/Semi-Public/Civic Center

 Recreation/Open-Space

The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under provisions of Section 701 of the Housing Act of 1954, as amended.

Pages 65 to 67 are current and past Land Use
maps which are not bound within this copy
of the Element.

Low density residential is basically Inglewood's existing single-family neighborhoods on the eastern, southern, southwestern and northwestern portions of the City. The Element designates that these neighborhoods be preserved and maintained. The density standards for this class provide for from one to six units to the acre.

Low-Medium density residential development areas are proposed for two main areas; the northeastern and southeastern portions of the City and represent major locations suitable for infill housing and conversion to townhouse complexes and garden apartments. These areas are presently developed primarily as single family but they are well located with respect to convenience and access to the regional transportation network and serve as buffers or transition areas between more intensive development and areas of less intensive use. This category has a relatively flexible density standard of from seven to twenty-two dwelling units to the acre.

Medium density residential development is generally proposed for those areas surrounding the downtown business district and Civic Center. Several of these areas are still developed with single family densities but are generally in states of transition to more intense development. The locations provide ideal access to the regional freeway network and close-in convenience to the major shopping facilities of the downtown business district. The standards provide for relative large multiple dwelling complexes at a density of 23 to 43 dwellings to the acre.

The pattern for future residential land use should allow maximum flexibility within a framework which matches residential intensity to locational factors, encourages infilling of vacant residential land and the upgrading of the existing housing stock, and minimizes use conflicts.

The intensity of residential land use should be governed by the goals and objectives of the Land Use Element and market forces to the extent that they are compatible with those goals and objectives.

The timing of residential growth should first allow for the infilling of vacant residentially zoned land and recycling of those portions of the existing housing stock which are substandard and secondly to encourage the upgrading and conversion of the standard housing.

B. Commercial Land Use

The map of future land use shows projected commercial usage within the City. On previous land use maps, commercial was divided into two categories - community and neighborhood. The 1990 Land Use map proposes three categories of commercial usage: commercial, which basically represents all forms of commercial enterprise; commercial/residential, which represents those areas where P.A.D. standards can be used to allow mixed commercial and residential use; and commercial/recreation which is the area where both commercial and private recreation and similar uses would be allowed.

Because of the historical development of the City's many arterial commercial areas as discussed previously, the 1990 Land Use map reflects their existence and is directed toward their upgrading and improvement. The map depicts them as they are and promotes the necessary changes to lessen any negative impacts. The Element proposes to increase the depth of commercial zoning along such arterials as La Brea, Century, and Prairie to encourage the provision of adequate off-street parking and to increase lot size and depth to promote the development of modern, more concentrated shopping nodes. By the same token, it is probable that not all of the present arterial commercial areas

can be maintained and supported and that changing traffic patterns will cause areas to grow and prosper while others decline. The arterial commercial areas along West Boulevard north of Florence Avenue and along Centinela Avenue south of Hyde Park Place have been deleted from the map. The section of Arbor Vitae between La Brea and La Cienega has been added.

Building intensity standards for commercial uses are already controlled by the City's zoning ordinance and no additional regulations are proposed by the Element. Buildings in the Limited Commercial category, which is principally found in the central business district, are allowed to have gross floor areas equal to twenty times the area of the lot upon which they are located. This regulation would, in theory, permit buildings up to twenty stories in the downtown area. All other commercial categories are limited to a maximum height of six stories or 75 feet. There are no lot coverage maximums for buildings in the commercial categories, but requirements for landscaping, parking, refuse storage, and loading determine the amount of possible lot coverage. Buildings in the Commercial/Recreation category should be set back 30 feet from all property lines, not be closer than 200 feet to any single family residential zone, and not exceed 150 feet in height. Lots are required to be a minimum of one acre and need a minimum frontage of 100 feet along a dedicated street.

The pattern of commercial growth which would be most desirable is the concentration of commercial uses into accessible shopping nodes in appropriate locations that can serve both the neighborhoods and the commuter traffic. The added customer attractiveness of several businesses in one location, the lower overhead inherent in shared facilities, the protection against energy supply fluctuations, and the reduction in public maintenance costs all point out the advantage of concentration of businesses.

The intensity of commercial development should be directed toward the encouragement of higher intensity in concentrated commercial nodes.

The timing of commercial land use should be such that new commercial growth is encouraged through development incentives. The growth would occur in both the concentrated arterial commercial areas and in major commercial nodes. The market will have a major impact on the timing of commercial development, but the City can have a substantial impact on such timing by assisting and facilitating quality projects.

The Land Use Element features "regional" commercial facilities in the Central Business District and Crenshaw-Imperial Shopping Center; "community" facilities serving retail and services along most major traffic arterials; and "neighborhood" convenience shopping areas dispersed throughout the City at locations in or adjacent to the neighborhoods served. In addition, the element proposes areas for "mixed use", especially commercial-residential and commercial-recreation. Such areas of mixed use will promote the most efficient use of the City's land resources.

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.

Infrastructure refers to support systems, primarily transportation facilities and utilities. Transportation facilities should be adequate for the industries' needs: rail connections for heavy industry; freeways and major arterial streets for light industries; a location near an airport for light industries oriented to fast deliveries. Traffic to and from industrial areas should not interfere with other traffic modes or traverse residential neighbor-

hoods. Other infrastructure needs include utilities, which should match the need of the user industry. There should be enough water both for the industry's processes and for adequate fire protection and enough sewer capacity to carry off the resulting effluent.

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 and commercial office park uses utilizing planned assembly district guidelines to insure both the quality of the development and its compatibility with surrounding uses.

Placing industrial areas within reasonable proximity to employee's homes to shorten the journey to work is a principal concern in locating industrial land. It is a particularly desirable goal for the future in that it can lower consumption of petroleum and reduce street and highway congestion. In a metropolitan complex like Los Angeles it is a desirable goal and one of the prime advantages Inglewood has. Inglewood is centrally located within the metropolitan area and can easily draw an adequate pool of highly qualified employees. In the Los Angeles area, the freeway system provides access to employees, therefore location of industrial land with proximity to freeways becomes desirable

both for employee access and ease of shipping. Also, for some industries, a location near the airport is desirable for the transportation of both raw materials and finished products. In Inglewood the designation of land for industrial use occurs after consideration of all the locational criteria discussed above.

Industrial intensity is most often discussed in regard to the effects of the industrial activity on the surrounding community, such as heavier truck traffic on City streets, noise, or air pollution. However, the efficient functioning of individual industries within an industrial area is as important in the designation of industrial locations as are the more publicized external side effects. Heavy industries should be located on sites which maximize the benefits of proximity to each other and present the least exposure to the surrounding area. Light industry, although not as offensive as heavy industry, should also be located to the extent possible within industrial parks or in major industrial areas.

Inglewood's industrial land areas are well located in relation to both the airport and the freeway network. Additionally, about 265 acres of land designated for industrial use lies within two of the City's redevelopment areas. The Redevelopment Agency has been successful in attracting both large and small industrial businesses which are generally labor intensive and environmentally non-polluting. This success is expected to continue and result in a major expansion of the City's industrial base as the old firms are expanded or gradually replaced by new modern plants located in industrial parks. The City's goal is to attract industries which are labor intensive so as to provide employment for the City's residents.

The Element designates only one category of industrial use which encompasses both light and heavy. The distinction between light industrial or heavy industrial is not crucial in that virtually all new development would be located within industrial park areas and subject to review by the City. Those industrial areas which front along major arterials such as La Cienega, Florence, or Century will likely be developed for industrial/commercial office uses. Generally, the industrial park development will feature light manufacturing, assembly and wholesale/warehousing facilities and activities.

The intensity of industrial growth in Inglewood should be such that the environment is not damaged. The market will control the development intensity to a certain extent, but the City's ability to assist in the provision of appropriate land through the redevelopment process will also be a major factor. A very intense development of Inglewood's industrial land resource would have beneficial economic and social impacts for the City and is therefore quite desirable.

The timing of industrial growth is also dependent on the market. There is suitable, well-serviced land for industrial growth presently available in the City. Since most of the land zoned for industrial at this time is best suited for industrial uses, it should remain so and there is no need for a decrease in industrial zoning. 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. Irrespective of market forces, the City must promote and assist in upgrading of existing industrial uses.

D. Public/Semi-Public Land Use

The Land Use Element proposes to reduce the land area designated for public use within the present "civic center". The new area would generally include only the City Hall, library, police station, parking structure, health center, county building, fire station, and Inglewood High School. Other areas to be included in the public/semi-public category include the City maintenance yard, water treatment plant, fire stations, water reservoirs, and Northrop University. It is customary to place schools in this use category, however by 1990, school facilities changes will be warranted. Reasonable private use of school land is indicated on the map. Hospitals, too, are usually placed in the public/semi-public category. Inglewood has two major hospitals but they are placed in a separate category which is explained below.

E. Open Space Land Use

The Element's intent for this classification is to distinguish those lands and uses which are of such a nature that they should be reserved for open space and/or recreational activities. The largest concentration of open space is Centinela Park. Smaller areas include all of the other municipal parks. Significant changes on the 1990 map include the transfer of the Hollywood Turf Club property, the Forum, and the former Inglewood Golf Course from this category to the commercial-recreation category.

F. Hospital-Medical/Residential Land Use

This classification is an outgrowth of a specialized land use situation. Inglewood has two regional medical centers which are a dominating influence on the land pattern in the area in which they are located. Both Daniel Freeman and Centinela Hospital have grown in stature to the point that they are now

attracting satellite uses around them - medical offices, convalescent and nursing homes, pharmacies and similar uses. The areas designated on the map are those areas which are within the sphere of influence of the respective hospitals. Within these areas, hospital related uses and residential uses will be permitted.

G. Special Developable Lands

Although this is not a category of land use proposed on the 1990 map, Inglewood has a considerable amount of land which may be available in the future for development of new uses.

As the pressure for new housing continues, several areas can potentially be developed for residential uses. Some of the larger areas include: the 40 acre Getty Oil Field; the former 43 acre Inglewood Golf Course; and the 20 acre Parent elementary school property in the northwest corner of the city. These three areas can potentially be developed for low or low-medium density housing.

The Crozier Junior High campus which consists of 6.5 acres is immediately adjacent to the Civic Center area and because of its relationship to the downtown could potentially be developed as the site of high rise office or luxury housing. The 6.8 acre Mobil Oil field in North Inglewood is adjacent to quality residential and industrial uses and therefore, could potentially be developed with low or low-medium density housing or industrial-commercial office space.

H. Redevelopment

The final category that will have a significant impact on future land use is the land presently within the four redevelopment areas. The City of Inglewood has taken advantage of the ability to establish redevelopment areas as permitted

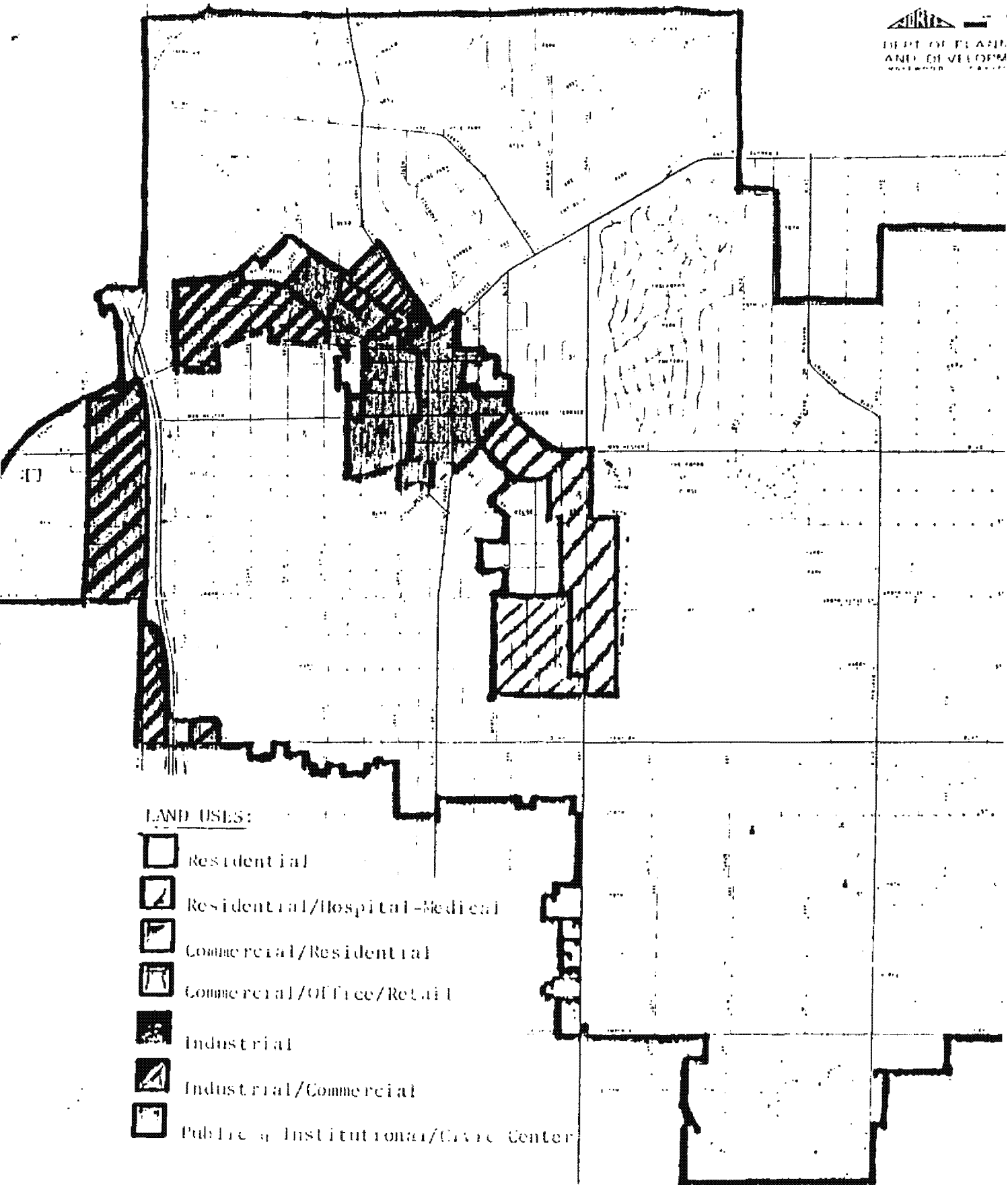
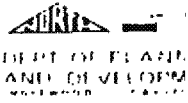
by the California Redevelopment Act. The primary purpose of redevelopment is for the City to acquire land in a blighted area and redevelop that blighted area into one that is productive and beneficial to the City. The four areas are shown on the map entitled Redevelopment Plans on the following page.

The four areas total approximately 615 acres and hold great promise for Inglewood's future. In the recent past, the City experienced great difficulty in locating new businesses and industries within the City. However, there are now a significant number of new industrial and commercial office developments completed and under construction, or in the planning stages. This new growth of business and industry, along with a strong residential resurgence, portend a bright future for the City and an assurance to Inglewood residents that the corner has been turned and the City has become stablized. There is excellent potential for this new growth to continue in the future.

The land use categories permitted within the redevelopment areas are described on the map legend.

CITY OF INGLEWOOD

REDEVELOPMENT PLANS



The preparation of this map was financed in part thru a comprehensive planning grant from the Department of Housing and Urban Development, under provisions of Section 701 of the Housing Act of 1954, as amended.

IMPLEMENTATION

VII IMPLEMENTATION

A variety of implementation tools are available to bring future land use and existing zoning into conformance with the Land Use Element. Use of the implementation tools will insure that new development will occur and that the development is compatible with surrounding uses and meets the goals of the Land Use Element.

During the last 15 years the City of Inglewood has experienced a serious economic decline which has only recently begun to reverse. The decline had put extreme pressures on the land use development patterns in the City. Development did not occur at all or when it did was not wholly compatible with the City's land use goals. The city is now experiencing a vastly improved development climate which is best characterized by its expanded industrial base and by the extensive rehabilitation and expansion of all types of housing. There has also been considerable modernization and expansion of commercial areas within the city with even more expected as the redevelopment of Inglewood continues. As present redevelopment efforts generate new growth through effective economic development planning, the Land Use Element will serve as the guide for the future quality development of the city. With a healthy economic environment, new growth can be directed in a rational and planned manner.

The City of Inglewood is now at a point in its development that it can take advantage of this improved economic situation. New development can be encouraged and directed in a manner that is advantageous to the city. Even though Inglewood has a considerable amount of land developed with

older single family housing and commercial and industrial areas that need rehabilitation or recycling, the expanding economic market combined with good land use planning will insure quality new development in Inglewood.

The major objectives of using the implementation tools to carry out the land use element include the ability to guide the intensity of development; maintaining a balance among land uses; and economizing the costs of municipal services and facilities while maintaining optimum levels of service.

IMPLEMENTATION TOOLS

The following discussion provides an explanation of the tools considered most appropriate to implement the Land Use Element in Inglewood.

A. Zoning Modifications

One procedure which should be used to implement the element is the modification of existing zoning to reflect the objectives and standards of the Land Use Element. The zoning ordinance is the controlling factor in determining the future use of each piece of land in the city. Many inconsistencies exist between the land use element and the current zoning. Therefore, the zoning ordinance should be revised to more closely align land use with zoning. Changes to the zoning code should include the creation of a commercial/residential zone, a medical/residential zone, and the elimination of the high density residential zone. Modification of existing commercial and industrial zones should be pursued that would include standards related to design and landscaping.

B. Capital Improvement Program

The establishment of coordinated planning and programming of city revenues and expenditures is necessary to maintain adequate levels of muni-

cipal services in order to support the proposed land uses in the element. All proposed municipal service improvement projects should be coordinated on a city wide basis in order to achieve a realistic comprehensive capital improvement program. The program should be reviewed annually to incorporate any basic municipal policy changes and insure that the projects are compatible with the developing land use patterns.

C. Development Review Process

In addition to changes to the existing zoning code, new procedures should be established for the review of proposed developments. The new procedures would especially aid in the achievement of desirable land use objectives in those areas proposed for higher intensity use. The system of review should have both clearly defined standards and the flexibility to take into account changing community values and the special characteristics of each project. The process would primarily assess projects by their effect on the capacity of existing services and their impact on surrounding land uses.

Design and development review procedures would establish criteria and standards that emphasize the designation of compatible types of uses, height regulations, attractive landscaping and adequate off-street parking. Performance standards should be included which provide for adequate residential buffers or open space to assure commercial-residential compatibility. The criteria would consider each type of use based on its performance in respect to traffic generation, required parking, structural soundproofing and appearance, landscaping, and compatibility relative to the concept of clustering of uses for mutual benefit.

Performance standards for industrial should be developed that would include design review, evaluation of noise, emissions and other pollutants (smoke, dust, etc.), as well as related development standards such as parking, setbacks, landscaping, etc.

D. Zoning Density Reduction

Zoning density reduction involves reducing the intensity of development allowed in a given area. The Land Use Element proposes the reduction of density in some multiple dwelling unit districts and the preservation of quality single family and low-medium density neighborhoods. It further encourages higher density uses in areas already moving toward high density and in areas that can be provided with city services and which will not be impacted by higher intensity development.

There is a significant amount of multi-family residentially zoned land in Inglewood which has not developed. The impact of construction of multiple family residences to existing zoning standards would seriously affect local services in many areas. The high density residential area which is west of the civic center is a prime example of over zoning for residential uses. In order to reduce service requirements and avoid reaching levels which overtax the municipal service system and require a crisis type response, the element proposes a reduction in density in this area.

E. Redevelopment

As discussed earlier in the element, Inglewood's redevelopment efforts have had success and have been instrumental in the revitalization of the City. This effort is expected to be equally important in the future. The primary emphasis of the redevelopment tool is to take land in a blighted area and convert that area into one that is beneficial and productive.

When the tool of redevelopment is combined with a program of economic development planning which will seek alternative sources of funding to encourage private redevelopment efforts, the revitalization of all sectors of the community can be accomplished. The Land Use Element recognizes the continued importance of redevelopment as a tool to bring about desirable land use changes as well as support quality development in areas where growth is already occurring.

LAND USE DESIGNATION CHANGES

The following list represents the changes necessary to implement the goals and objectives proposed in the Land Use Element. Some of the changes are site-specific while others merely indicate generalized areas. None of the changes are dependent on one another and the numerical placement has no bearing on priority.

1. All City Parks from present designations to Open Space
2. Cemetery to Public/Semi-Public
3. Golf Course site to commercial/recreation
4. Northrop University to Public
5. Freeman & Centinela Hospitals and environs to Hospital-Medical/
Residential
6. Inglewood Meadows and Senior Tower to commercial/residential
from commercial
7. Crozier Jr. High to commercial/residential from Public

8. Mobil Oil & Armory sites to low-medium residential from industrial
9. Parkside Village subdivision to low residential from industrial
10. Area bounded by Century, Crenshaw, 104th, & La Cienega to industrial
11. La Brea (east side): Hyde Park to Florence from industrial to commercial
12. Anderson Water Treatment Plant to Public from industrial
13. Fir (east side): From Queen to Manchester to commercial/residential from public
14. Manchester: From Hillcrest to Prairie to commercial/residential from residential
15. Arbor Vitae: From La Cienega to La Brea to commercial from residential
16. Previous high density area from west of Civic Center to San Diego freeway to medium density
17. Ballona to Florence west of Meadowbrook to industrial from medium residential
18. Area generally north and west of Centinela Park from medium residential to low-medium residential
19. Area adjacent to Ash-Kelso Park from medium residential to low-medium residential
20. Area bounded by Hillcrest-Inglewood-Arbor Vitae-Eucalyptus from medium residential to low-medium residential
21. Water reservoir at Crenshaw and 90th from residential to public
22. All fire stations from present designations to public
23. Commercial area along west Blvd. north of Florence to low-medium residential
24. Area surrounding the intersections of La Brea and Centinela; Crenshaw and Manchester; and Crenshaw-Imperial to commercial/residential from commercial
25. Getty Oil site from medium high residential to commercial/recreation
26. Area around intersection of Florence, Aviation, and Manchester to industrial from commercial.
27. Morningside High School - Jr. High site from open space to low residential.

28. Hollywood Turf Club, Forum, Hotel Area to commercial/recreation from recreation/open space
29. Area east of Turf Club, south of reservoir, west of Crenshaw and north of Century from low-medium residential to low residential
30. Briarwood from low-medium residential to low

ENVIRONMENTAL ASSESSMENT

Federal Regulations require that planning activities funded under the Comprehensive Planning Assistance Program which result in development plans or policies for land use must include an environmental assessment of those plans or policies. Additionally, California's 1970 Environmental Quality Act requires that all cities adopt objectives, criteria, and procedures for the orderly evaluation of projects and/or activities on the environment. The City of Inglewood has adopted "Guidelines and Procedures for the Environmental Review of Public and Private Projects" (as amended May, 1978) which meets this requirement.

The State also mandates that all cities adopt a Land Use Element as part of their Comprehensive General Plan. State Environmental Guidelines designate General Plan Elements as "projects". Therefore, all elements require an environmental assessment. This section analyzes the impacts which may occur as the result of the adoption and implementation of the Land Use Element.

PROJECT DESCRIPTION

The Land Use Element proposes a long-range plan to guide the future distribution and use of land within the City of Inglewood through the year 1990. It provides a comprehensive analyses of the following: current land use and zoning; population characteristics and projections; aspects of the natural and man-made environments; the pattern, intensity, and timing of future land uses; and tools appropriate to implement the proposed element. The Land Use Element must be adopted by the legislative body of the City of Inglewood before it can be implemented.

Major land use issues which concern Inglewood are addressed in the Element as required by California's General Plan Guidelines. Following is a list of significant issues considered in the Element.

- The question of zoning appropriateness and distribution with regard to various zoning categories.
- The question of conformance between the Land Use Element, zoning, and actual land use.
- The question of permitting, prohibiting, and/or encouraging mixed land uses.
- The question of the reallocation of developed land for differing uses through private and public redevelopment.
- The question of residential zoning intensities.

One of the major objectives of the Land Use Element is balanced growth which is responsive to social and economic needs. The Land Use Element proposes to establish a management program which encourages growth to occur in an orderly, harmonious productive manner.

The following discussion concerns the implementation programs proposed in the Land Use Element and their related environmental impacts.

ENVIRONMENTAL IMPACT

Comprehensive General Plans are general by design, not specific. The impacts resulting from the Land Use Element will be determined ultimately by the policies selected by the decision-makers, the implementation measure initiated by them, and by the timing of those actions. As the implementation of the plan evolves, more detailed environmental analyses will be performed on a project by project basis.

A. Development Review Process

The Land Use Element suggests the establishment of procedures for the review of proposed developments. The process would contain clearly defined development standards and a degree of flexibility which would allow it to

respond to changing community values and special characteristics of specific projects.

Impact

This process is expected to control adverse environmental impacts. By carefully analyzing proposals for development, impacts on such systems as streets, electricity, schools, water consumption, and sewage can be mitigated. Natural resources can be preserved by careful attention to the design of specific projects. Adverse impacts associated with energy consumption and energy production can be controlled. Land use compatibility can be encouraged thereby limiting adverse impacts on surrounding areas.

B. Capital Improvement Programming

This program would establish a city-wide system of coordination for the planning and programming of municipal services. It creates the degree of control needed to insure that adequate public services can be provided to meet demands created by new development.

Impact

This program should minimize the adverse impacts of growth on the physical, social, and economic environments. It should insure that existing public services are maintained in an orderly manner in spite of new development, thereby alleviating the adverse impacts of growth on the public economy.

C. Zoning Modifications

Implementation of the Land Use Element dictates changes to the Zoning Ordinance. The Element recommends the elimination of the high-density residential zone; and the creation of a commercial/residential zone, a commercial-recreation zone, and a hospital-medical/residential zone.

Elimination of the high-density residential zone will decrease the amounts of high-density residential development permitted in the City. This process will lessen the adverse impacts on City services and low-density residential areas. It is expected to encourage the development of medium density housing in appropriate areas.

Creation of a commercial/residential zone will encourage mixed usage in existing commercial areas. This process places compatible mixed-uses in mutually, supportive locations.

The commercial-recreation zone recognizes that both commercial and private recreational development and similar uses are compatible land uses and encourages their development.

The hospital-medical/residential zone preserves the integrity of two regional medical centers. Satellite medical uses along with residential development will be permitted adjacent to and nearby these existing hospital facilities.

Impacts

The modifications to the zoning ordinance provide land-use flexibility in specific areas. These processes should enhance the viability of commercial, recreational, and multiple-dwelling development. No negative impacts are anticipated. The changes will actually have beneficial impacts in that they will open more areas to housing development.

D. Land Use Designation Changes

Thirty-one land use designation changes are recommended in the Land Use Element. Some are site specific and others apply to generalized areas. None of these changes are interdependent.

Impacts

These changes will eliminate areas of conflict by establishing positive correlation between land use and zoning. Existing areas of low-density, single-family and two-family development will be protected from the adverse impacts associated with more intense development. Open space will be preserved and mixed-uses will be established. Obsolete land use designation will be re-allocated to appropriate uses. Residential areas impacted with jet-noise will be designated for more appropriate compatible uses such as industrial. While such redesignation will cause the relocation of many residents they will be moving to residential areas which are not noise impacted.

This process, in some instances, may adversely impact specific properties. However the overall reduction in adverse impacts on the community as a whole will mitigate any adverse impacts on individual properties.

E. Zoning Density Reduction

The Land Use Element proposes the reduction of the intensity of development allowed in some areas. Densities in some multiple-dwelling districts have been proposed for reduction.

Impacts

Implementation of this program will preserve quality single-family and low-medium density neighborhoods. Higher-density development will be directed to areas which will not be impacted adversely by more dense development. The demands placed on municipal services will be regulated, preventing the creation of areas where City services are overtaxed.

F. Redevelopment

This process encourages the continuation of prior redevelopment efforts established by the City. It proposes that a program of economic development

planning be combined with the tools of redevelopment to explore new sources of funding. These funds will be used to encourage private redevelopment efforts.

Impact

This process will convert land in blighted areas into beneficial, productive land. Desirable land use changes can be implemented and quality development encouraged.

This process may adversely effect specific users by causing them to relocate to more appropriate areas. However, these adverse impacts will be mitigated by overall beneficial impacts on the physical, social, and economic environments of the City.

MITIGATING MEASURES

The Land Use Element is designed to control any adverse impacts of development through the implementation methods and programs described in this report. Zoning modifications which more closely align land use and zoning are proposed. A capital improvements program is suggested which would correlate the provision of municipal services with developing land use patterns. A design review process is introduced which would help achieve desirable land use objectives through performance standards and design criteria. Zoning capacity reductions would preserve quality, low-density residential neighborhoods and encourage higher density residential development in designated areas. Redevelopment efforts would continue to bring desirable land use changes and the revitalization of deteriorating areas. Land use designation changes would be initiated to recycle obsolete development to appropriate land uses.

ALTERNATIVES TO THE PROPOSED ACTION

Environmental assessment reports must describe reasonable alternatives to the proposed project. These alternatives are required to possess the basic objectives of the proposed plan. The report must state why these alternatives were rejected. Following is a discussion of the three alternatives which were considered and rejected - - - No Project (1978 Amended General Plan), A Less Limited Plan (High Growth), and A More Limited Plan (Low Growth).

No Project

This alternative is essentially the City's 1978 Amended General Plan. Conflicts between zoning and the Land Use Element exist. This alternative was rejected because the projected population for 1990 (102,926) suggests that allowable capacities permitted by the 1978 Land Use designations (121,554) are unrealistic.

Less Limited Plan (High Growth)

This alternative is based on existing zoning which allows for a population capacity of 161,761. This higher level of growth would encourage more intense development throughout the City. This alternative was considered unacceptable due to adverse impacts which would effect municipal services, recreation facilities, open space, traffic conditions, etc.

More Limited Plan (Low Growth)

This plan provides for a lower growth rate than the 102,926 population capacity proposed in the 1990 Land Use Plan. Such a low growth plan would greatly reduce any adverse effects associated with development. However, the primary objective of the Land Use Element is to establish a plan which balances

adverse impacts of development with types and amounts of land use which improve the physical, social, and economic environments of the City as a whole. For this reason, this low-growth alternative was considered to be too restrictive. This alternative would inhibit land from being developed to its highest and best use.

THE RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY.

Implementation of the Land Use Element will enhance long term productivity. However, there will be some short term environmental impacts. It is anticipated that these short term impacts will be of little significance when incorporated in the overall effectiveness of the Element.

ANY IRREVERSIBLE ENVIRONMENTAL CHANGES

The Land Use Element proposes some environmental changes. These changes are designed to minimize adverse environmental impacts associated with future development. Continued growth in the City as envisioned in the 1990 Land Use Element will include the commitment of non-renewable resources and will have irreversible environmental changes judged to have long-term beneficial effects.

GROWTH INDUCING IMPACTS

The Land Use Element is expected to accomplish two objectives - - - induce and restrain future growth and development. Growth will be encouraged in those areas which are best able to accommodate growth based on environmental, economic, and social considerations. Development pressures will be guided through the implementation of the Capital Improvement Program, the Development Review Process, Zoning Modifications, Land Use Designation Changes, and Redevelopment. The amounts and types of growth to be encouraged are delineated within the Element.

Those types of development which pose potential environmental threats are discouraged. This direction of growth based on environmental and related impacts will be accomplished through Zoning Modifications, Land Use Designation changes, and Zoning Density reduction. Overall, the Element as proposed will guide the intensity of development, particularly in residential areas.

ORGANIZATIONS AND PERSONS CONSULTED

City of Inglewood

Fire Department
Parks and Recreation Department
Planning and Development Department
 Building Division
 Planning, Zoning Division
 Redevelopment Division
Police Department
Public Works Department
 Engineering Division
 Sanitary Division
 Traffic Division
Water Department

Inglewood School District	AMTRAK
Metropolitan Water District	Trailways
West Basin Municipal Water District	Greyhound Bus Company
Inglewood Water District	Los Angeles International Airport
Southern California Water Company	Federal Insurance Administration
Southern California Gas Company	Northrop University
Southern Counties Gas Company	Centinela Hospital
Southern California Edison Company	Daniel Freeman Hospital
Pacific Telephone & Telegraph Company	
Los Angeles County Flood Control District	
Los Angeles County Sanitation District	
Southern California Rapid Transit District	
Santa Fe Railroad	

BIBLIOGRAPHIC DATA SHEET	1. Report No. IPAD-LUE-78	2.	3. Recipient's Accession No.
	4. Title and Subtitle The Land Use Element of the Inglewood General Plan		5. Report Date Dec. 1978 -Date of Prep.
7. Author(s) Tony DeBellis, Vi Moyer, and Philip Freeland		8. Performing Organization Rept. No.	
9. Performing Organization Name and Address Inglewood Planning and Development Department One Manchester Boulevard Inglewood, California 90301		10. Project/Task/Work Unit No. 30200.1	
		11. Contract/Grant No. CPA-CA-09-00-1037	
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16. Abstracts This draft land use element of the Inglewood General Plan addressed key issues involving the use of land in the City of Inglewood. It provides a land use framework through the year 1990 for decision makers as they consider the long term commitment of land resources. It analyzes population, existing and future land use requirements, and proposes implementation techniques. It seeks to provide a framework upon which the most beneficial development of both public and privately owned land can be based. The report promotes fiscal responsibility by proposing efficient methods to support growth and creating a future land use pattern that efficiently utilizes Inglewood's natural resources.			
17. Key Words and Document Analysis. 17a. Descriptors a. Land Use Element General Plan			
17b. Identifiers/Open-Ended Terms Land Use (goals, conditions, plans) Population (estimate, projections)			
17c. (USATI Field Group)			
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