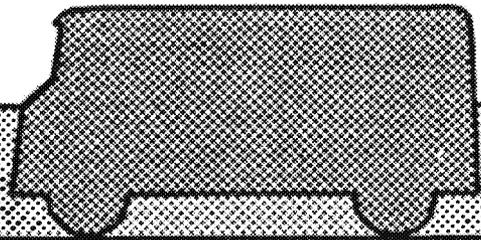
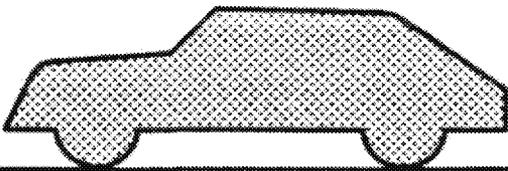


THE CIRCULATION ELEMENT
OF THE
INGLEWOOD GENERAL PLAN



CIRCULATION ELEMENT
INGLEWOOD GENERAL PLAN

THE CIRCULATION ELEMENT
OF THE
INGLEWOOD GENERAL PLAN

ADOPTED DECEMBER 15, 1992

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PART ONE
INTRODUCTION



INTRODUCTION

The Circulation Element of the Inglewood General Plan is both an analysis of existing traffic needs and conditions and a guide for future circulation and transportation developments. The program presented in this element is not intended to be exhaustive or inflexible; it should be continually evaluated to determine its currentness and potential for addressing the circulation and transportation needs of this community.

The major part of this element presents and analyzes existing street conditions and describes some possible corrective measures. The second part of the element discusses other modes of transportation as alternatives to the individual automobile.

The element concludes with an evaluation of Inglewood's street environment and its possible enhancement. This final part serves the purpose of a scenic highway element which is no longer required as a separate element of the General Plan.

PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element is one of seven elements which, together, comprise the General Plan for the City of Inglewood. Section 65302(b) of the California Government Code mandates the provision of this element and its correlation with the land use element.

The primary purpose of the Circulation Element is to require that the provision of adequate street access and traffic capacity is considered for current and future land use needs. To that goal, this document formally designates street classifications (arterials and collectors) and identifies such specific street improvement needs as street widening and intersection alignments. This document can be used as the basis for requiring street dedications, improvements, or related exactions from development projects that will enable the incremental implementation of the policies and plans set forth in this element. Additionally, this document can assist the City to formulate its annual capital improvement plan and budget.

This Circulation Element also designates truck routes and bicycle routes through Inglewood. However, revisions to these route plans may be adopted by the Inglewood City Council without requiring the amendment of this element. Alternative modes of transportation (bus, rail, bicycle) are discussed and evaluated as to their availability or their potential to supplement the community's reliance on the automobile.

Finally, this Circulation Element establishes policies about various aspects of the street environment. Development standards

and zoning regulations should be derived from these policies regarding landscaping, parking, street identification, signs and building facades.

CONSISTENCY WITH GENERAL PLAN

The Circulation Element is one of seven elements required by State law to be part of every city's general plan. It is the State Legislature's intent that the general plan elements should be consistent with each other. In this section, the relationship of Inglewood's Circulation Element with the other six elements is discussed.

Land Use Element

The Land Use Element presents a long-range plan for the maintenance of existing uses and the establishment of future uses of land within the City of Inglewood. Land uses are reliant on the circulation system for their access and they also generate traffic volumes that affect the design and capacity of the circulation system. By necessity, the two elements are closely related and, allowing for some street width limitations inherited from Inglewood's early development, they are mutually compatible.

Public Safety and Seismic Safety Element

The Public Safety Element and the Seismic Safety Element which, subsequent to their respective adoption by the City of Inglewood, can be consolidated into a single element identify potential situations and areas of hazards to life and property within Inglewood. This city faces potential threats from major earthquakes, aircraft accidents and structure fires. The purpose of this element is also to define programs and procedures to minimize the risks and resulting impacts from such hazards. Access is inevitably an important factor in any program or procedure that

responds to an accident, earthquake or other calamity. That such access is almost always provided by the extensive city street system and regional freeway system means the Circulation Element and Safety Element are compatible.

Conservation Element

The Conservation Element provides an overall City policy for the use of natural and cultural resources. The policy is a guide to legislative and administrative decisions that may have a significant impact on the environment. Except for brief references towards the utilization of less-polluting vehicles, the Conservation Element and the Circulation Element essentially address different issues. As a result, there is no incompatibility between these two elements.

Open Space and Parks Element

The Open Space and Parks Element provides a long-range plan for the preservation and management of existing open space within Inglewood. Because Inglewood is a fully developed city, unused land is not available for additional open space or park land.

Management of existing land and the acquisition and conversion of other land uses into parks is the primary program presented in this element. The Circulation Element can assure access to park sites. Furthermore, sections of the Circulation Element that address street parkway and median landscaping contribute to the park-like environment promoted by the Open Space and Parks Element. These two elements are compatible and consistent with each other.

Housing Element

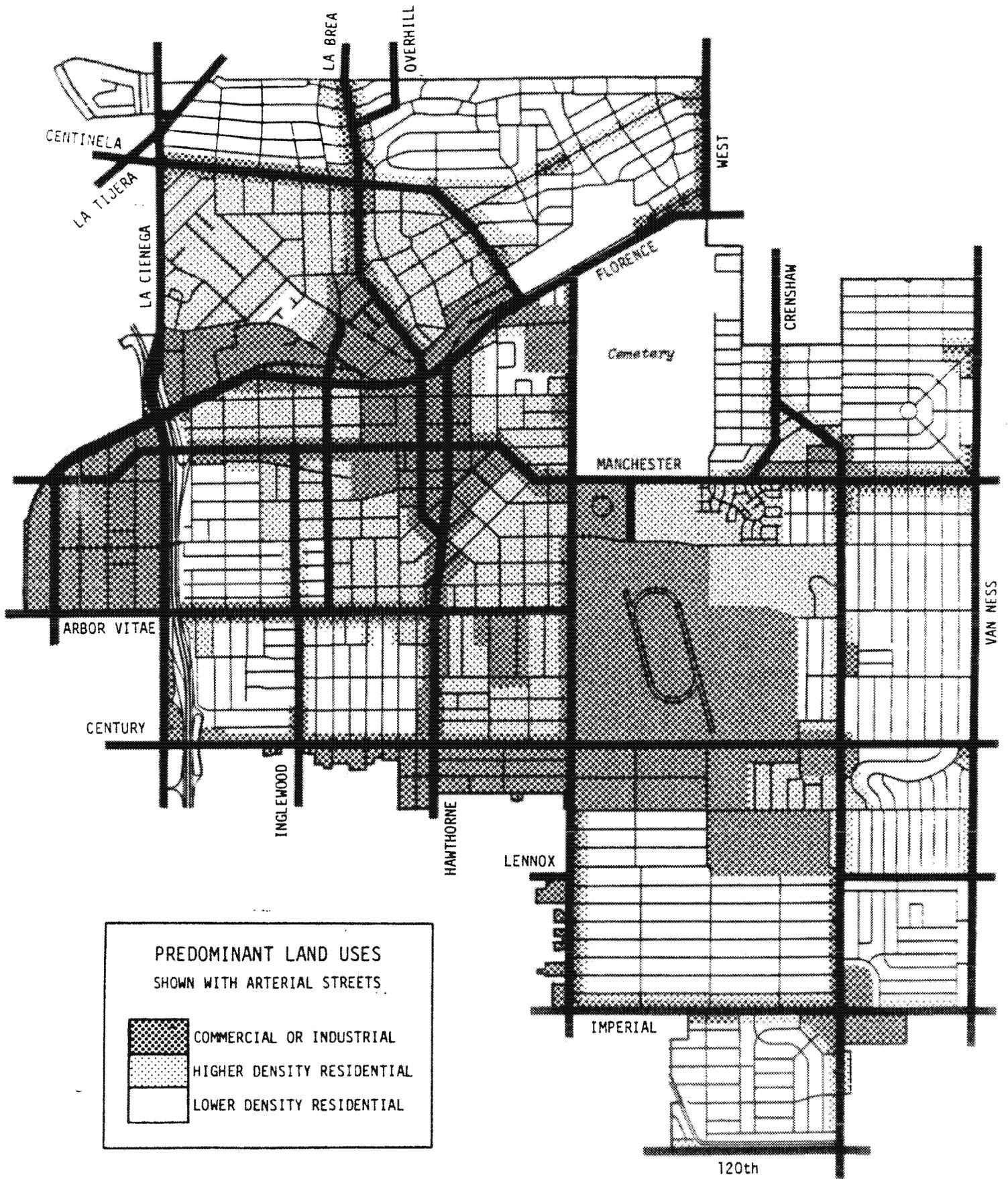
The Housing Element inventories existing housing stock, evaluates housing needs and establishes policies and programs for the provision of new housing. The Circulation Element identifies primary circulation routes through the city to assure efficient access to all residential neighborhoods while eliminating the need for large volumes of traffic to use local residential streets. This should assure the maintenance of safe and quiet residential environments. Therefore, the programs of these two elements are consistent and compatible.

Noise Element

The Noise Element identifies major sources of noise, assesses their levels and effects, and addresses programs that can minimize their impact on the community. Traffic noise and aircraft noise are the primary noise sources in Inglewood. The Circulation element identifies routes that are primary traffic noise corridors. The Noise Element and Circulation element are therefore consistent.

LAND USE

One purpose of the Circulation Element is to assure that adequate access is or will be provided for current and future land developments. Inglewood is a fully built community so there are no areas of unimproved land into which this city can expand. With minor exceptions, the land use patterns within the city are established. Virtually all future development will "infill" existing properties that have been underutilized. As shown on the following land use map, all areas of Inglewood are served by an extensive street system of arterial, collector and local streets. All areas of commercial and industrial uses, which generate the most traffic, are immediately accessible to arterial streets. Most circulation needs in Inglewood are not caused by insufficient access to streets but, rather, are due to inadequate street widths and problem intersection alignments along existing streets. These issues are discussed below in this element.



CENTINELA

LA TIJERA

LA CIENEGA

LA BREA

OVERHILL

WEST

FLORENCE

CRENSHAW

Cemetery

MANCHESTER

ARBOR VITAE

CENTURY

INGLEWOOD

HAWTHORNE

LENNOX

VAN NESS

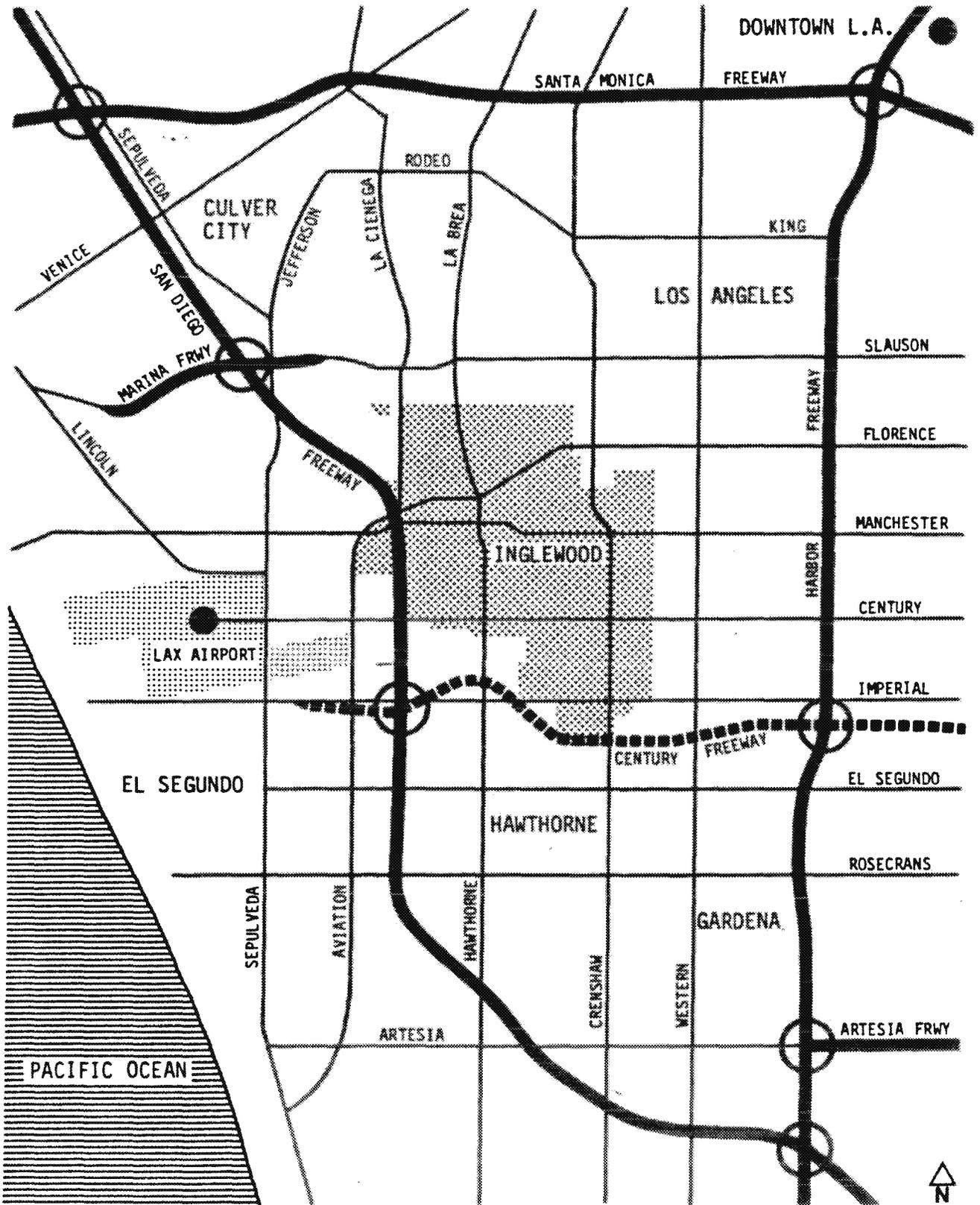
IMPERIAL

120th

PART TWO
CIRCULATION PLAN

REGIONAL CIRCULATION

Inglewood is a city encompassing 8.85 square miles in the heavily urbanized portion of Los Angeles County known as the South Bay. The city is traversed by several regional arterial streets and by the San Diego Freeway (Interstate Route 405). The future Century Freeway (Interstate Route 105) is presently being constructed immediately south of Inglewood.



VICINITY MAP
 SHOWING FREEWAYS AND
 SELECTED REGIONAL ARTERIALS
 1 MILE

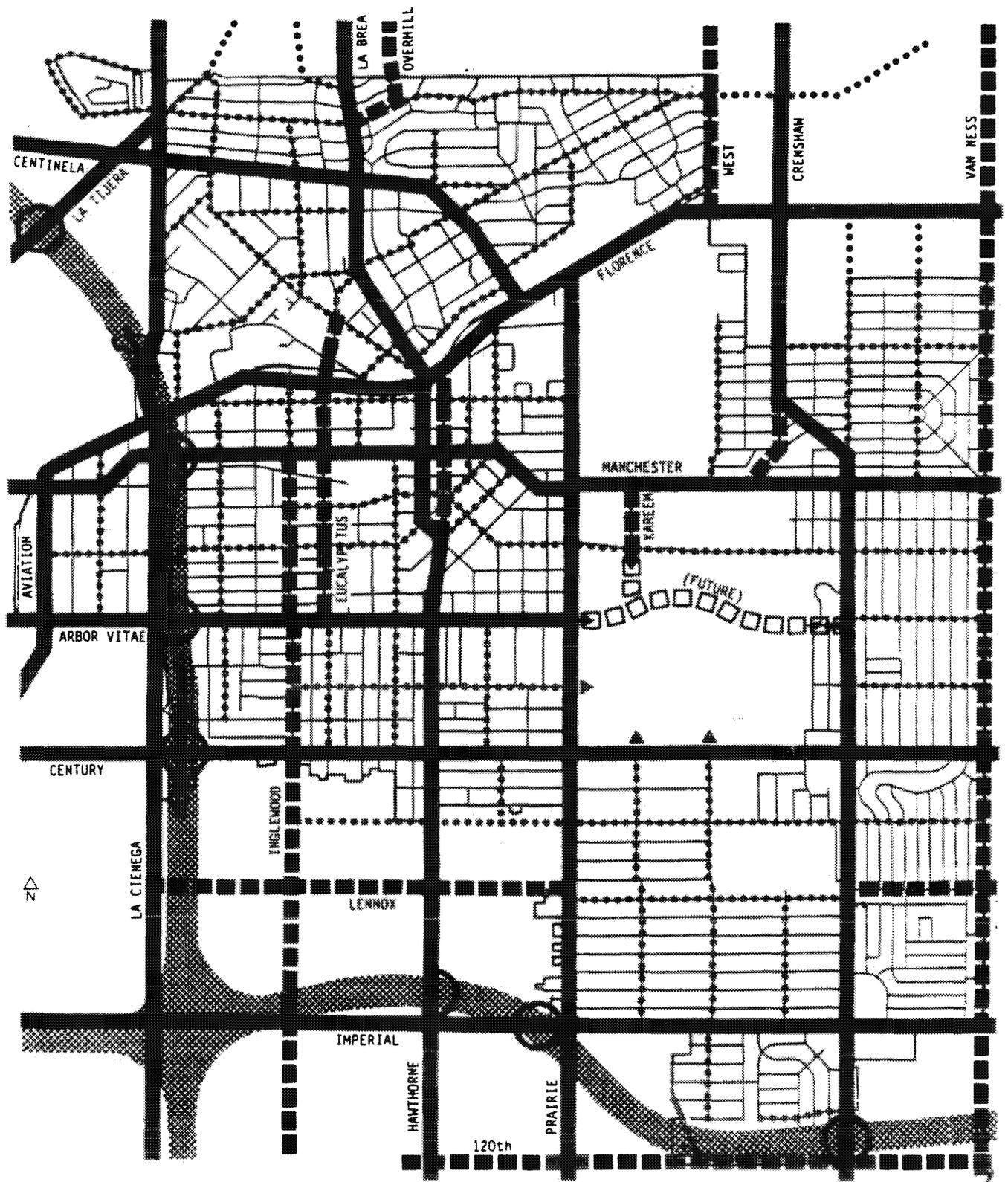
STREET CLASSIFICATION

The classification of streets establishes a hierarchy of function for the circulation system of Inglewood. Traffic volume and street widths are not the only factors used for such classification, particularly in this city where existing narrow streets must often serve functions greater than their roadway widths should warrant. The actual use and location of streets are therefore also significant factors in the classification of Inglewood streets.

1. FREEWAYS. Freeways are the primary means of intercity and regional travel and are significant in that they provide an efficient, fast and high volume alternative to surface streets. The planning, design and construction or improvement of freeways are undertaken by the State of California through its Department of Transportation (Caltrans).

Two freeways immediately impact the City of Inglewood:

- The San Diego Freeway (Interstate Route 405) serves as a north-south route in the Inglewood area. It averages four travel lanes in each direction and carries approximately 270,000 vehicles per day.
- The Century Freeway (Interstate Route 105) is being constructed as an east-west route along the south edge of Inglewood. It will average three travel lanes in each direction, plus one high occupancy vehicle lane for buses and vans, and is anticipated to accommodate about 150,000 vehicles per day. This freeway will also provide a rail



CIRCULATION ELEMENT		INGLEWOOD GENERAL PLAN	
	MAJOR ARTERIAL		FREEWAY
	MINOR ARTERIAL		FREEWAY ACCESS
	COLLECTOR		RACETRACK ACCESS
	LOCAL STREET		POTENTIAL ROUTE

transit route along its median. Completion of construction is expected in 1993.

2. MAJOR ARTERIALS. Major arterials are the most important surface streets. They function as primary intercity routes (i.e. continuous routes into, through and out of this city) in addition to collecting and distributing a large portion of local traffic. Major arterials are typically designed to carry over 30,000 vehicles per day which means they should have a minimum of two travel lanes in each direction in addition to a separate median lane to accommodate left turn movement. However, depending upon traffic volume, particularly during peak traffic periods, additional travel lanes and/or the prohibition of curb parking may be necessary.

The following streets in Inglewood are classified as Major Arterials:

1. Arbor Vitae Street (west of Prairie Avenue)
2. Centinela Avenue
3. Century Boulevard
4. Crenshaw Boulevard
5. Florence Avenue
6. Hawthorne Boulevard
7. Imperial Highway
8. La Brea Avenue
9. La Cienega Boulevard
10. Manchester Boulevard
11. Prairie Avenue

3. MINOR ARTERIALS. Minor arterials, also referred to as secondary arterials, are similiar to major arterials except that they may be discontinuous within the city, they may carry less traffic volume and/or they may serve as extensions of other major arterials (e.g. Crenshaw Drive from Crenshaw Boulevard; or Kareem Court from Manchester Boulevard). Minor arterials are typically designed to carry 15,000 to 30,000 vehicles per day, which means they should have a minimum of two travel lanes in each direction. A separate median lane to accommodate left turn movement is desirable if there is sufficient roadway width.

The following streets in Inglewood are classified as Minor Arterials:

1. Crenshaw Drive
2. Eucalyptus Avenue (Beach Avenue to Arbor Vitae Street)
3. Fairview Boulevard (La Brea Avenue to Overhill Drive)
4. Kareem Court (Forum Road)
5. Inglewood Avenue (south of Manchester Boulevard)
6. Lennox Boulevard
7. Market Street (Florence Avenue to La Brea Avenue)
8. Overhill Drive
9. Van Ness Avenue
10. West Boulevard (north of Florence Avenue)
11. 108th Street (east of Crenshaw Boulevard)
12. 120th Street

4. COLLECTORS.

Collectors are transitional streets between arterials and local streets. The function of a collector is to "collect" vehicles from the local street system and transport them to the arterial system. Collectors, however, also provide some cross-city access (e.g. Hyde Park Boulevard). Collectors may be designed to carry up to 15,000 vehicles per day, although 3,000 to 10,000 vehicles is more typical. A collector will have at least one travel lane in each direction, but depending upon specific traffic volume or access function, two travel lanes in each direction might be utilized.

The following streets in Inglewood are classified as Collectors:

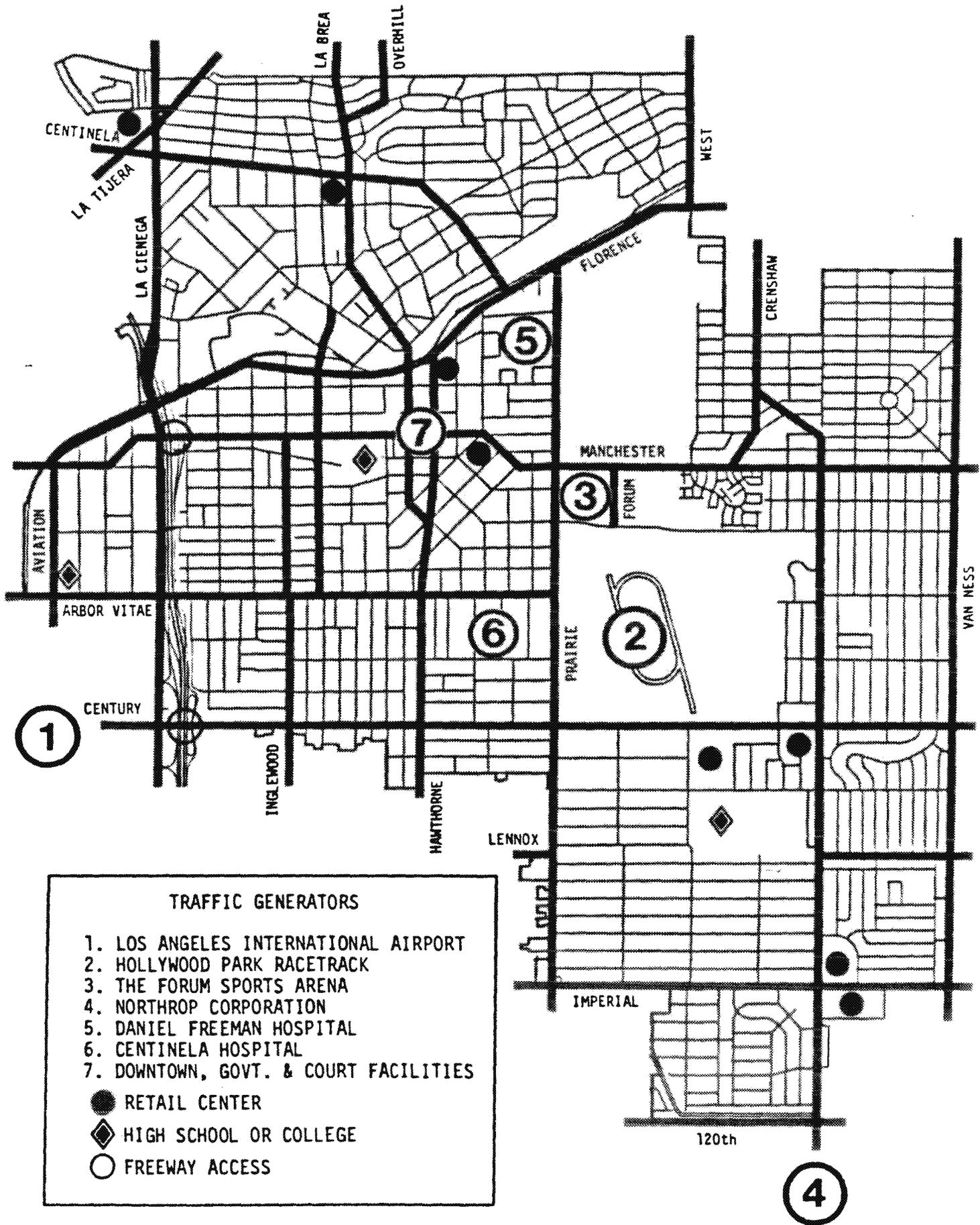
1. Arbor Vitae Street (east of Darby Park)
2. Beach Avenue
3. Doty Avenue
4. Eucalyptus Avenue (north of Beach Avenue)
5. Eucalyptus Avenue (Arbor Vitae Street to Century Boulevard)
6. Fairfax Avenue.
7. Fairview Boulevard (except La Brea Avenue to Overhill Drive)
8. Fir Avenue (Florence Avenue Manchester Boulevard)
9. Freeman Avenue
10. Grevillea Avenue
11. Hardy Street
12. Hillcrest Boulevard
13. Hindry Avenue
14. Hyde Park Boulevard
15. Hyde Park Place

16. Inglewood Avenue (Florence Avenue to Manchester Boulevard)
17. Ivy Avenue
18. Juniper Street
19. Kelso Street - 90th Street (Inglewood Avenue to Crenshaw Boulevard)
20. La Tijera Boulevard
21. Locust Street (Regent Street to Hillcrest Boulevard)
22. Myrtle Avenue (Arbor Vitae Street to Century Boulevard)
23. Oak Street (Eucalyptus Avenue to Arbor Vitae Street)
24. Park Avenue (Warren Lane to Hyde Park Boulevard)
25. Regent Street
26. Springpark Avenue
27. Spruce Avenue (La Brea Avenue to Manchester Boulevard)
28. Warren Lane (Centinela Avenue to Park Avenue)
29. West Boulevard (north of Manchester Boulevard)
30. Yukon Avenue
31. 5th Avenue (north of Manchester Boulevard)
32. 8th Avenue
33. 64th Street (Springpark Avenue to Garth Avenue)
34. 90th Street (east of Crenshaw Boulevard)
35. 102nd Street (east of Prairie Avenue)
36. 104th Street
37. 108th Street (Prairie Avenue to Crenshaw Boulevard)

TRAFFIC GENERATORS

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

1. Los Angeles International Airport (LAX). Approximately 60,000 LAX patron vehicles enter and exit the airport each day. Additionally, 40,000 employees work within the airport grounds and adjacent air freight terminals.
2. Hollywood Park. This racetrack can accommodate approximately 40,000 vehicles and over 50,000 patrons.
3. The Forum. This sports and entertainment arena can accommodate approximately 4,000 vehicles and over 18,000 patrons.
4. Northrop Corporation. The aircraft and electronics divisions of this corporation employ approximately 20,000 persons in its Hawthorne facilities.
5. Daniel Freeman Hospital. The hospital and adjacent facilities can accommodate approximately 1300 vehicles, and over 3300 vehicles enter and leave the facilities in one day.
6. Centinela Hospital. The hospital and adjacent facilities can also accommodate approximately 1300 vehicles, and a comparable number of vehicles to that of Daniel Freeman Hospital enter and leave the facilities in one day.
7. Downtown Inglewood. Within a sixteen block area centered upon Manchester Boulevard and Market Street is a concentration of retail stores, professional and medical



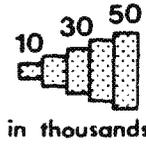
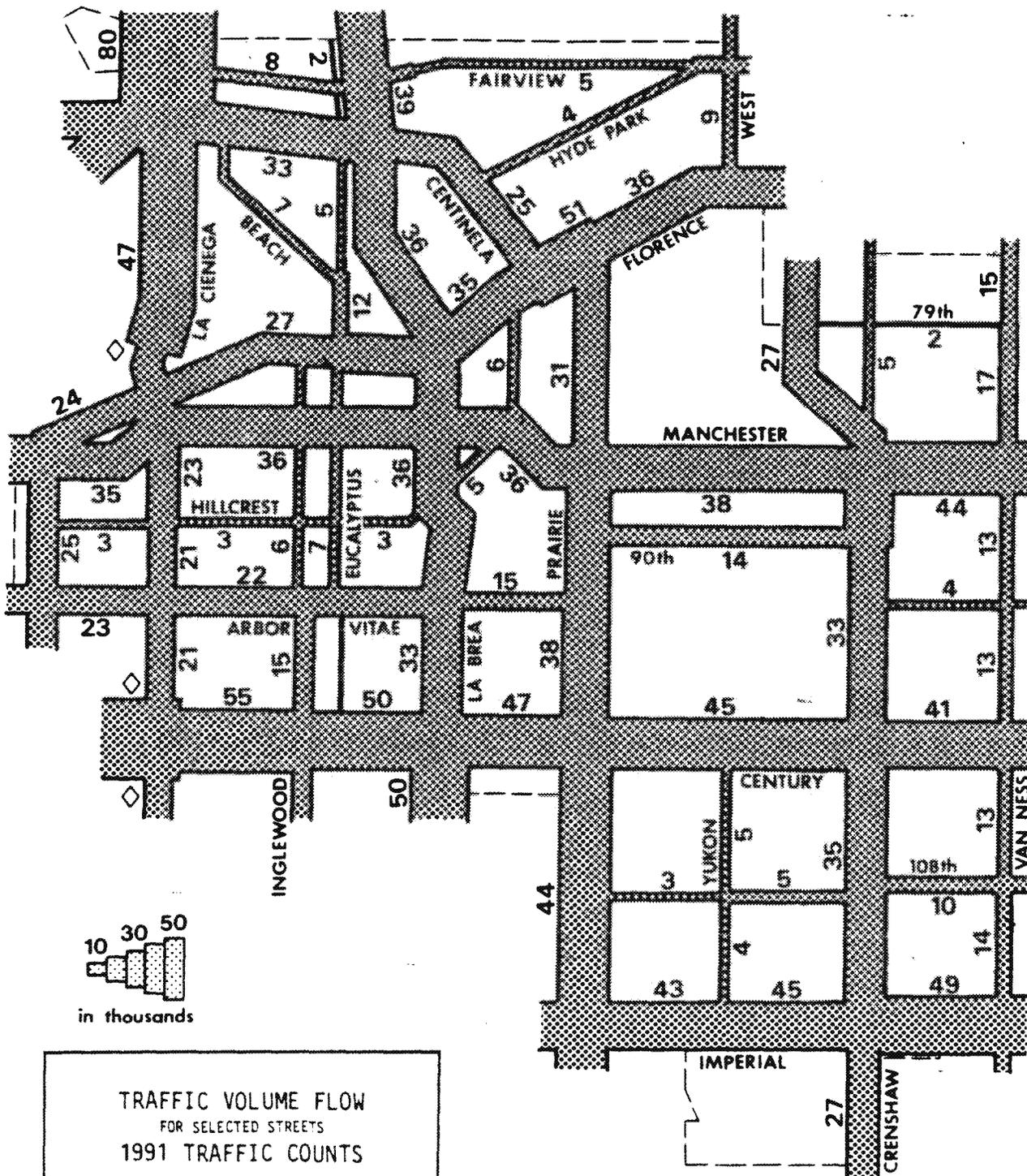
offices, financial institutions, city, county and state governmental offices and court buildings. Adjacent to this downtown area are a high school and junior high school. Specific numbers of employees, patrons and visitors in this area are not known.

Additionally, existing San Diego Freeway entrances and exits along La Cienega Boulevard can be considered traffic generators, as certainly will be future entrances and exits for the Century Freeway being constructed along the southern edge of Inglewood.

TRAFFIC VOLUME

The following two maps depict the current and anticipated traffic flow volumes for selected streets in Inglewood. A substantial increase for north-south traffic on Crenshaw Boulevard and Prairie Avenue is expected after the opening of the Century Freeway with a corresponding decrease of east-west traffic on Imperial Highway which essentially parallels the freeway.

Overall future traffic volume increases may be mitigated by a greater utilization of light rail, bus transit and carpooling in the next decade.



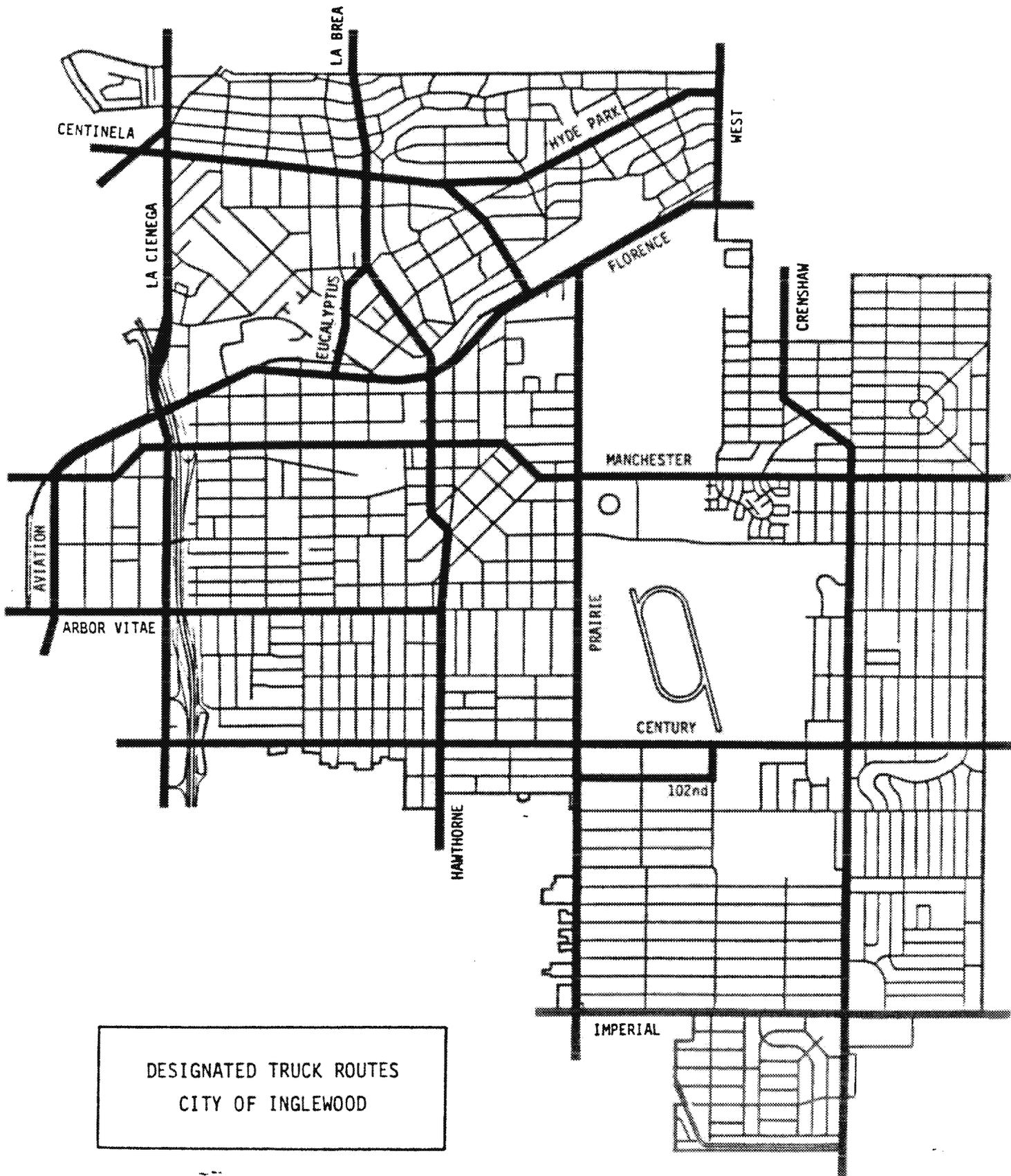
TRAFFIC VOLUME FLOW
 FOR SELECTED STREETS
1991 TRAFFIC COUNTS
 AVERAGE DAILY TRAFFIC IN THOUSANDS
 ◇ - VOLUME CHANGE DUE TO FREEWAY ACCESS
 SOURCE: INGLEWOOD ENGINEERING DEPARTMENT



TRUCK ROUTES

The Inglewood Municipal Code (Chapter 3, Article 3) specifically authorizes the City Council to designate certain streets in the city on which vehicles exceeding three tons may travel. These designated routes are identified with street signs to guide truck traffic through the city. Vehicles exceeding three tons are restricted from using all other streets in the city unless they are picking up or delivering merchandise at businesses or sites located on these restricted streets.

The purpose of designated truck routes is to restrict heavy weight vehicles to streets constructed to carry such weight, in addition to keeping large vehicles--with their potentially annoying levels of noise, vibration and fumes--from residential neighborhoods. With the exception of two routes, all designated truck routes are along arterial streets. One exception is East Hyde Park Boulevard and Hyde Park Place which have street widths too narrow to be classified an arterial route but which serve various small light manufacturing and heavy commercial businesses located in northeast Inglewood. The second exception is 102nd Street (between Prairie Avenue and Yukon Avenue) which serves the new manufacturing and air freight businesses being developed in the Century Redevelopment Project area.

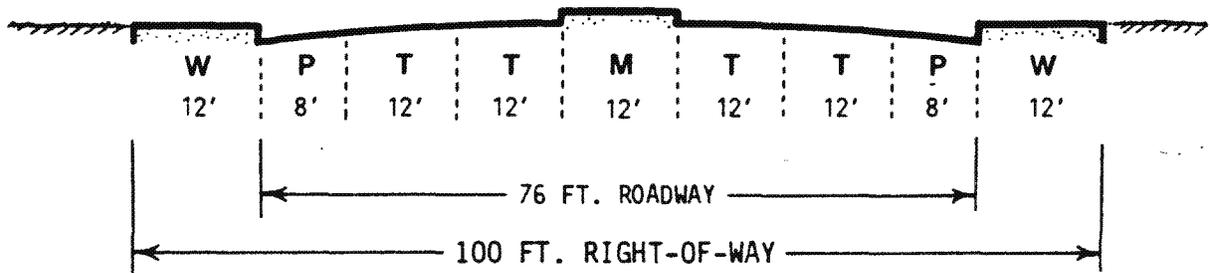
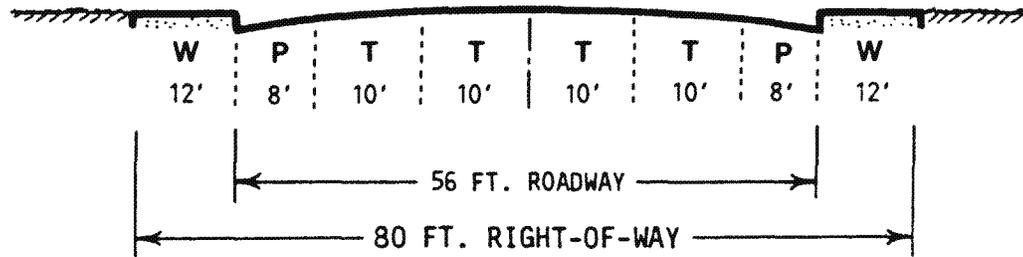
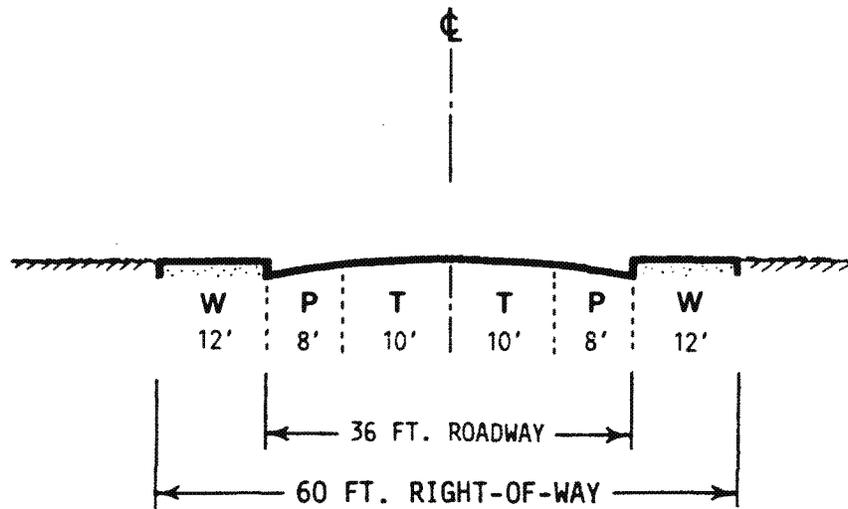


DESIGNATED TRUCK ROUTES
CITY OF INGLEWOOD

STREET RIGHTS-OF-WAY

The design of a street and the number of lanes in its roadway are usually a factor of the width of the street right-of-way. Inglewood streets have exceptionally varied widths. The widest right-of-way is 125 feet along a portion of South La Brea Avenue (because it once included a trolley right-of-way). Many residential streets have only 50-foot rights-of-way; a few are as narrow as 40 feet. The reasons for such varied widths, and the difficulty of increasing the widths of many streets, are discussed elsewhere in this Element.

The following diagram shows typical street cross-sections for three common right-of-way widths. However, many of Inglewood's arterial and collector streets are located within rights-of-way of insufficient widths. As a result, lane widths may be narrower than shown in the diagram and parking lanes may be excluded to provide additional travel lanes. Streets lacking a median, as shown in the example of an 80-foot right-of-way, may provide a median lane for left turn movements near intersecting streets by elimination of one or both parking lanes at that location.



**TYPICAL STREET SECTIONS
FOR COMMON RIGHT-OF-WAY WIDTHS**

- P** PARKING LANE
- T** TRAVEL LANE
- M** MEDIAN LANE
(or raised median)
- W** PARKWAY (sidewalk,
landscaping, curb)

STREET WIDENING

While many streets in Inglewood have substandard widths when compared to today's standards for street design, most of these streets are still functional for their traffic volumes. In certain cases, some substandard streets are made functional by sacrificing parking along one side of the street. This occurs throughout the Lockhaven residential neighborhood (105th Street to 113th Street).

However, there are streets with insufficient widths for their current or anticipated traffic needs that should be widened. Unfortunately, physical constraints often limit the feasibility of widening streets. Existing improvements located along these streets, or abutting small lots that cannot be further reduced in size, may preclude widening, in addition to prohibitive costs of acquiring and removing such improvements.

The following arterial and collector streets in Inglewood are selectively identified as streets that need to be widened to accommodate current or anticipated traffic needs:

1. Arbor Vitae Street (San Diego Freeway to La Brea Avenue)
2. Aviation Boulevard.
3. Beach Avenue (Plymouth Street to Inglewood Avenue)
4. Beach Avenue (Edgewood Street to Centinela Avenue)
5. Doty Avenue (Century Boulevard to 104th Street)
6. Eucalyptus Avenue (Centinela Avenue to Juniper Street)
7. Eucalyptus Avenue (Florence Avenue to Arbor Vitae Street)
8. Fairview Avenue (La Tijera Boulevard to Springpark Avenue)
9. Fir Avenue (Regent Street to Manchester Boulevard)

10. Florence Avenue (Fir Avenue to Manchester Boulevard)
11. Hyde Park Boulevard (Centinela Avenue to West Boulevard)
12. Hyde Park Boulevard (Beach Avenue to La Brea Avenue)
13. Hyde Park Boulevard (Glenway Drive to Industrial Avenue)
14. Inglewood Avenue (Manchester Boulevard to Arbor Vitae Street)
15. Yukon Avenue (104th Street to Imperial Highway)
16. 104th Street (Prairie Avenue to Yukon Avenue)
17. 108th Street (Prairie Avenue to Crenshaw Boulevard)

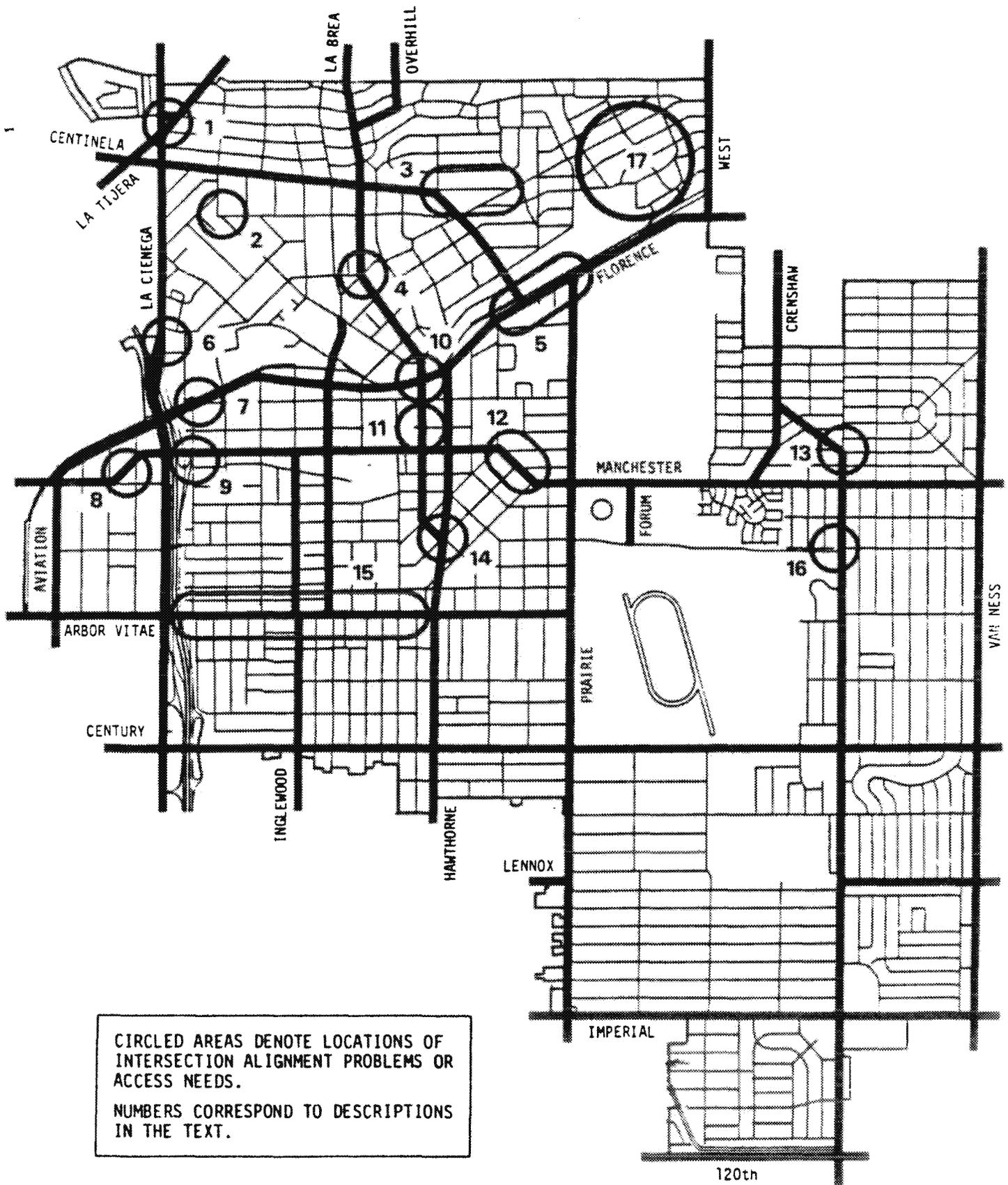
In addition to this listing, other streets may be identified as also needing widening. The Engineering Department of the City of Inglewood maintains a master street-widening and intersection alignment plan that specifies actual widening requirements which are to be used for determining right-of-way dedications and acquisitions necessary to widen streets.

INTERSECTION ALIGNMENTS

There are over 1200 street intersections in Inglewood. While most intersections consist of aligned streets crossing at right angles, some intersections consist of streets that meet at peculiar angles and/or multiple streets that converge together. Fortunately, most of the irregular intersections occur along streets where few problems arise due to their low traffic volumes. However, some intersections with alignment problems occur on collector and arterial streets. The most notable of these situations are identified on the following map and discussions on each location are included in the Appendix. These possible measures are addressed only for evaluative purposes and, by their reference in this Element, do not necessarily constitute any adopted policy of the City of Inglewood for their implementation exactly as described. Economic and physical restrictions can preclude such implementation in addition to other possible remedies that may be subsequently formulated.

The number beside each identified intersection on the map corresponds to numbered narratives in the appendix. An exception is the discussion about street closures (No. 17 on the map) which is found on page 42 of this text. In addition to these notable situations, the Engineering Department of the City of Inglewood maintains a master street and intersection alignment plan which may identify other locations.

The elimination or mitigation of the problem conditions occurring at these intersections can be considered in the determination of future municipal improvement programs.



CIRCLED AREAS DENOTE LOCATIONS OF INTERSECTION ALIGNMENT PROBLEMS OR ACCESS NEEDS.
 NUMBERS CORRESPOND TO DESCRIPTIONS IN THE TEXT.

DOWNTOWN STREET DESIGN STUDY

During the 1970's, the City of Inglewood implemented a redesign of its traditional downtown shopping street, Market Street, in an attempt to encourage a return of the pedestrian-oriented shopping that had been lost to newer shopping centers and retail malls. The redesign included reducing the street from four to two lanes, replacing parallel curb parking with angled parking, installing a substantial quantity of large trees, constructing raised landscaping planters and benches, and replacing most individual store front signs with identical dark blue canvas awnings having white stenciled lettering.

The appearance of the street was definitely more attractive, but the redesign also resulted in decreased traffic flow, due to the lane reduction and the use of angled parking, and in decreased store visibility, due to the trees and awnings.

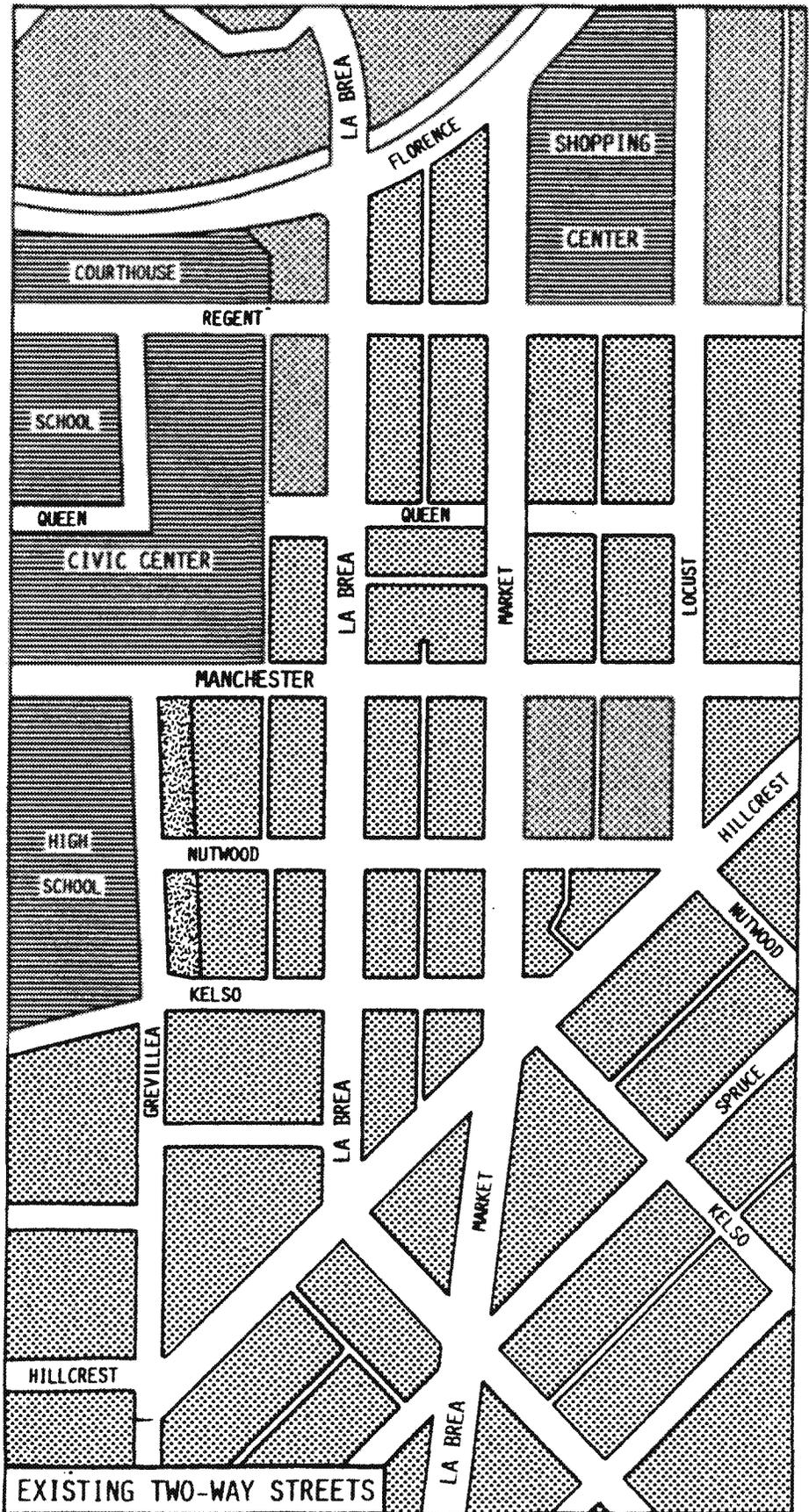
Meanwhile, traffic has increased substantially on La Brea Avenue, the major north-south arterial paralleling Market Street. As traffic demand continues to grow in the South Bay region with no new north-south arterials or freeways planned, there is a compelling need to increase the vehicle capacity of La Brea Avenue.

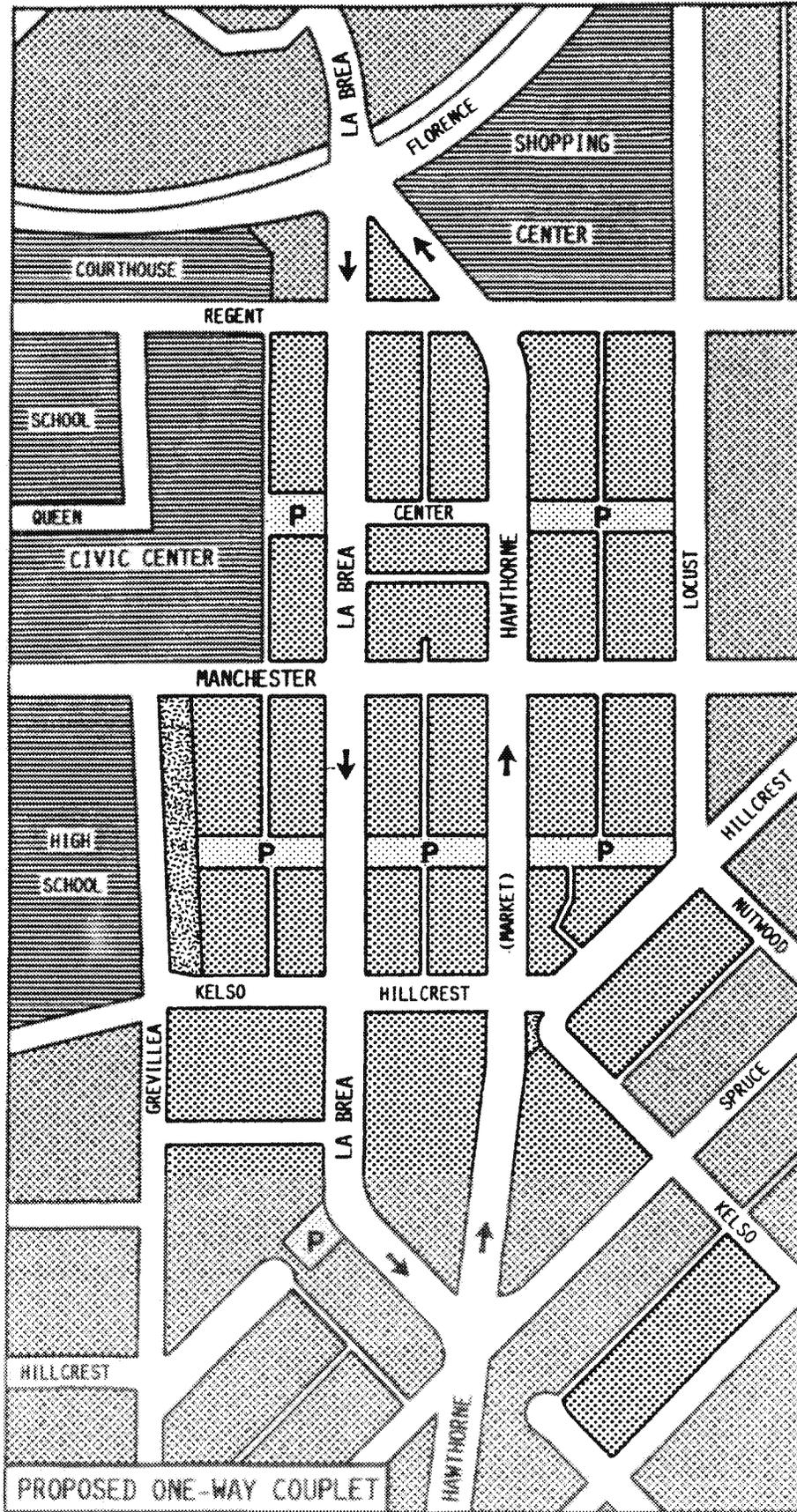
The City of Inglewood is now studying a proposal to redesign the entire downtown circulation system to address the needs of La Brea Avenue and Market Street. The proposal would marry the two parallel streets into a single north-south travel corridor known as a one-way couplet. Between Florence Avenue on the north and Spruce Avenue on the south, La Brea Avenue would become a one-way southbound roadway while Market Street would become a one-way

northbound roadway. As depicted on the following maps, the most northern one-block length of Market Street would be realigned to return northbound traffic to La Brea Avenue. Portions of Hillcrest Boulevard and La Brea Drive would be closed to simplify some of the intersection configurations.

By converting both La Brea Avenue and Market Street to one-way routes, each street's right-of-way would need to accommodate only half of a street. This will permit three travel lanes (all in the same direction) plus two parking lanes per roadway. Right turn and left turn movements, in addition to bus stops, would occur in the parking lanes so there would be no hindrance to traffic flow in the three travel lanes. Additionally, since there would be no oncoming vehicles from the opposite direction, there would be no need for separate left turn signal phases. This saved phase time could be allocated to cross streets to improve traffic flow on such east-west streets as Manchester Boulevard. Furthermore, one-way traffic will readily permit traffic signal synchronization on both La Brea Avenue and Market Street to further improve their respective traffic flows by increasing traffic volume while controlling traffic speed.

By incorporating Market Street into this one-way couplet, the Market Street stores would now front onto a regional arterial street, substantially increasing their retail exposure. However, the current pedestrian environment would not only be retained, it would be enhanced. Since both the La Brea Avenue and Market Street 100-foot wide rights-of-way need to accommodate only half of a street, less roadway is required. This will permit an approximate





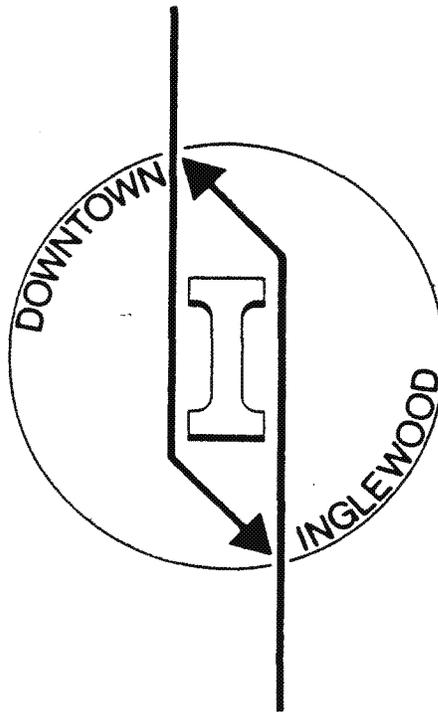
doubling of the sidewalk widths on both sides of these streets. These increased sidewalks will not only provide greater separation between pedestrians and vehicles, but there will be additional room for landscaping, public seating and other amenities. Restaurants might receive City permits to allow outside dining. Not only would the pedestrian environment on Market Street be enhanced, a comparable environment would be created on La Brea Avenue, essentially doubling the size of Inglewood's high-visibility, pedestrian-oriented retail and professional downtown.

Cross traffic would be simplified by providing only three cross-streets at Regent Street, Manchester Boulevard and a realigned Hillcrest Boulevard. Other cross streets and closed streets would be converted into parking lots and/or designated pedestrian corridors, many of which would permit ingress and egress at both ends so they could also serve as minor cross streets.

In addition to redesigning the circulation of downtown Inglewood, the regional identity of downtown can be enhanced with a significant name change. While Market Street is a historic name for the old town of Inglewood, it is fairly unknown in the remainder of the Los Angeles region. On the other hand, Hawthorne Boulevard is readily identified as the primary retail corridor throughout the South Bay area. Therefore, the Hawthorne Boulevard name, which currently ends at Century Boulevard, can be extended north to include what is currently south La Brea Avenue and Market Street. Downtown Inglewood's identity would become the place where three regional arterials converge: Hawthorne Boulevard up from the South Bay, La Brea Avenue down from Hollywood and the Wilshire

District, and east-west Manchester Boulevard.

The numbering system on store fronts along La Brea Avenue and Hawthorne Boulevard (Market Street) can be confusing since Queen Street is not readily apparent to a motorist as being the division between north and south addressing. Therefore, Queen Street (between Locust Street and the civic center only) may be considered for renaming to Center Street to identify it as the center of the numbering system.

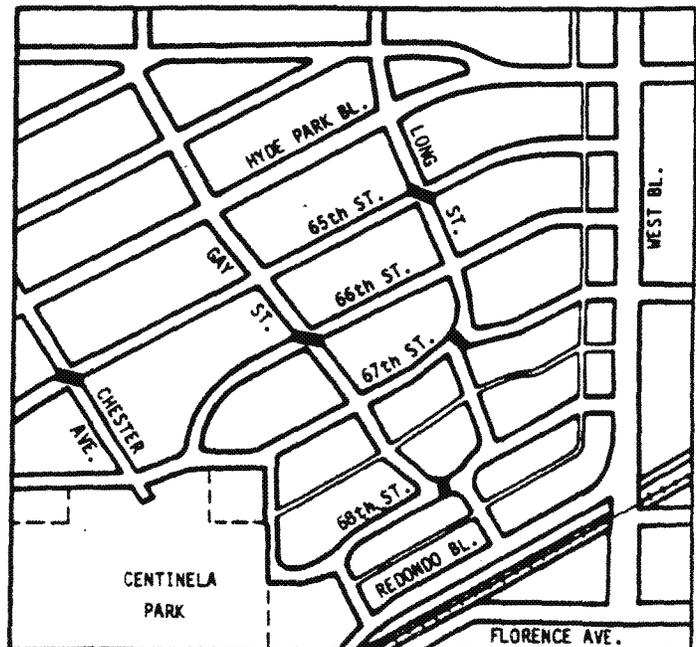


STREET CLOSURES AND DIVERTERS

While the majority of this Element addresses the provision and improvement of access routes through Inglewood, there are circumstances where access should be restricted. The two most common circumstances are (1) where a local (usually residential) street provides an unintended shortcut for motorists who are bypassing an arterial or collector street and (2) where a potentially hazardous intersection exists at the junction of a heavily traveled (often high-speed) major street and a local street.

Examples of unintended short-cuts are certain local streets that can provide direct access between West Boulevard and Centinela Park. The City of Inglewood has installed traffic diverters at five intersections (Long/65th, Chester/65th, Gay/66th, Long/67th and Gay/68th streets) to make access between West Boulevard and the park so circuitous that these

streets no longer offer a short-cut. At each location, the diverter is a line of landscaped planters that extends diagonally across an intersection rendering the intersection into two separated L-shaped turns. While successful in curtailing short-cut traffic, these



diverters also tend to fragment neighborhood accessibility. However, prior to any removal of the traffic diverters,

accommodations must be made to continue discouraging park related traffic. This would necessitate further studies beyond the scope of this Element, including discussions with affected residents and City agencies. Possible responses include providing better park access from Redondo Boulevard and closing the residential streets along West Boulevard. Such schemes may result in substantial property acquisition with major ramifications for affected businesses along Redondo and West Boulevards.

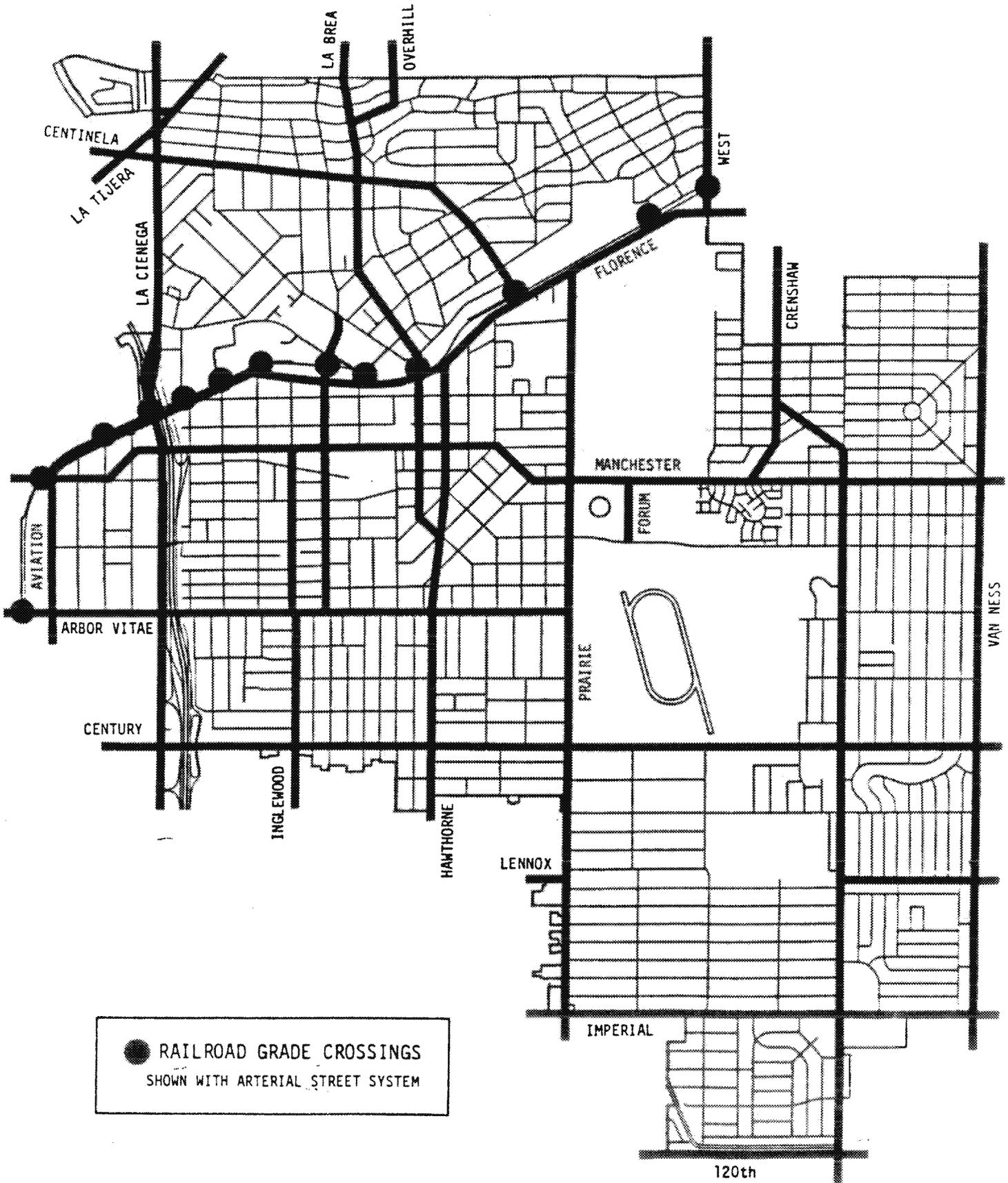
Actual street closures occur where Kew Street and Cory Drive each intersect La Cienega Boulevard. At both locations, the outside (curb) lane of La Cienega Boulevard is used by high-speed traffic exiting the San Diego Freeway. Traffic speed is too great for vehicles to safely turn onto these two intersecting local streets. Landscaped barricades are used to close access to these streets.

Both traffic diverters and street closures may be increasingly used in the future as arterial street traffic increases and spills onto local residential streets. Such a closure is currently being tested on West Boulevard at Manchester Boulevard.

Another type of street closure has occurred on Hollypark Drive and portions of Crenshaw Boulevard and Arbor Vitae Street. These streets still exist physically but have been vacated so they are not accessible to the general public. They are now privately owned and maintained streets within an apartment complex that is surrounded by a security fence.

RAILROAD CROSSINGS

The single remaining rail line through Inglewood has twelve at-grade street crossings, all of which are fully regulated by gate arms, lights and warning bells. Because the rail line parallels Florence Avenue for most of its length, cars (on the intersecting streets) that have stopped at Florence Avenue often queue across the tracks while waiting for the traffic signals to change. Relocating either the rail line or Florence Avenue to eliminate these conditions is physically impossible; as long as the railroad continues to operate, the only feasible solution would be to separate the grade crossings between the rail line and street surfaces. The costs for both construction and property acquisition would be prohibitive. However, if fiscal conditions were ever favorable, a separated grade at La Brea Avenue would offer the greatest benefit, as explained in the appendix discussion about street alignments. Such concerns about grade crossings may ultimately be moot if Santa Fe ceases operating this line.





PART THREE
ALTERNATIVE TRANSPORTATION SYSTEMS

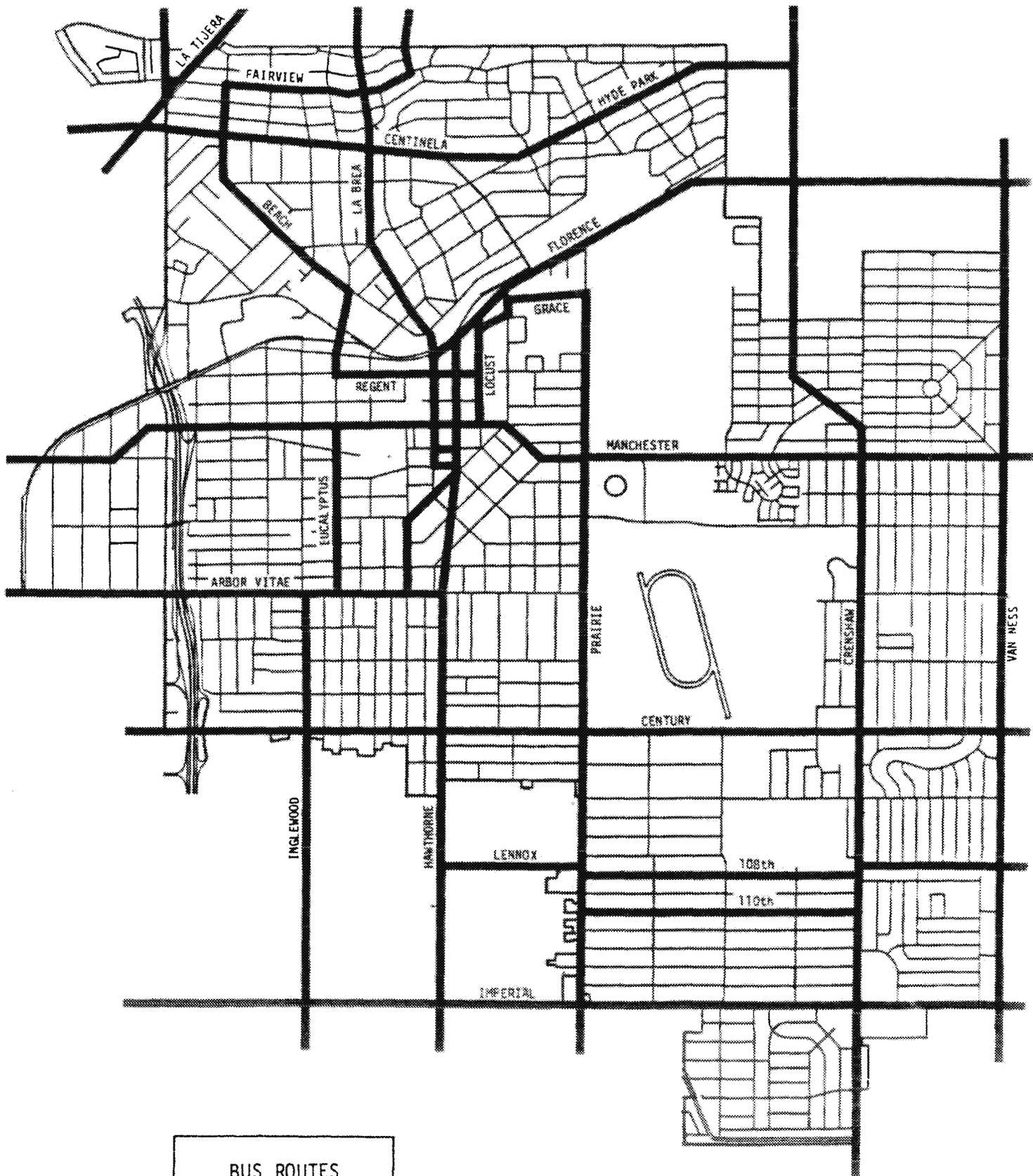
BUS ROUTES

Inglewood is served exclusively by the Southern California Rapid Transit District (SCRTD) which is a public utility that serves a five-county region. The bus route map shows which streets have local bus service at the time of the preparation of this Element. The bus routes may be altered in the future by the SCRTD so that this map is provided only to show that all sectors of the city are currently provided with bus service. In addition to these local service bus routes, there is special bus service to the Hollywood Park race track from outlying areas during the racing season.

The City of Inglewood also operates a local shuttle bus service through its downtown area that connects senior citizen residential complexes with the City's senior citizen center, downtown stores and SCRTD bus stops.

LIGHT RAIL TRANSIT

Since the demise of the Pacific Electric trolley system following the Second World War, there have been recurring proposals to provide a regional light rail transit system to relieve current and future demands on the freeway system. Most proposals call for one or more light rail lines providing service to Los Angeles International Airport which would pass through Inglewood. Because such proposals are designed at a regional scale, it is beyond the scope of this Element to propose any specific route through Inglewood although utilization of the Santa Fe right-of-way should



BUS ROUTES

be considered in any future transit routing studies.

One adopted light rail transit route has been approved for the median of the Century Freeway which is under construction through the most southern part of Inglewood. Passenger stations that will serve Inglewood are planned for the freeway median at Crenshaw Boulevard and at Hawthorne Boulevard.

Parking lots will be provided adjacent to these stations. Additionally, when the light rail transit commences operation (planned for the mid-1990's), it is anticipated that the SCRTD bus lines will be coordinated to serve these stations.

Another route currently being studied by the Los Angeles County Transportation Commission runs south from the Crenshaw District in Los Angeles along Crenshaw Boulevard and along the Santa Fe right-of-way to Prairie Avenue. The route then follows Prairie Avenue through Inglewood south to the transit line in the Century Freeway.

PARK-AND-RIDE

Park-and-ride is a program for commuters intended to augment bus and rail transit systems. Park-and-ride is a system of parking lots strategically located throughout the Los Angeles region where commuters may park their cars reasonably near their residences. They may then depart en masse for their places of employment on bus lines or light rail transit lines thereby reducing the number of privately driven vehicles on freeways and surface streets. Park-and-ride operations are particularly effective in urban areas which

have a single, dominant city center towards which most commuters are traveling. However, in the urban environment in which Inglewood is located, individuals commute to their employment in all directions of the compass: west to the airport, south to the aerospace firms in the South Bay and the industries at the harbor, east to downtown Los Angeles, and north to the professional businesses of the Wilshire and Westwood districts. This diffusion diminishes the demand for commuters to utilize a park-and-ride facility that provides transportation to just one or two destinations. This was learned in the mid-1970's when a park-and-ride facility was operated for the SCRTD on Slauson Avenue just northwest of Inglewood. The facility could accommodate several hundred cars, but averaged only about fifty parked vehicles a day and the operation was abandoned after less than a year. New park-and-ride facilities are planned to be located adjacent to the transit stations that will be built in the median of the Century Freeway. Separated light rail transit vehicles are expected to be better patronized than are the SCRTD buses which can be impeded by rush hour traffic congestion.

PARATRANSIT SERVICE

The City of Inglewood maintains a fleet of six vehicles (four small buses, one mini-van and one automobile) to provide pre-arranged transportation for senior citizens and handicapped residents. Several of the buses are equipped with wheelchair

lifts. The vehicles, operating from the City's Senior Citizen Center, pick up riders at their residences and take them to frequently patronized destinations (shopping centers, hospitals, parks, etc.). Reservations for rides need to be made approximately one week in advance to permit scheduling of routes for these vehicles. Service is available Monday through Friday only, although some excursion trips to entertainment activities are provided on Saturdays. The transportation is offered free although a fifty cent donation is requested.

PRIVATE TRANSPORTATION SERVICES

Taxicabs

The City of Inglewood is currently served by one privately operated taxi company that is authorized by the City Council. The taxi company is issued a Certificate of Convenience and Necessity in conformance with State Law. The City Council may periodically review the level of service to the community provided by the taxi company and, if it is determined that the taxi service is inadequate, an additional or alternative taxi company may be authorized to operate within Inglewood. Additionally, other taxi companies operating in neighboring jurisdictions may discharge passengers in Inglewood.

Shuttle Buses

Inglewood's close proximity to Los Angeles International Airport has resulted in the development of several large hotels in this city, with the probable addition of more hotels in the future. These hotels typically provide their own shuttle service for their patrons to and from the airport using vans or small buses. Some car rental agencies in Inglewood also provide comparable shuttle service for their patrons. Additionally, Inglewood residents may take advantage of the airport's close proximity and utilize the many shuttle services available from the airport to various destinations in southern California.

Charter Buses

Many privately operated bus companies are located in the Los

-- Angeles area which are readily available for charter by any
Inglewood organization or business.

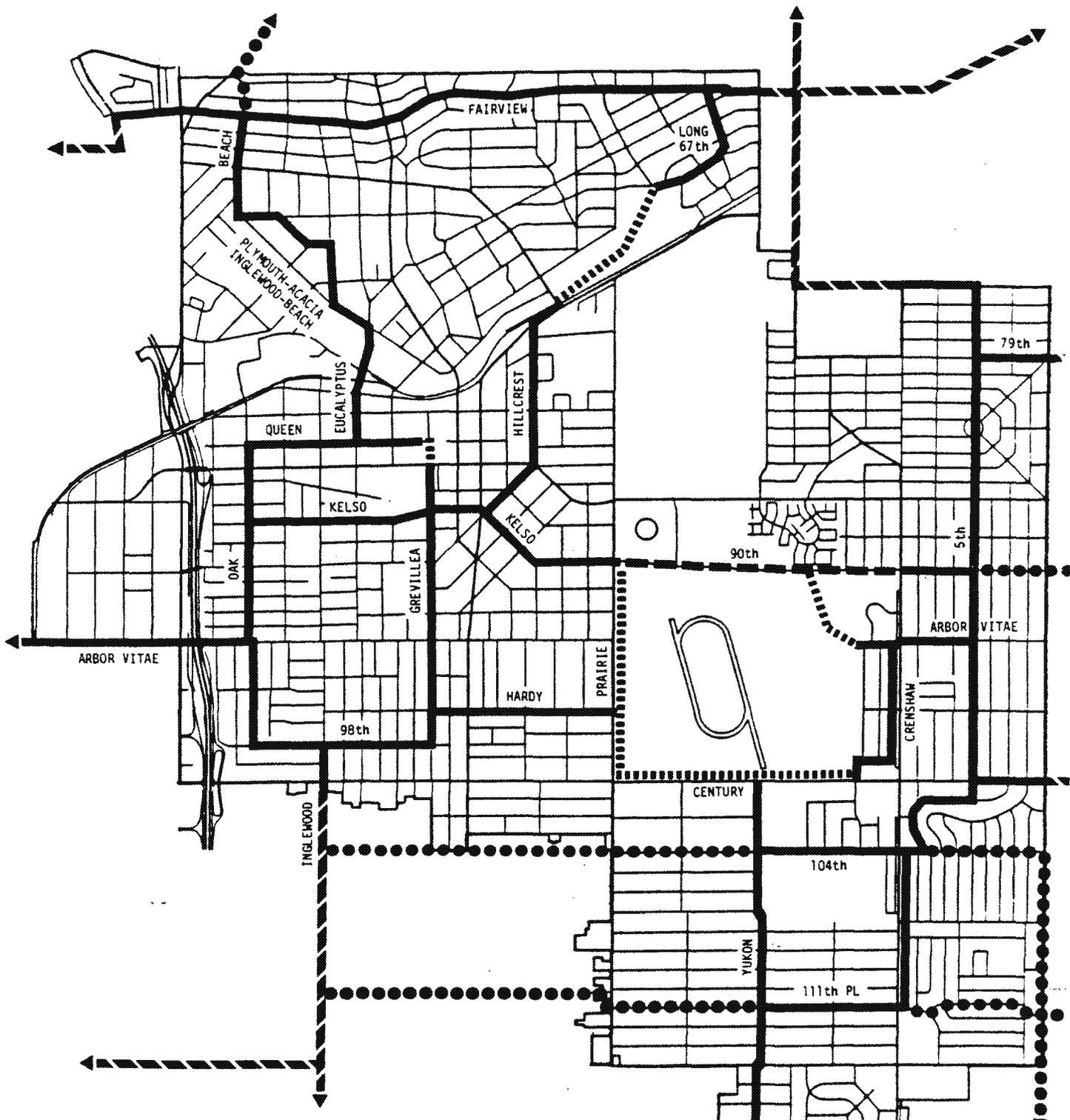
BICYCLE ROUTES

Bicycles offer an inexpensive alternative form of transportation in addition to being used for recreational purposes. Typically, bicycle riders must share streets with automobiles and trucks. To minimize potential dangers to cyclists using streets, certain streets and bikeways are specifically designated as bicycle routes. These routes usually avoid the most heavily trafficked arterial streets, exceptionally narrow streets, steep grades and difficult topography, and busy unsignalized intersections. In detouring these conditions, bicycle routes may not be as direct as routes taken by automobile drivers, but most bicycle routes add only a few blocks to cyclists' travel distances.

Bicycle routes are classified into three types. Type I is a paved bike path that is physically separated from the roadway. Type II is a specifically striped lane within the roadway, usually along the curb. Automobiles are prohibited from driving within this bicycle lane. Type III, the most common classification, is merely a street that has been designated as a bicycle route with no physical changes to accommodate cyclists other than the posting of "bike route" signs to identify the existence of the route.

The following map shows the designated bicycle routes within the City of Inglewood. Few routes are available in north Inglewood due to its hilly topography. The map also shows bicycle routes adjacent to Inglewood which have been designated by the City of Los Angeles and the County of Los Angeles. Additionally the map denotes potential routes that will require their concurrent adoption by Inglewood and adjacent jurisdictions.

Implementation of this bicycle route plan mostly requires the removal of "bike route" signs from along previous routes and the installation of additional signs along the majority of the routes. Minor improvements, including signs, are necessary for the Type I bikepaths through the parks.



BICYCLE ROUTE PLAN CITY OF INGLEWOOD

DESIGNATED ROUTES:

- TYPE I
- - - - - TYPE II
- TYPE III

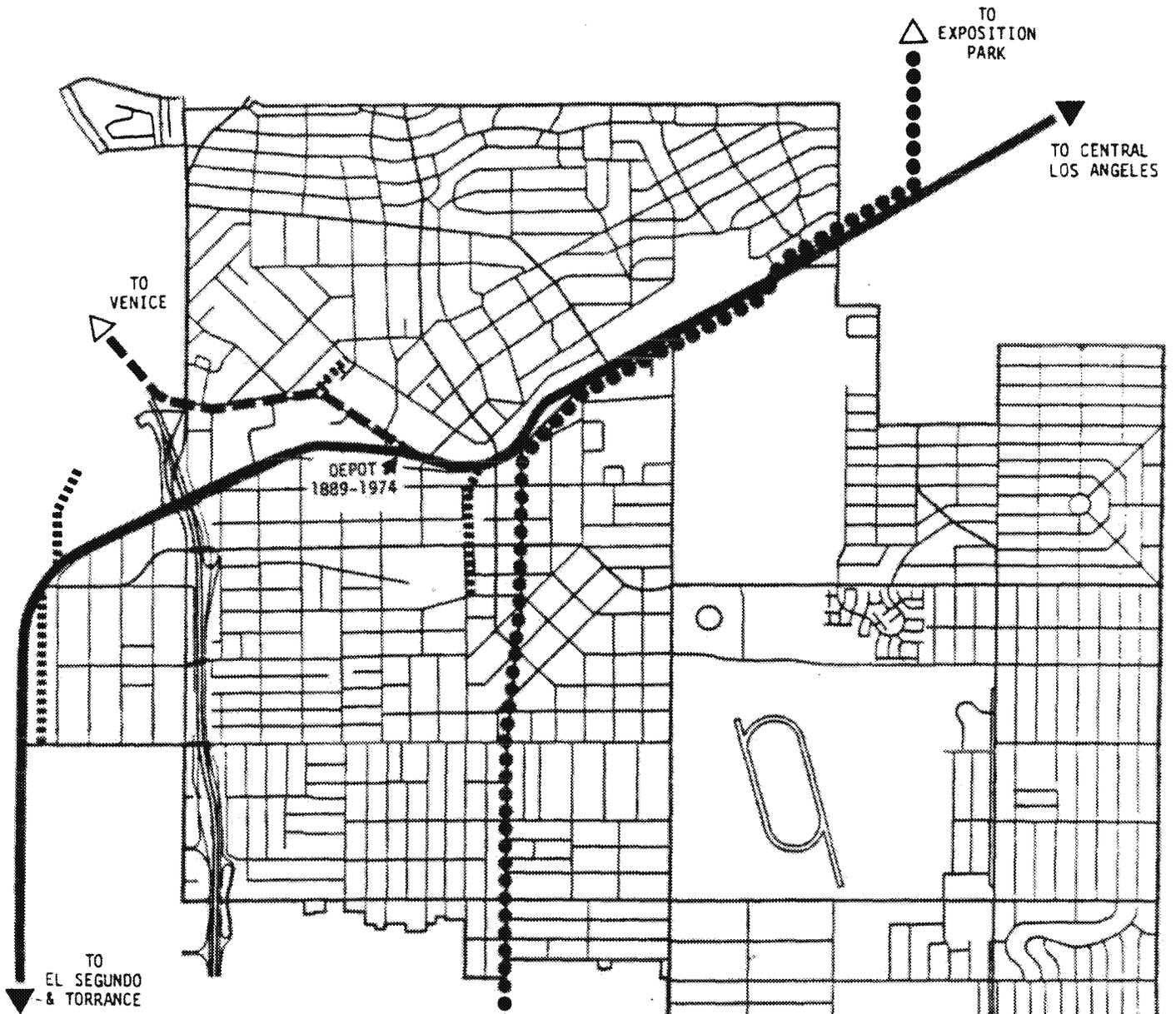
- L.A. CITY OR COUNTY
- POTENTIAL ROUTES

RAILROADS

Railroads were once a primary source of local transportation throughout this region, but their utilization has declined to where today they can barely be considered a viable form of alternative local transportation. Rail service in Inglewood exemplifies this decline.

This city's history began with the construction of a railroad in 1887 to a proposed port at today's Marina del Rey. Because of society's dependency on rail service, a train depot was one of the town's first structures. An electrified trolley system along Market Street was singularly responsible for the development of downtown Inglewood during the first decades of this century. It provided convenient access for South Bay farmers and residents to reach Inglewood's merchants.

However, the utilization of railroads for both passenger and freight service to Inglewood began declining in the late 1920's with society's increasing preference for automobile and truck transportation. Today, rail service has virtually ceased. The Atchison, Topeka and Santa Fe Railroad maintains a single-track freight line through Inglewood that still serves the oil refineries and other industries in the South Bay region. Essentially, all rail spurs and sidings within Inglewood have been abandoned and rail rights-of-way have been physically eliminated or incorporated into street rights-of-way. This effectively precludes any future use of at-grade rail lines for local transportation although grade separated light rail transit could be used for passenger service in future decades.



RAILROAD LINES

EXISTING

— FREIGHT 1888-PRESENT
(PASSENGER TO 1910)

ABANDONED

●●●●● PASSENGER 1902-1955
(TROLLEY)

--- FREIGHT 1887-1977
(PASSENGER TO 1928)

●●●●●●●● FREIGHT SPURS

SCAG REGIONAL MOBILITY PLAN

In 1989, the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District, within whose jurisdiction Inglewood is located, adopted the first Air Quality Management Plan, a plan that has been revised annually. This plan is an extensive and comprehensive program to regulate land development, transportation, industrial processes and uses of chemicals for the purpose of achieving federal clean air standards for southern California by the year 2020. The Air Quality Management Plan also has two component plans, the Regional Growth Management Plan and the Regional Mobility Plan (RMP). This latter plan contains many specific programs and requirements which, being applicable to Inglewood's Circulation Element, are discussed on the following pages.

A. TRANSPORTATION DEMAND MANAGEMENT.

1. 1991/1992: The City of Inglewood and other local government agencies must adopt modified work schedules for their employees to reduce traffic during hours of peak traffic demand ("rush hours"). This may be accomplished with modified work week schedules with flexible work hours for employees, or ridesharing and vanpool programs. The City must also adopt and enforce an ordinance that requires all businesses with more than 100 employees to implement a ridesharing or vanpool program.

2. 1991/1992: The City must adopt and enforce an ordinance that requires all businesses in Inglewood that have more than 100 employees to utilize modified work schedules, while businesses with more than 25 employees must disseminate ride-

sharing program information to their employees.

3. 1992/1993: The City must adopt an ordinance requiring major retail facilities (e.g. shopping centers) to establish employee ridesharing programs, provide preferential employee parking for rideshare vehicles while charging a fee for other parking, and subsidize employees' costs if they ride public transportation.

4. 1992/1993: The City of Inglewood must establish programs to reduce vehicle trips by its own employees by twenty percent, particularly by relying on telecommunications to permit many employees to work in their homes.

5. 1992/1993: Local governments are required to begin working with local cable television franchises, local businesses and local colleges to implement, if feasible, shop-at-home and study-at-home programs to reduce shopping and school destination trips.

6. 1993: The City must implement programs to significantly reduce vehicle trips of patrons coming to Hollywood Park and to the Forum, primarily by increasing the availability of shuttle services to these facilities from outlying areas.

B. SYSTEM MANAGEMENT PROGRAM

In 1993, all local jurisdictions must implement an interconnected "automated traffic surveillance and control" system whereby traffic flow and volume is monitored and traffic signal phasing is automatically changed to accommodate those streets and routes that have the greatest traffic demands at any given time. The RMP has set a goal of one thousand interconnected

signals in the SCAG region by 1993. At the time this element was written, Inglewood had 105 intersections interconnected to its own computerized control system which could be linked with Los Angeles' ATSC system in the future.

C. COMMUTER RAIL PROGRAM

As of 1991, Inglewood is required to ensure the preservation of the only remaining rail right-of-way, the Santa Fe line along Florence Avenue, for possible future passenger rail transit service unless a study of transit needs shows that this right-of-way would not be needed.

D. GOODS MOVEMENT PROGRAM

1. All local governments are required to enforce parking prohibitions in loading zones to ensure that these zones are available for the expeditious delivery of goods by trucks.

2. In 1993, all local governments should modify their noise ordinances, if necessary, to permit evening and early morning delivery of goods by truck when there is little commuter traffic. Programs and ordinances should also be adopted to discourage and/or restrict truck deliveries during the peak hours of commuter traffic.

E. NONMOTORIZED TRANSPORTATION PROGRAM

In 1993, local governments must establish criteria for incorporating pedestrian and bicycle routes into future subdivisions and new commercial and industrial parks.

LACTC CONGESTION MANAGEMENT PROGRAM

The Congestion Management Program (CMP) is a recently enacted program to mitigate future traffic congestion in Los Angeles County. The CMP will be managed by the Los Angeles County Transportation Commission (LACTC) with required participation by all local municipalities.

The CMP identifies a primary system of existing and proposed highways and arterial streets and establishes minimum levels of service performance for these routes. The CMP also sets standards for transit service (bus and rail) and trip reduction programs including the previously addressed Regional Mobility Plan.

The CMP requires an analysis of any potential impacts upon these CMP-identified transportation systems caused by local land use decisions. Whenever it is determined that a land use decision (typically resulting in new or intensified development) will have an impact, measures are to be imposed upon the development(s) to mitigate any congestion impact. This may include exacting mitigation fees that the LACTC will apply to a capital improvement program, by which improvements may be made to the CMP-identified highways and streets, transit systems and other related projects to reduce congestion.

As of the adoption of this Element, the CMP Roadway System identifies two routes through the City of Inglewood that are subject to impact analysis and congestion mitigation if necessary: Manchester Boulevard (State Route 42) and the San Diego Freeway (Interstate Route 405). Nearby routes that could be impacted by Inglewood developments include Sepulveda Boulevard (State Route 1)

and the Harbor Freeway (Interstate Route 110).

Additionally, the CMP identifies other routes that may be added to the CMP Roadway System in the near future. These potential routes include La Brea Avenue/Hawthorne Boulevard, La Cienega Boulevard, La Tijera Boulevard, Century Boulevard and Crenshaw Boulevard.

The CMP requires an analysis of potential traffic impact for any proposed development that is expected to generate 150 or more additional vehicle trips in the peak direction during the peak hour of traffic volume on adjacent streets.

The LACTC will establish a countywide mitigation fee formula in 1992.

The CMP also requires each city to annually prepare a Deficiency Plan for any portion of a CMP system route in its jurisdiction that deteriorates below minimum service standards. The Plan must identify the cause of the deficiency and a list of measures and/or improvements needed to re-attain the service standard. The LACTC will review and accept or reject each city's Deficiency Plan. --If rejected, the Plan must be revised by the city to the satisfaction of the LACTC.

PART FOUR
STREET ENVIRONMENT

STREET ENVIRONMENT

The design and appearance of streets are important elements of a community's overall environment. Streets provide access and communication between the various neighborhoods within a city; therefore, streets can determine if a city is unified or fragmented. Streets also provide access into and through a city for travelers from outside the city, and streetscapes are critically responsible for a city's image to such travelers. A city's image, in turn, can significantly influence the quantity and quality of new business investments and developments coming into a city.

In addition to street circulation and roadway widths previously discussed, many other factors contribute to the quality of a community's streetscapes and street environments. Within the public rights-of-way are parkway and median landscaping, street signs, lighting and other street furniture, utility poles, and curbside parking. Influencing factors provided by private property abutting streets include architecture, landscaping, signs and off-street parking.

PARKWAY AND MEDIAN LANDSCAPING

Trees planted along streets are the most familiar element of urban landscaping and are often given the primary responsibility for making an area pleasant to walk or drive through. Many of the major commercial and industrial areas of Inglewood were originally developed without parkway trees but extensive tree planting programs during the 1970's have improved most major streets. However, large portions of secondary and local streets, both in residential and nonresidential neighborhoods, have need for additional street tree planting.

Individual street tree types for specific locations are determined by the Official Parkway Tree Planting List adopted in 1969. The majority of street trees that have been planted have been Ficus nitida, a broadleaf evergreen tree with thick foliage. The concern of merchants that these trees can limit storefront and sign visibility has resulted in the need to keep these trees closely trimmed along commercial parkways. The Inglewood Department of Parks and Code Enforcement has selected alternative trees whose foliage is more transparent and therefore requires less frequent trimming; this selection includes:

Acacia baileyana	Bailey acacia
Cinnamomum camphora	Camphor tree
Cupaniopsis anacardiodes	Carrotwood
Koelreuteria bipinnata	Chinese flame tree
Lagerstroemia indica	Crape myrtle
Ligustrum lucidum	Glossy privet
Magnolia grandiflora	Southern magnolia

Where street trees are still needed, the installation of trees and irrigation systems can be required as part of any new

development or improvements occurring on the fronting properties.

Other than street trees, most parkways in commercial and industrial areas lack additional landscaping. Parkway (the areas between sidewalks and curbs) have either been paved to provide full-width sidewalks or have been substantially eliminated to permit the widening of roadways. However, where parkways can be conserved, their landscaped strips enhance the appearance of the street and better define the separation of pedestrian areas from traffic and parking lanes. Where the maintenance of lawn or groundcovers may be difficult, red brick or colored, textured concrete paving may be utilized to create visually attractive parkways along nonresidential streets.

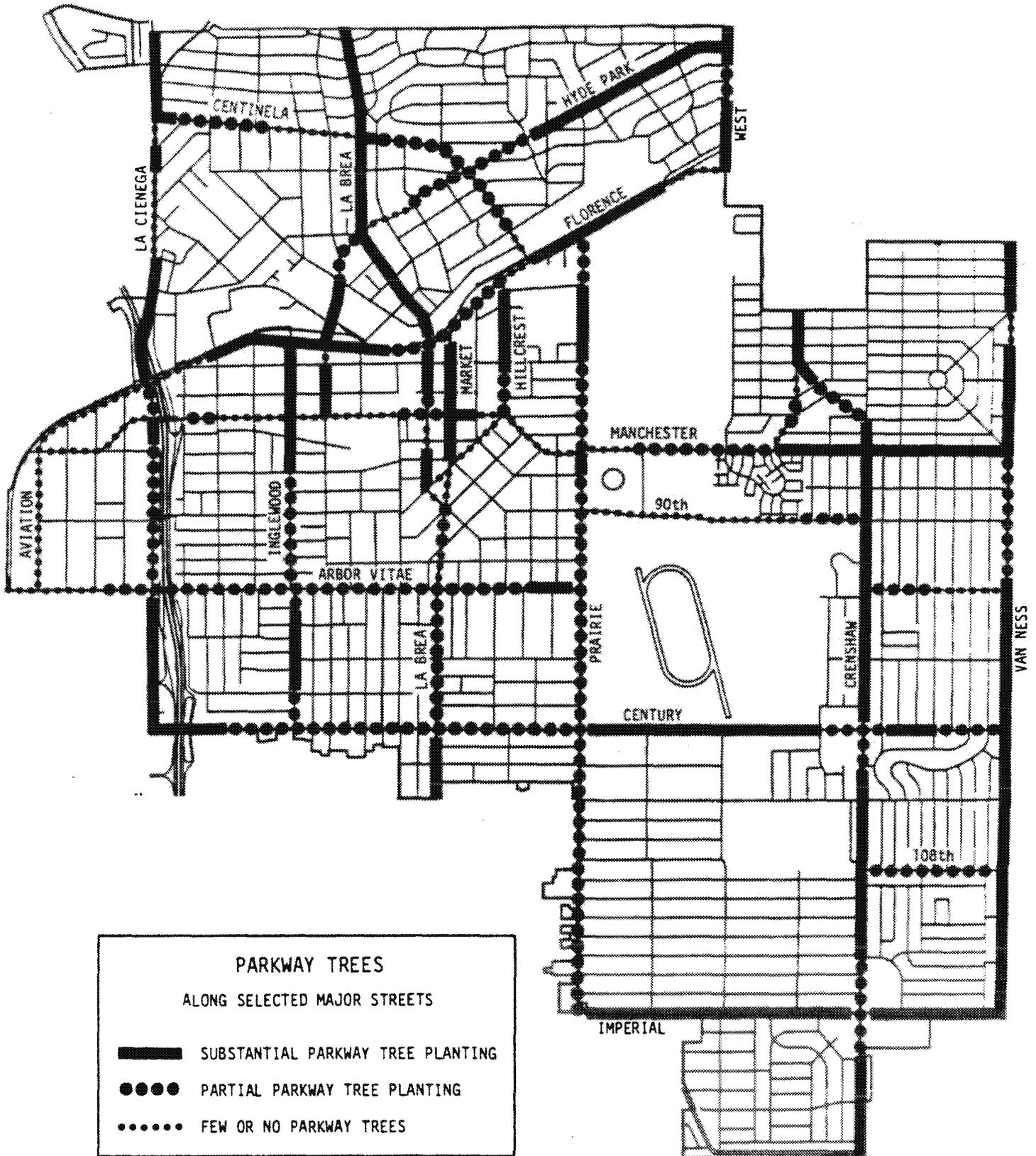
Along virtually all residential streets, except where some roadways have been widened, landscaped parkways have been retained, their maintenance being the responsibility of the fronting property owner. Landscaped parkways complement the lawns and shrubbery of residential front yards and side yards. In higher density residential neighborhoods, where minimum yard setbacks are usually provided, the additional landscaping provided in the parkways can be very essential to reducing the visual impact of large structures and thereby enhance the appearance of these residential environments.

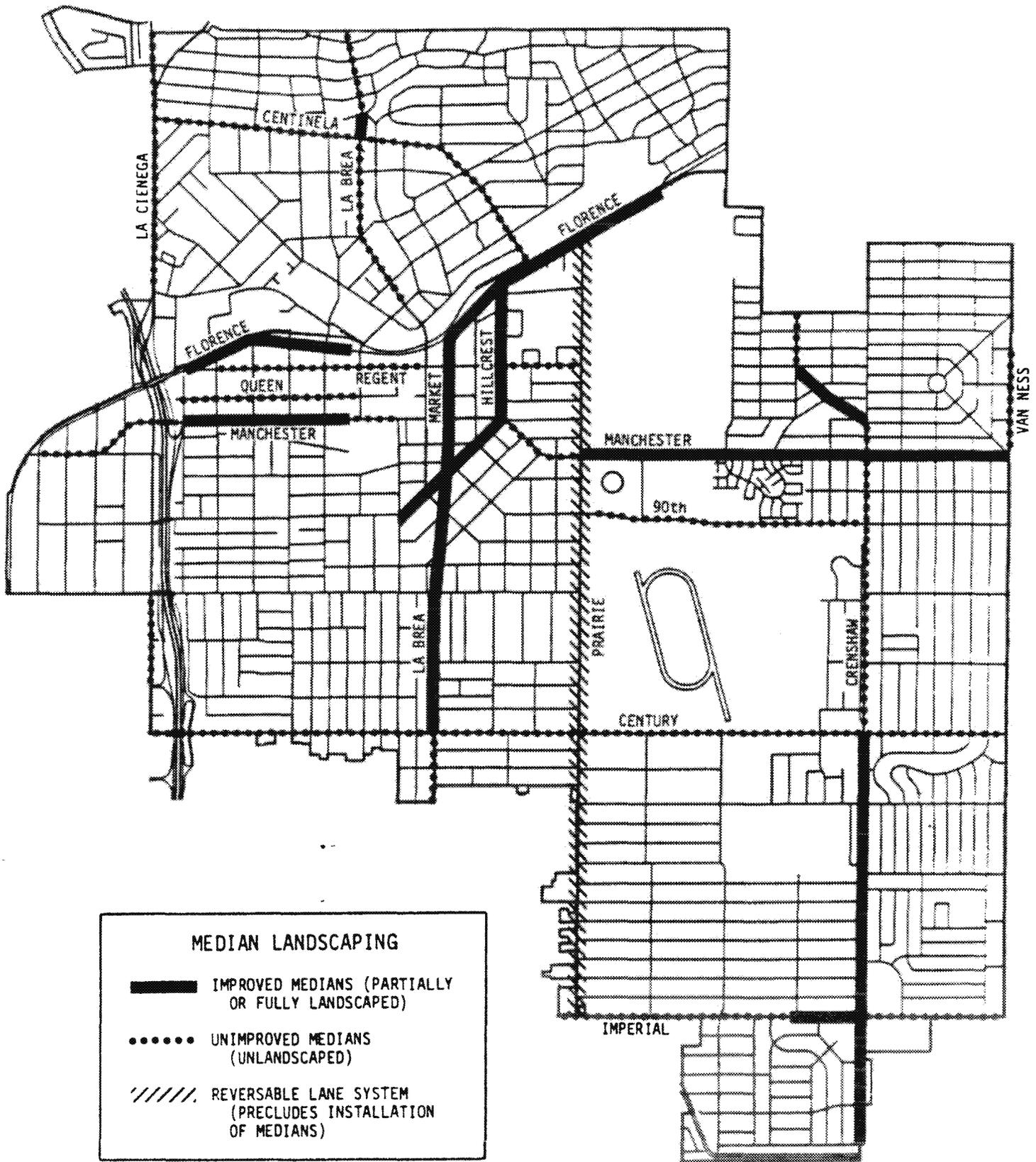
Street medians (raised islands in the centers of streets separating opposing traffic lanes) provide additional opportunities for landscaping. Medians can visually break up the scale of wide streets and heighten the separate identity of each side of such streets. This enhancement can improve the image and business

vitality of commercial districts. Tree selections for medians are similar to those available for parkway plantings; however, trees with wide branching conformations may not be suitable for the narrower medians. Where conditions permit for their maintenance, shrubs and groundcovers should also be planted in medians; otherwise, medians can be improved with red brick or colored, textured concrete paving. Irrigation systems need to be provided to all landscaped medians, including those that are paved and have only tree wells. Additionally, attention should be given to using landscaping materials that have minimal watering needs and that generate little solid waste, e.g. lawn clippings and leaves.

The map on page 70 shows the status of parkway tree planting along selected major streets in Inglewood. Streets with partial tree plantings have either trees on just one side of the street, or have trees located only sporadically along the parkways. Due to the small scale of this map, the classifications are generalized and do not necessarily reflect the specific condition of any single location. For example, a street identified as having substantial tree planting may still have small gaps where more trees could be installed.

The map on page 71 identifies streets that have improved, landscaped medians and streets without improved medians, most of which are only painted areas. Streets not identified lack sufficient width to accommodate medians.





MEDIAN LANDSCAPING

- IMPROVED MEDIANS (PARTIALLY OR FULLY LANDSCAPED)
-** UNIMPROVED MEDIANS (UNLANDSCAPED)
- //////** REVERSABLE LANE SYSTEM (PRECLUDES INSTALLATION OF MEDIANS)

STREET SIGNS AND PORTALS

Signs located within street rights-of-way are necessary to provide locational information (street names, bus stops, etc.), to regulate traffic flow (stop and yield signs, speed limits, etc.), to identify hazards or special conditions (pedestrian crossings, merging traffic, etc.), and to regulate or prohibit parking. The installation and maintenance of these signs are the responsibility of the Inglewood Engineering Department.

The large variety of these types of signs, with their varied locations, sizes and colors, can become confusing for motorists and can lead to an effect of visual clutter particularly when juxtaposed with storefront signs and advertising located on private property. While most street signs are necessary for public needs and safety, certain steps may be taken to minimize any adverse visual impact. Grouping signs together can reduce the number of support poles; uniform spacing, size and height of signs can also assist in simplifying their visual impact.

A secondary purpose of some street signs is to identify the boundaries of Inglewood and various neighborhood areas within the city. In the early 1970's, Inglewood began a program of promoting city identification by installing twenty to thirty-foot tall pylons at major street entrances (i.e. portals) into this city. Smaller signs were installed bearing names and logos for the Inglewood neighborhoods. The portal and neighborhood signs have distinctive blue, yellow and white colors which are also used on street name signs.

LIGHTING AND STREET FURNITURE

There are additional objects and fixtures that are located within street rights-of-way, usually along parkways and medians. Generally referred to as street furniture, these include bus benches and bus shelters, trash cans, newstands, planter boxes, and--if permitted--telephone booths and kiosks. Street lights and traffic control lights can also be included as street furniture. Cumulatively, these items can have a substantial impact on the appearance of streets. To minimize any potential adverse impact, they can be integrated into unified design programs where the elements can complement each other and adjacent private development in terms of design, colors and placement. As examples, a bus bench, trash receptacle and planters can be integrated into a single piece of street furniture; individual newspaper racks can be replaced by a single, larger rack that can dispense several different newspapers; and various street signs can be incorporated into a uniform sign structure, possibly also integrating street or traffic lights. Such street furniture programs can both decrease the visual clutter and confusion that may be found on city streets and increase the amenities available to pedestrians.

A four block length of Market Street, between Regent Street and Kelso Street, has been improved with an extensive program that has integrated benches, bus stops, raised planters, trash receptacles and some street signs. These improvements have benefitted the appearance of the old commercial center of Inglewood with the possible exception of street trees that have proven to be too large as they mature and obstruct most store fronts.

OVERHEAD UTILITY LINES

When the use of electricity for telegraph service began in the middle of the nineteenth century, street rights-of-way were a convenient and logical place for installing a few poles and running the service wires. As communities grew and the demand for such utility services increased, the density of utility poles and overhead lines has also increased.

Today the presence of these poles and overhead wires forms a major detracting element in the visual environment of many of this nation's streets. Certainly streets in Inglewood can be included in this assessment.

The obvious solution to eliminate overhead utility lines is to relocate them under the streets where all other utilities are located. While technically feasible and--in the long run--advantageous to the utility companies with lessened maintenance, the cost of undergrounding existing lines is fairly prohibitive. Usually, only small areas can be undergrounded at any one time. Southern California Edison Company annually sets aside two percent of the gross revenues collected in each city for utility undergrounding. Each year Inglewood has approximately \$450,000 available for implementing this program. Undergrounding locations can be coordinated and timed with any improvements being undertaken along city streets so as to maximize the amount of undergrounding that may be accomplished with available funds. Additionally the City of Inglewood can require utility lines to be undergrounded as a condition of project approval for new private development.

STREET IDENTIFICATION

The utilization of streets for access within any community can be assisted by a readily understandable system of street names and house numbers.

Most street name signs in Inglewood utilize a blue and white color scheme to differentiate Inglewood territory from adjacent cities and the county. Additionally, many signs also depict a neighborhood logo that corresponds with one of the eight Inglewood neighborhoods.

The street names reflect the varied history of subdivisions and annexations that have occurred in Inglewood over the past century. The original townsite plan primarily used tree names, a legacy still found in the central part of Inglewood (e.g. Cedar, Eucalyptus, Magnolia). Other streets reflect personal names, often meaningful only to the subdivider (e.g. Brett, Ellis, Hardin). Many streets have names that are used on a regional basis which may be found in other jurisdictions along the same street alignment (e.g. Century, Imperial, Yukon, and all the numbered streets).

The irregular sequence in which the streets were created and named, often before being annexed into Inglewood, has resulted in some possibly confusing situations. Several streets have more than one name along their lengths: La Brea/Hawthorne, Holly/Laraway, Oak/Felton, Thoreau/111th, Woodworth/11th, Kelso/90th/89th, Eucalyptus/Condon, Fir/Firmona, Walnut/Mansel, Maple/Burin, and Wilkie/6th. Many of these names change as they cross a major street, such as Century Boulevard, where name changes may not be that confusing to motorists. However, others seem to change

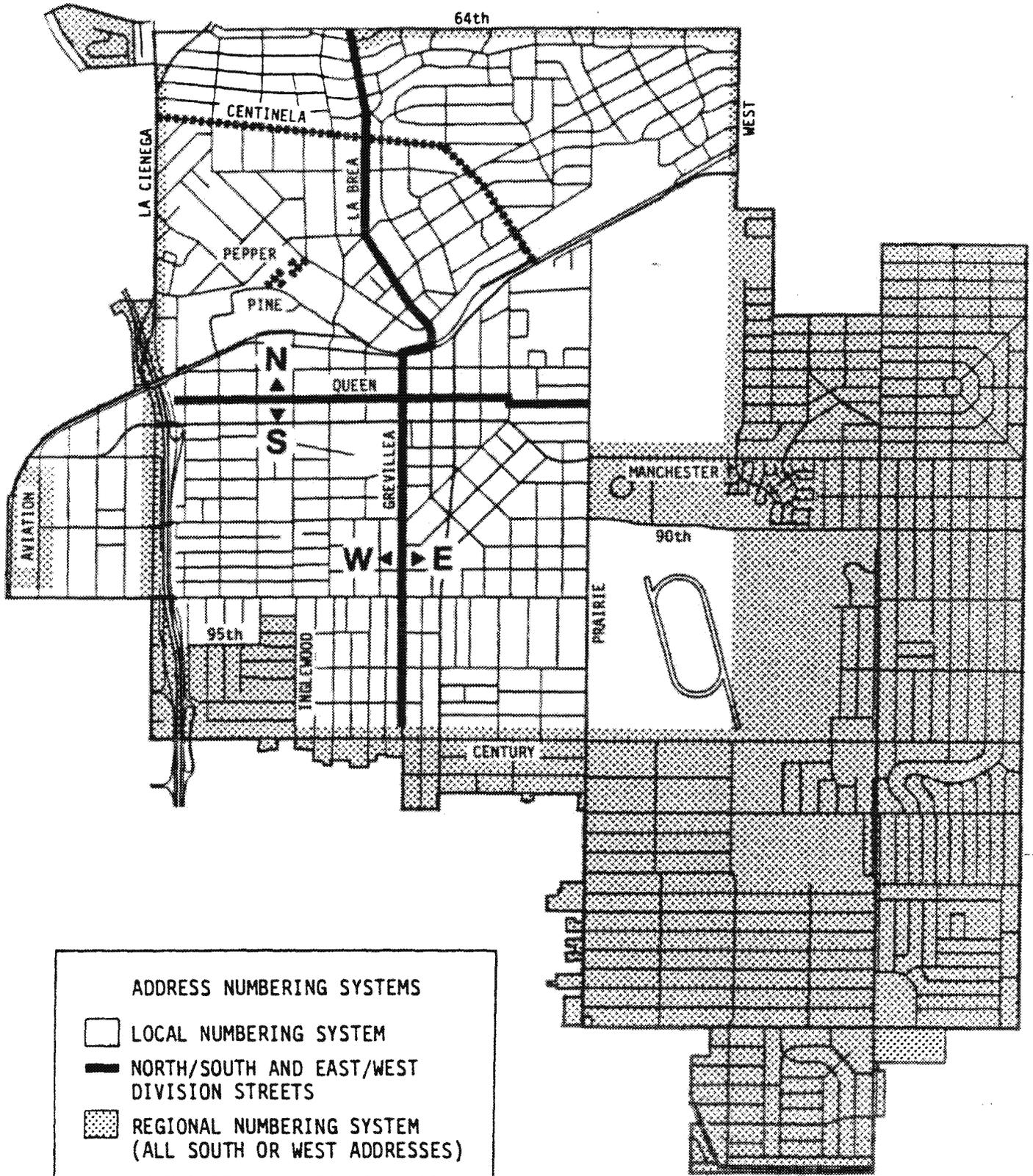
arbitrarily, such as Holly and Laraway, each name serving one-half of a street that is only three blocks long.

Additional confusion can arise with peculiar spellings or similar sounding street names. As examples, Grosvenor Street is rarely pronounced correctly, and Truro and Thoreau can be confused when spoken.

Understanding Inglewood house numbers and street directions can be particularly difficult due to this city's use of two, unrelated house numbering systems, as shown on the following map. Inglewood has its own local system which divides the older part of the city into quadrants. To add to this confusion, the division lines for these quadrants are not based on easily identified major streets but instead on less significant residential streets: Queen Street (located one block north of Manchester Boulevard) which divides north from south, and Grevillea Avenue (located one block west of La Brea Avenue) divides east from west (except that north of Florence Avenue, La Brea Avenue is the east-west divider). House numbers commence at these divisions and increase the further one's property is from these divisions.

The southern and eastern portions of Inglewood, along with the eastern portion of 64th Street, La Cienega Boulevard and Aviation Boulevard, utilize the regional addressing system that originates in downtown Los Angeles. All such addresses in Inglewood are in the west and south quadrant of the regional system.

Confusion can arise at the convergence of these two addressing systems, particularly in the areas immediately north of Century Boulevard where the two systems have an irregular boundary. For



- ADDRESS NUMBERING SYSTEMS**
- LOCAL NUMBERING SYSTEM
 - NORTH/SOUTH AND EAST/WEST DIVISION STREETS
 - REGIONAL NUMBERING SYSTEM (ALL SOUTH OR WEST ADDRESSES)
 - INDEPENDENT NUMBERING SYSTEM

example, 1218 South Inglewood Avenue (local system) is directly across the street from 9825 South Inglewood Avenue (regional system). Also, West Manchester Boulevard (regional system) is east of East Manchester Boulevard (local system) which again becomes West Manchester Boulevard west of Grevillea Avenue.

Finally, Centinela Avenue and two minor residential streets (Pepper Court and Pine Court) utilize neither addressing system but rather have their own unique numbering schemes.

NEW STREETS

If new streets are developed in Inglewood, several criteria can be utilized for determining street names and addressing so as to avoid further confusion:

1. Street names should be either readily known objects (e.g. trees, flowers, famous persons) or names that are easily spelled and pronounced in English. However, even English names that have odd or alternative spellings (e.g. Ensleigh versus Endsley) should be avoided. Spanish names are also popular for streets in California. Again, spellings should not be difficult for persons not familiar with Spanish pronunciation (e.g. Llave would not be suitable).
2. New street names should not be similar in pronunciation or spelling with any existing street name within Inglewood or within adjacent areas of neighboring jurisdictions. This can be particularly critical for police or fire department response to avoid any delay caused by possible confusion

- over which street name is being said by an anxious caller.
3. If an existing street is extended, the same name should be used for the extension.
 4. If a street is annexed to Inglewood, and its name violates one of these criteria, consideration should be given to changing the name.
 5. House numbers on new streets should comply with either the local numbering system, or with the regional numbering system, depending upon which is utilized in the surrounding neighborhood. Independent numbering schemes should not be created for new streets.

PARKING NEEDS

As with most cities that developed during the early decades of the twentieth century, Inglewood had little automobile traffic. It was a small community where residents could usually rely on walking or bicycling to get around. Trolleys were available for traveling greater distances. The relatively small number of automobiles, plus the low density of urban development, enabled the sides of streets to meet most parking needs. Off-street parking was rarely provided and certainly not required. This legacy is still quite evident in Inglewood's downtown area, particularly along Market Street.

Parking needs began to change drastically following the Second World War when a major building boom hit the region in response to a huge population influx. Automobile production and ownership also increased significantly during this time, overwhelming the parking capacity of existing commercial streets and severely impacting available parking on old residential streets. During the 1950's limited requirements for off-street parking were imposed but proved to be inadequate. In 1961, Inglewood adopted a comprehensive set of parking regulations that, with subsequent additions and modifications, essentially remain in effect today.

While the current regulations can do little to relieve the parking deficiencies created prior to 1961, they are able to minimize further impaction resulting from subsequent development. Unfortunately, it was not until 1977 that more than one off-street parking space was required for apartment units. As a result, streets in developed apartment neighborhoods are often severely

impacted by demand for on-street parking. Therefore, concurrent with exacting minimum on-site parking from new developments, it is necessary for the City of Inglewood to conserve as many curbside parking spaces as possible. During the 1950's, zoning regulations permitted garages to be built across the entire front of any apartment building which meant that virtually the entire width of the property became one big driveway. These wide driveways eliminated any usable curb space for on-street parking. The parking provided in these garages barely exceeded the amount of on-street parking that was lost. Today, development regulations for both residential and non-residential properties require that driveway widths minimize the amount of curbside spaces that will be lost.

Unfortunately, not only is curbside parking insufficient to satisfy parking demands in many areas, the future availability of such parking cannot be assured. As traffic volumes increase on streets whose rights-of-way cannot be widened, those portions of streets presently used for parking may need to be converted to additional travel lanes.

As Inglewood continues to develop with increasing residential, commercial and industrial densities, the amount of available on-street parking will not increase because virtually no new street construction is anticipated. In fact, it is more probable that streets will be vacated and parking will be lost. These three factors (increased urban densities, loss of streets, and conversion of parking lanes to travel lanes) reinforce the necessity for all developments to fully provide required on-site parking facilities.

Only when the region's dependence on the automobile dramatically shifts to alternative mass transportation some time in the future can consideration be given to reducing the quantity of required on-site parking spaces.

MUNICIPAL PARKING LOTS

To relieve parking demands in certain commercial districts, the City of Inglewood maintains several off-street parking lots that are available in varying degrees for public use. Many of the lots are readily accessible to the public, usually with restrictions only on the length of time a vehicle may be parked, such as may be controlled by parking meters. Other lots are restricted to use by the customers or employees of certain businesses that have leased a specific number of parking spaces from the City. The primary purpose of a municipal parking lot is to relieve existing parking deficiencies in older commercial areas. However, in recent years, some new developments have relied on leased municipal parking spaces to satisfy what would otherwise be their required provision of on-site parking spaces. This policy can diminish the benefit of relieving existing parking deficiencies. The City of Inglewood should restrict the use of municipal parking lots to accommodate the required on-site parking needs of new developments. This is particularly important in those situations where public off-street parking lots were created to replace curbside parking spaces lost due to street widening projects.

URBAN CORRIDORS

In addition to providing routes for transportation and utility services, streets also serve as corridors through the urban environment. The full concept of streetscapes must therefore include the landscaping, structures and signs located on private property along these corridors, in addition to all improvements located within the street rights-of-way.

Many factors contribute to the type and appearance of buildings and related structures: land availability, economic needs, building codes and zoning regulations. Within design parameters created by these factors, additional aesthetic considerations can be given to the architectural and site design of most structures.

As with most cities, Inglewood has not been developed with any single, unifying architectural style (e.g. tile-roofed mediterranean); therefore, rigid design criteria are not appropriate. However, generalized standards can be utilized to avoid excessive or contradictory ornamentation on buildings (for whatever architectural style has been selected by the private developer) and to assure that design considerations have been given to all building elevations and not just the street facade. Such standards can also address a building's compatibility in scale and materials with its immediate environment and assure that such detracting conditions as mechanical equipment or loading docks are so located or screened as not to be seen from the public street.

Landscaping and the provision of planted open space on private property are just as important as the design of structures in creating a visually favorable streetscape. Trees, shrubs and

groundcover provide color, shade and movement. Leaves offer a softer texture than the hard, angular surfaces of buildings, walls, and pavement. Landscaping is a necessity for establishing quality residential environments. As is evidenced by its deliberate inclusion within interior commercial malls, landscaping can benefit nonresidential environments as well. However, future landscaping requirements should include xeriscaping and landscaping materials that generate minimal solid waste.

Certainly, the greatest single impact on streetscapes today is signage. Signs are necessary for private businesses to identify their names and types of businesses. However, excessive signage can be injurious both to the overall appearance of a street or neighborhood and to individual businesses. As neighboring businesses compete with each other for the attention of passing motorists by each increasing the number and prominence of their signs, the ability of motorists to recognize individual signs from amongst the many is greatly diminished. Fewer signs, that are moderate in scale and attractive in design and location, are more effective in being noticed and comprehended by motorists, in addition to assuring a tidier streetscape.

The avoidance of excessive signage along streets must include the restriction of billboards as they can be a blighting influence on neighborhoods. Billboards may provide a medium to promote certain enterprises and products, but they are usually redundant to the greater use of newspaper, magazine, radio and television advertising, whereas on-site signs are the primary means of identifying local businesses. Furthermore, billboards are usually

substantially larger and higher than the on-site signs with which they compete for a motorist's attention, to the possible detriment of local merchants.

APPENDIX

INTERSECTION ALIGNMENTS

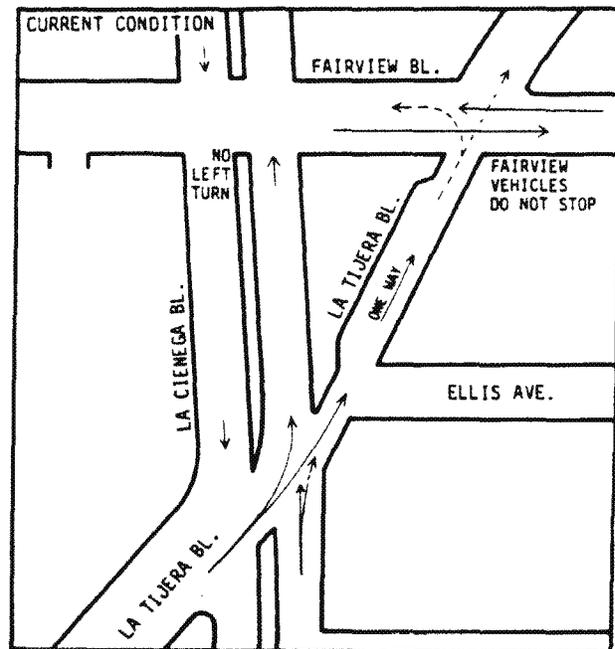
The following pages supplement the discussion on page 34 about intersection alignment problems and needs. The numbers preceding each paragraph correspond to the numbered locations identified on the map on page 35.

1. Fairview/LaTijera/LaCienega.

Current conditions: Three significant streets closely intersect each other in a triangular configuration that creates both queuing problems and a particularly difficult intersection for drivers to negotiate.

Due to a prohibition of northbound La Cienega Boulevard traffic from turning left (westbound) onto Fairview Boulevard, such traffic uses a divergent

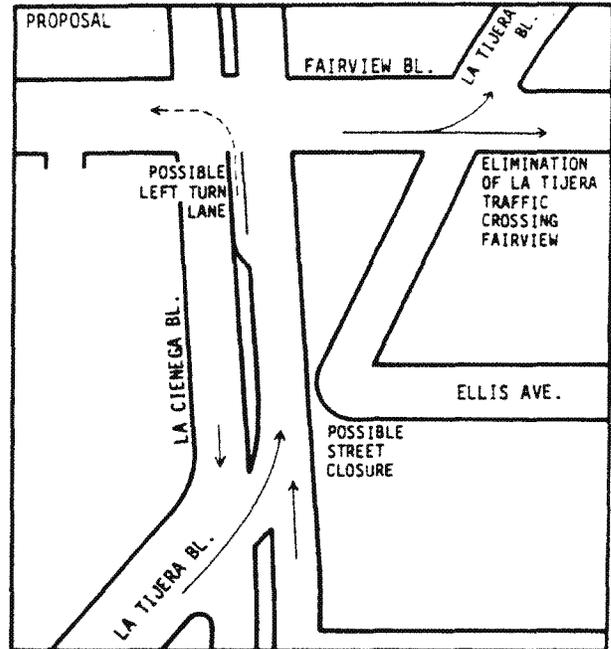
one-way length of La Tijera Boulevard (refer to diagram) to reach Fairview Boulevard and then turn left. This appreciably increases traffic volume at the La Tijera-Fairview intersection. Under normal circumstances, a four-way stop or signalization would be warranted for this intersection.



However, any stopping of eastbound Fairview Boulevard traffic at this intersection could cause vehicles to queue back into La Cienega Boulevard, resulting in major traffic disruption. Therefore, Fairview Boulevard traffic is unimpeded, creating difficult crossings and turns for La Tijera Boulevard traffic.

The situation is aggravated when westbound Fairview Boulevard traffic queues at La Cienega Boulevard in such numbers as to obstruct the La Tijera-Fairview intersection.

Remedial measure: The queuing distance on Fairview Boulevard cannot be increased to permit eastbound traffic to stop at the La Tijera intersection. Therefore, to mitigate the problem, northbound traffic on La Tijera Boulevard would have to be reduced or eliminated, which could be accomplished in one of two ways, both of which may result in new circulation problems:

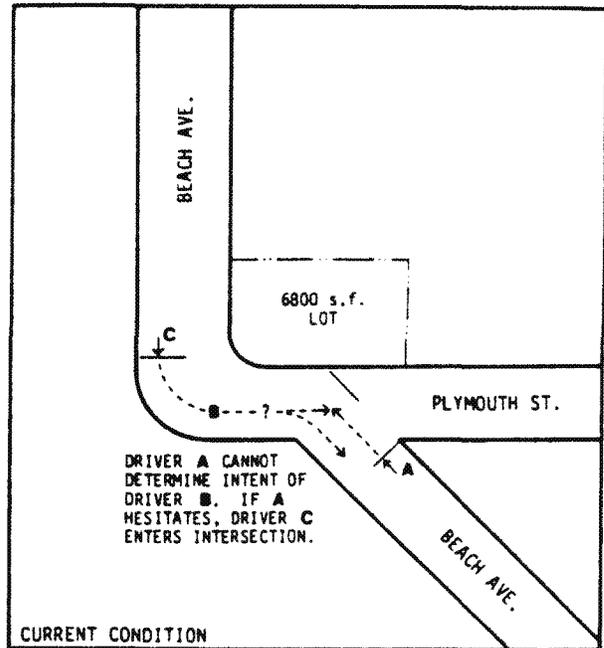


1. Closure of La Tijera Boulevard at La Cienega Boulevard, thereby denying any means to make a left turn onto Fairview Boulevard which would adversely affect access into the Ladera Heights neighborhood to the west.
2. Permit left turns directly from La Cienega Boulevard by converting its unused median into a left turn lane. This would require an additional signalization phase which would adversely reduce traffic capacity on La Cienega Boulevard, a State regulated roadway.

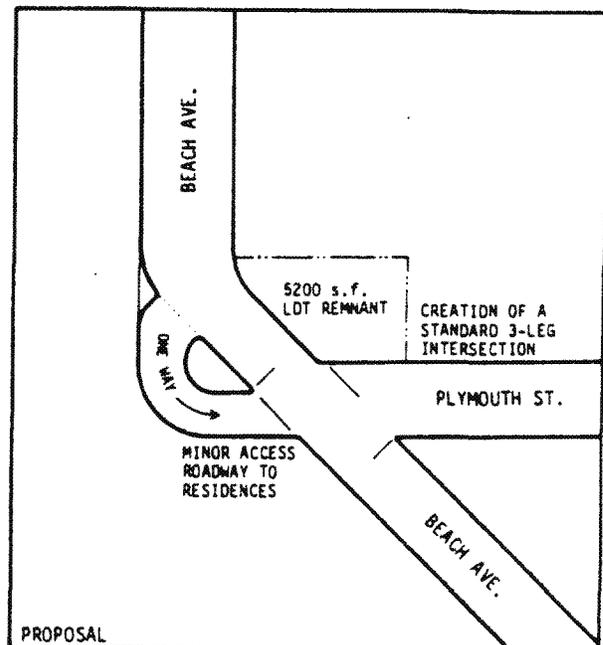
2. Beach/Plymouth.

Current conditions: Both legs of Beach Avenue are offset by 93 feet due to the design of the Plymouth Street intersection (refer to diagram). While the intersection is controlled as a three-way stop, its geometric irregularity does not permit the normal alternating cadence of vehicles, after each has stopped,

to enter the intersection. A northbound driver must wait to see if a south-bound driver will continue east on Plymouth Street or turn southeasterly onto Beach Avenue. By the time this wait is completed, another southbound vehicle will have entered the intersection. As a result, a northbound vehicle must dart into the intersection between southbound vehicles, creating a potential for collision.



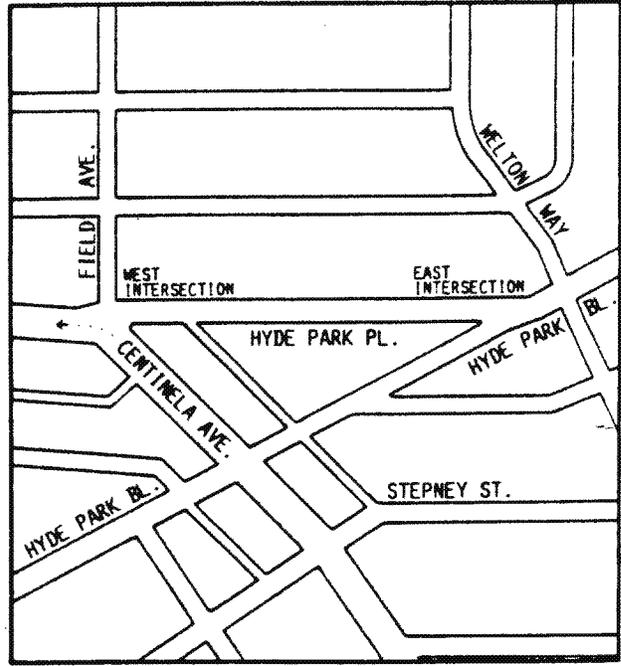
Remedial measure: Aligning the two legs of Beach Avenue would reduce the distance separating stopped vehicles and would require a distinctive left turn movement for any southbound driver turning onto Plymouth street, eliminating the need for a northbound driver to wait to see the



intentions of any southbound driver. The alignment would require the acquisition of a portion of one corner lot.

3. Hyde Park Place Intersections

Current conditions: Both ends of one-block-long Hyde Park Place terminate in awkwardly configured intersections. The offset alignment of the west intersection at Field Avenue and Centinela Avenue requires multiple-phased signalization to regulate traffic movement. The east intersection with Hyde Park Boulevard at Welton Way occurs at such an acute angle that an eastbound driver on Hyde Park Place must literally look



over his shoulder for approaching traffic before merging onto Hyde Park Boulevard. Conditions here are further aggravated by hilly conditions that can obscure the approach of westbound vehicles.

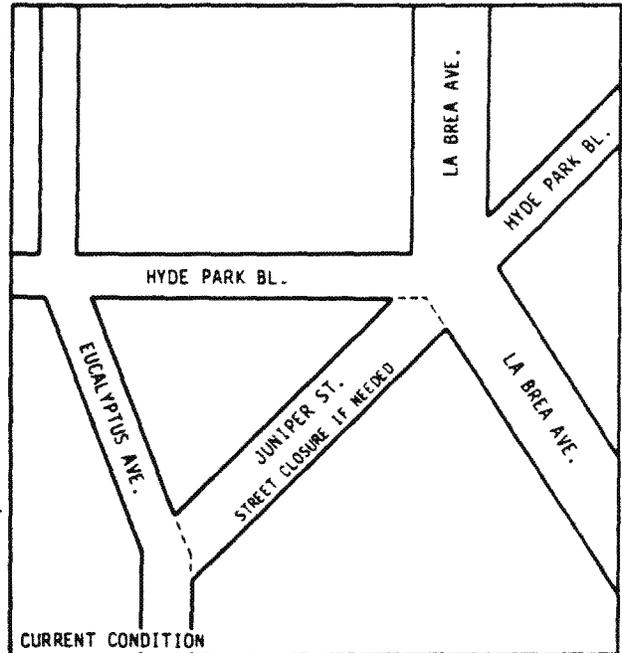
Remedial measure: Signalization at the Welton Way intersection would alleviate the problem although, if traffic volume is considered, signalization may not be warranted. Alternatively, Hyde Park Place could be realigned to intersect Hyde Park Boulevard at a less acute angle which might require the acquisition of some corner property. The west intersection could be simplified by closing Hyde Park Place with a cul-de-sac. This will route all east-west traffic along a particularly narrow length of Hyde Park Boulevard which may need to be widened.

4. La Brea/Hyde Park/Juniper.

Current conditions: This five-leg intersection includes a major arterial (La Brea Avenue) and two collector streets (Hyde Park Boulevard and Juniper Street).

The intersection is regulated by multiple-phased signalization; however, some turning movements from either of the two westerly legs can be confusing to some drivers.

Remedial measure: The current multiple-phased signalization is the most viable solution



unless one of the westerly legs of Hyde Park Boulevard or Juniper Street would be closed to create a more typical four-leg intersection. The closure of Juniper Street would probably have a lesser adverse impact upon traffic movement.

5. Centinela/Florence/Prairie

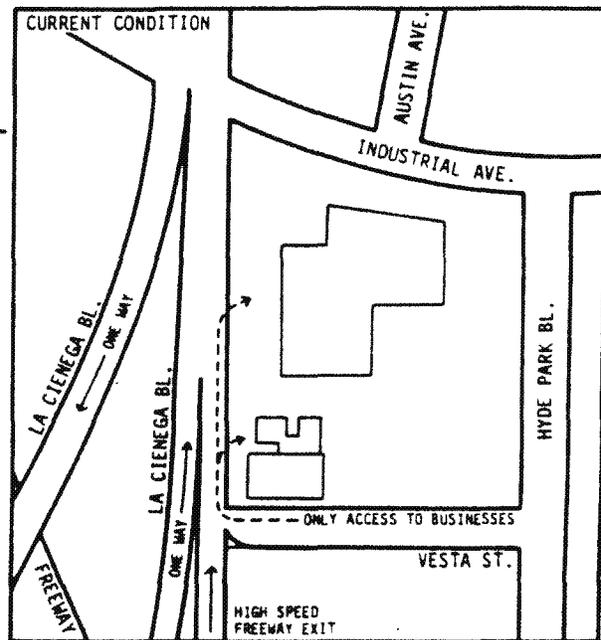
The Centinela Avenue intersection and the Prairie Avenue intersection on Florence Avenue are separated by 1100 feet. This separation does not create a hazardous condition but rather an inefficient one. Both Centinela and Prairie avenues are heavily traveled streets that are each discontinuous at Florence Avenue. As a result, much of their respective traffic volume traverses the intervening 1100 feet of Florence Avenue to reach the other street. This generates a large number of left turn

movements and requires longer, multiple-phased signalization for both intersections; this, in turn, reduces the traffic handling capacity of Florence Avenue.

Remedial measure: Integrated signalization between the two intersections constitutes the only reasonable approach to mitigate any problems. The intersections are too distant to consider alignment.

6. La Cienega/Vesta and Industrial.

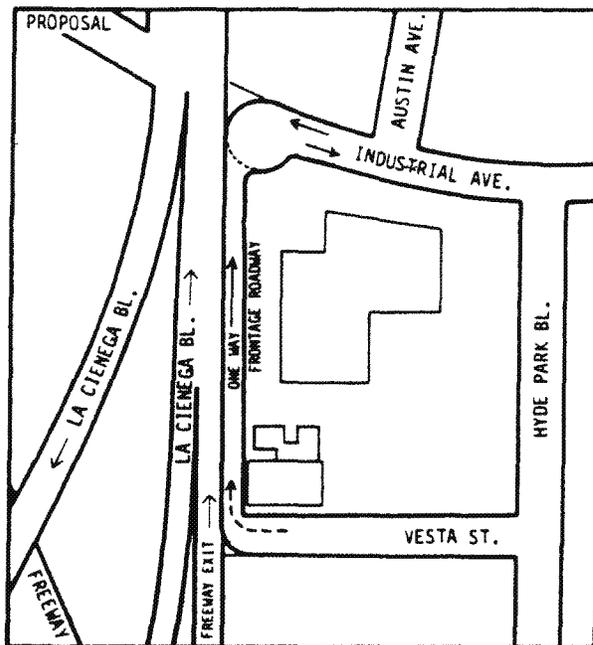
Current conditions: Vesta Street and Industrial Avenue are minor streets, just a short block from each other, that intersect La Cienega Boulevard where a two lane high-speed freeway exit merges with north-bound La Cienega Boulevard. Entering La Cienega Boulevard from either street is quite difficult. Unfortunately, a few industrial businesses that actually front on the freeway exit lanes are dependent on Vesta Street for access.



Other streets that intersect La Cienega Boulevard north of Industrial Avenue offer comparably difficult conditions for drivers. Several of these intersections have been barricaded and are described in the section that discusses street closures.

Remedial measure: The closure of both Vesta Street and Industrial Avenue at La Cienega Boulevard would eliminate these very hazardous intersections but this would also deprive the industrial businesses of their only surface street access.

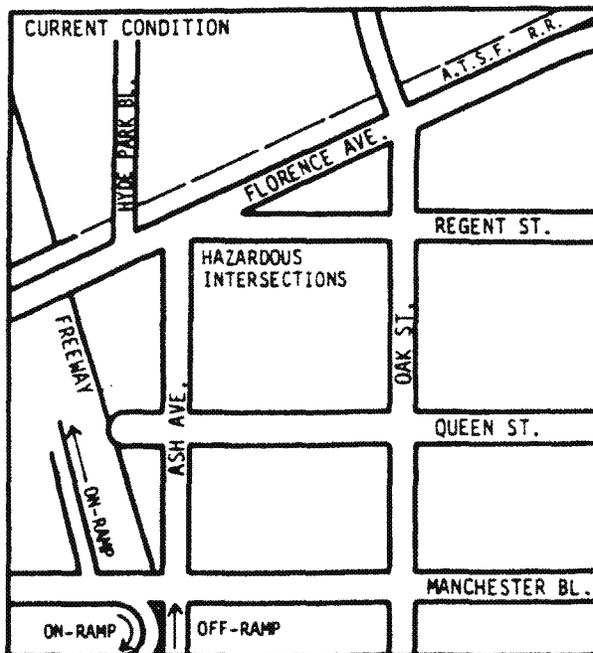
This could be resolved by developing the building setbacks along La Cienega Boulevard into a narrow (probably one-way) frontage road that connects the west ends of Vesta Street and Industrial Avenue. The frontage road may be fully isolated by raised



curbing from La Cienega Boulevard or it could be developed as an accessible acceleration/deceleration lane.

7. Florence/Regent/Hyde Park/Ash.

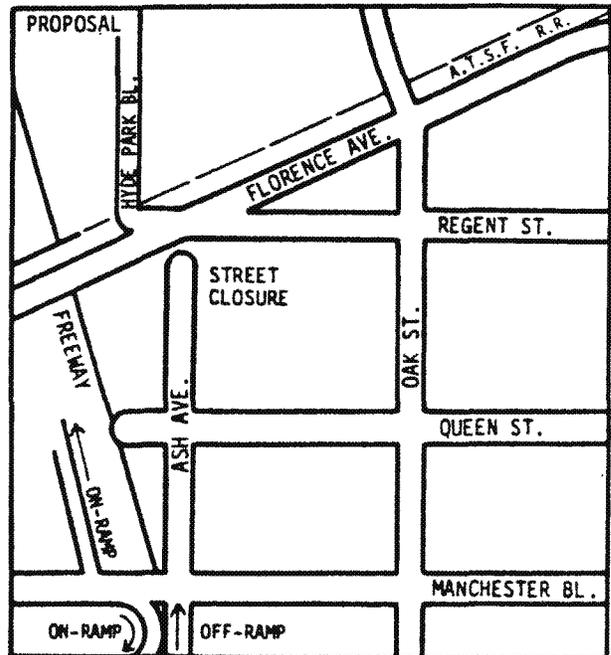
Current conditions: Three streets intersect Florence Avenue at odd angles without any signalization, creating an exceptionally confusing and potentially hazardous situation. All three intersecting streets perform functions too important to readily justify closure of any of them:



Regent Street is a major east-west collector across the central part of Inglewood, serving the civic center, downtown, a major hospital complex, a junior high school and a high density residential neighborhood; Hyde Park Boulevard provides necessary access to a light industrial area (and another residential area north of that); and Ash Avenue provides access to and from the San Diego Freeway which, if such access were closed, may only divert traffic onto other residential streets. Environmental assessment of possible traffic impacts on Queen Street and Oak Street resulting from diverted Ash Avenue traffic will be necessary prior to any street closure. However, the existing conditions at the corner of Regent Street and Ash Avenue offer too many problems to permit this intersection to remain unchanged.

Remedial measures: There are several design options for eliminating these intersection problems along Florence Avenue.

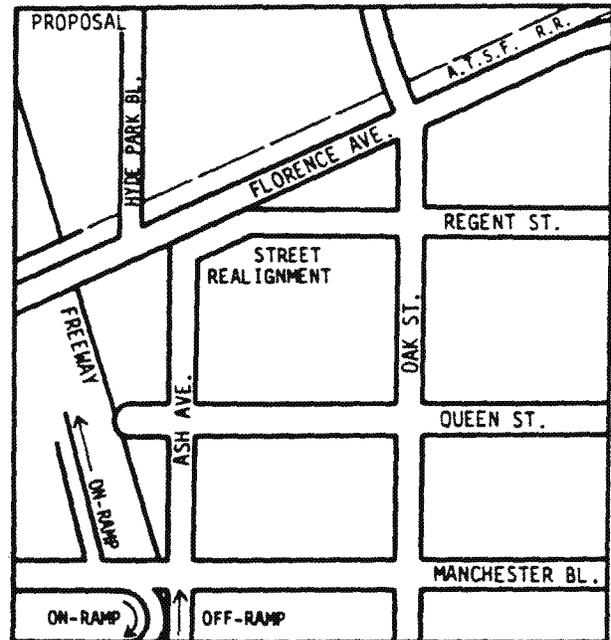
A. Realignment of Regent Street with Hyde Park Boulevard. This design, suggested by an independent consultant, would significantly realign Hyde Park Boulevard to make it an extension of Regent Street. Ash Avenue would be closed at Florence Avenue. The result would be a four-legged intersection with a very irregular geometry. This realignment could



encourage west-bound traffic on Regent Street to use Hyde Park Boulevard and Industrial Avenue (if not closed) in lieu of Florence Avenue to reach La Cienega Boulevard. The closure of Ash Avenue, intended to preclude this street's use as an unintended truck route. However, some additional traffic restrictions may be necessary to avoid the rerouting problems discussed above.

B. Realignment of Ash Avenue with Regent Street. This design

option would avoid some of the problems associated with a street closure and it would reduce the number of intersecting streets along Florence Avenue. However, it probably would require similar traffic restrictions to prevent the rerouting of unwanted truck traffic along Regent Street and Oak Street. This design

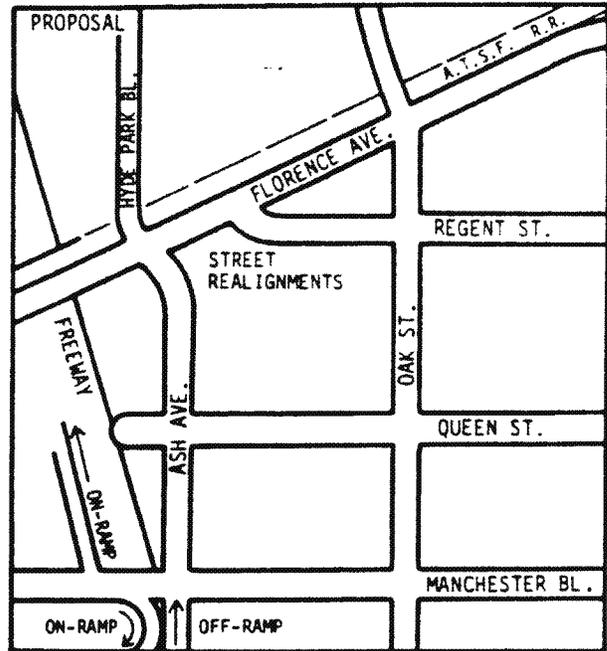


would require the acquisition of a portion of the property at the southeast corner of Ash Avenue and Regent Street.

C. Realignments of Ash Avenue and Hyde Park Boulevard. This design would also avoid the potential problems associated the closure of Ash Avenue. While it would eliminate the dangerous corner at Ash Avenue and Regent Street, it would not reduce the number

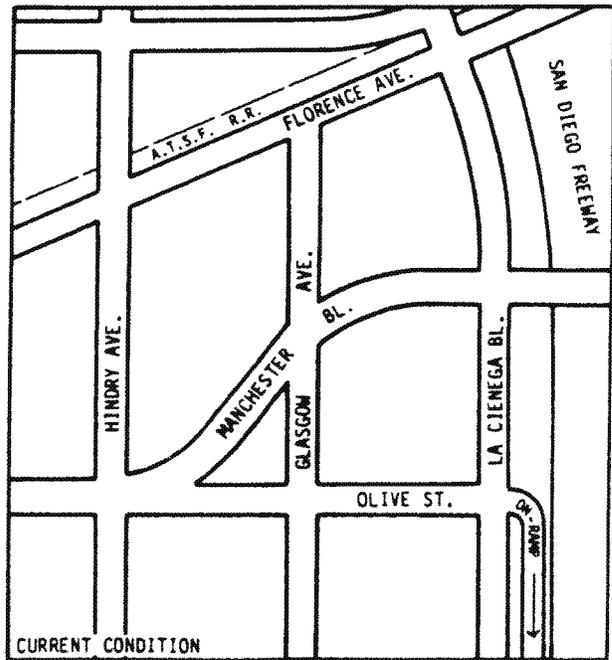
of intersecting streets.

Instead, it separates the intersections and would not encourage traffic to utilize Hyde Park Boulevard as an extension of Regent Street. These multiple intersections would would need coordinated signalization. This design would require the acquisition of the property at the southwest corner of Ash and Florence avenues.



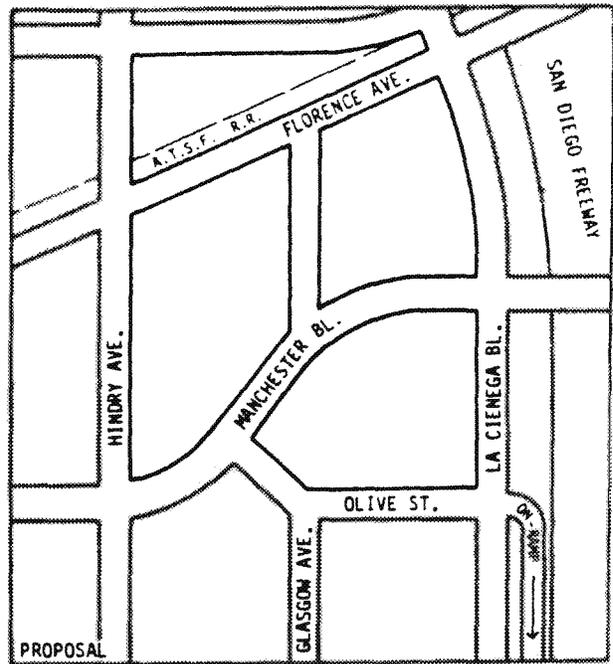
8. Manchester/Glasgow and Olive.

Current conditions: Glasgow Avenue and Olive Street are local streets that intersect Manchester Boulevard at very acute angles. However, both streets provide access to an industrial area and Olive Street additionally provides direct access for eastbound traffic to a San Diego Freeway entrance.



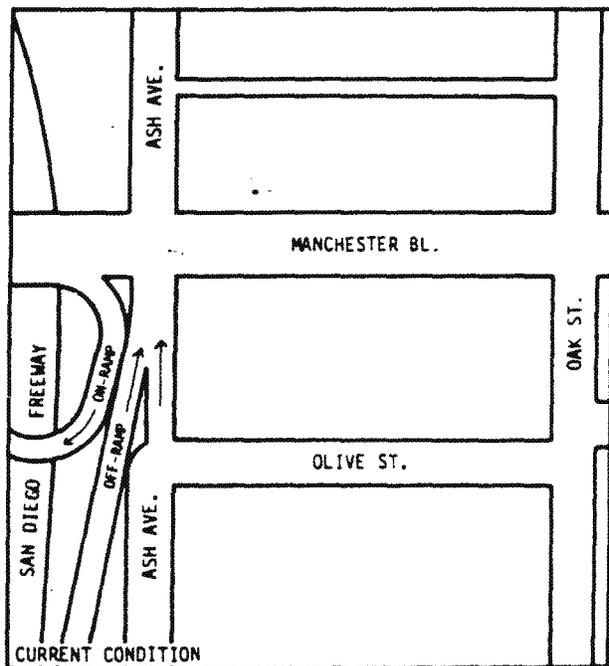
Remedial measure: Both Glasgow Avenue and Olive Street could

be consolidated into a single street that intersects Manchester Boulevard at approximately a right angle. This measure would have a relatively low priority in terms of need; however, it would improve the current conditions and should be considered if the opportunity arises due to any redevelopment of this area. Such a redesign would entail both property acquisition and street vacations.



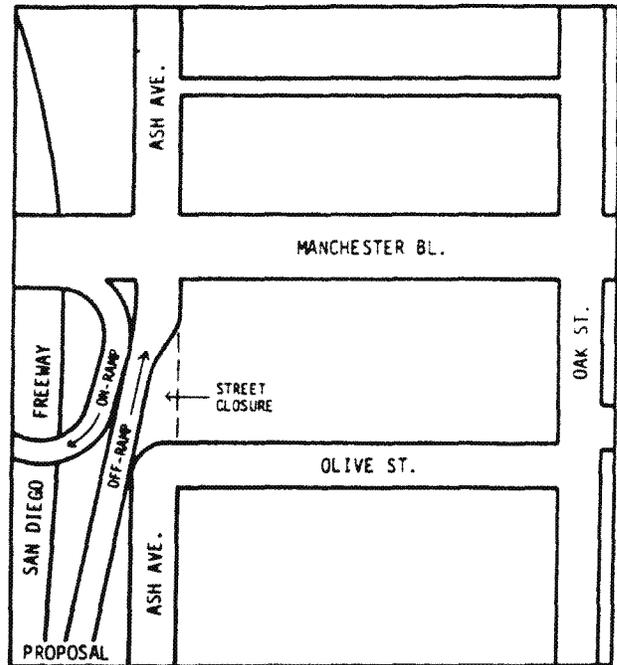
9. Manchester/Ash/Freeway.

Current conditions: South of Manchester Boulevard, Ash Avenue is a local street that has been incorporated into an exit ramp from the San Diego Freeway. An unnecessary and awkward merging of traffic occurs at this location. The short one-way portion of Ash Avenue provides no access to any property and so this unneeded portion could be eliminated.



Remedial measure: There is no need for Ash Avenue to provide one-way access to Manchester Boulevard due to the availability of other safer routes from the residential neighborhood south of Manchester Boulevard.

This one block length of Ash Avenue can be closed so that there is no traffic merging



with existing freeway traffic. However, traffic volume on Ash Avenue is minor and the closure should be implemented if the opportunity presents itself without affecting the funding for more urgently needed intersection improvements.

10. La Brea/Florence.

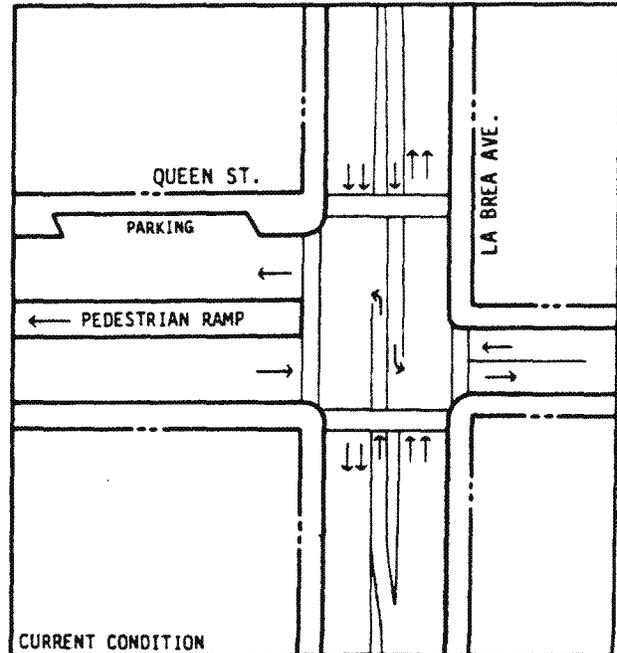
Current conditions: The railroad tracks that run along the north side of Florence Avenue bisect Inglewood so that long trains can cause the temporary closure of all north-south routes within this city. In addition to the general disruption of traffic movement, such a closure can be potentially dangerous if there is a need for emergency vehicles to respond from one part of the city to another. La Brea Avenue is the most centralized and continuous major arterial crossing these tracks so its temporary closure can be particularly disruptive.

Remedial measure: As long as the rail line continues to

operate, the only solution to eliminate the temporary closure of La Brea Avenue would be to provide a grade separation between this street and the railroad tracks. However, such a separation would involve reconstructing the intersection of La Brea and Florence avenues. It would require major and costly construction, property acquisition and the possible relocation of adjacent businesses. The cessation of rail operations would eliminate the problem.

11. La Brea/Queen.

Current conditions: The west leg of Queen Street at La Brea Avenue has been divided by a pedestrian ramp so that its westbound lane is no longer immediately adjacent to the eastbound lane. This condition results in overlapping left turn lanes in La Brea Avenue which complicate a normally congested two block length of this street.

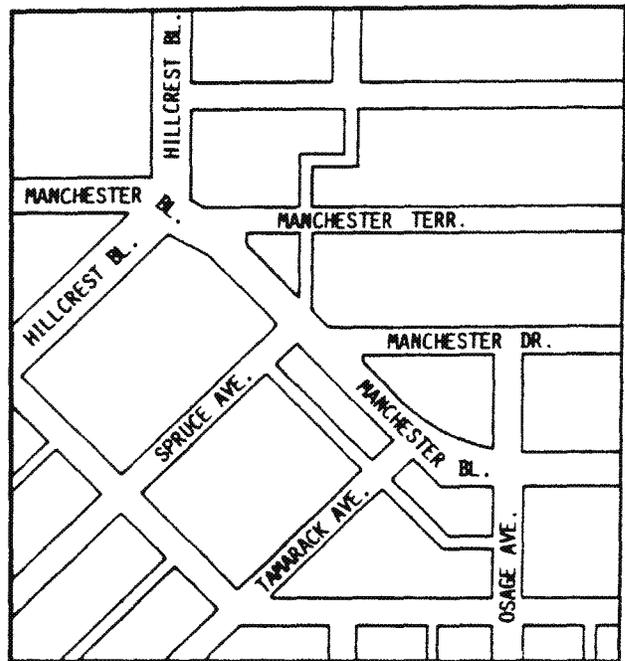


Remedial measure: To eliminate the need for overlapping left turn lanes would require the closure of the offset west-bound leg of Queen Street and the conversion of its aligned east-bound lane for two-way traffic. However, an existing pedestrian ramp and bridge structure in the civic center complex reasonably precludes this conversion. Other existing large

buildings on all corners of this intersection prevent any other street realignment or street closure. If the proposal to convert La Brea Avenue to a one-way southbound street is implemented as described in the main text of this Element, all the problems described above would be eliminated.

12. Manchester/Tamarack/Hillcrest

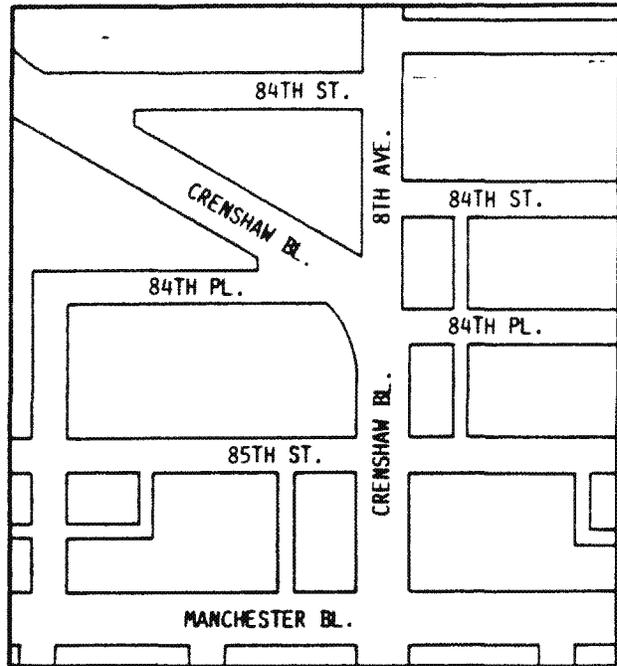
Current conditions: A two block length of Manchester Boulevard, between Tamarack Avenue and Hillcrest Boulevard, runs at an oblique angle relative its normal east-west alignment. As a result, several streets intersect at odd angles with Manchester Boulevard that create awkward merging and turning movements for drivers exiting these intersecting streets. The situation is aggravated by hilly conditions that reduce the ability to see approaching vehicles on Manchester Boulevard.



Remedial measure: Either the elimination of one or two of these intersections by the closure of either Spruce or Tamarack avenues, or the signalization of one or both of these intersections would improve conditions.

13. Crenshaw/8th

Current conditions: Two blocks north of Manchester Boulevard, Crenshaw Boulevard veers to the west for several blocks before regaining its usual north-south alignment. At the point where Crenshaw Boulevard makes this turn, Eighth Avenue continues as a north-south prolongation of the original Crenshaw alignment. The resulting intersection situation is complicated by 84th Place and 84th Street that also intersect Crenshaw Boulevard and Eighth Avenue within a very short distance.

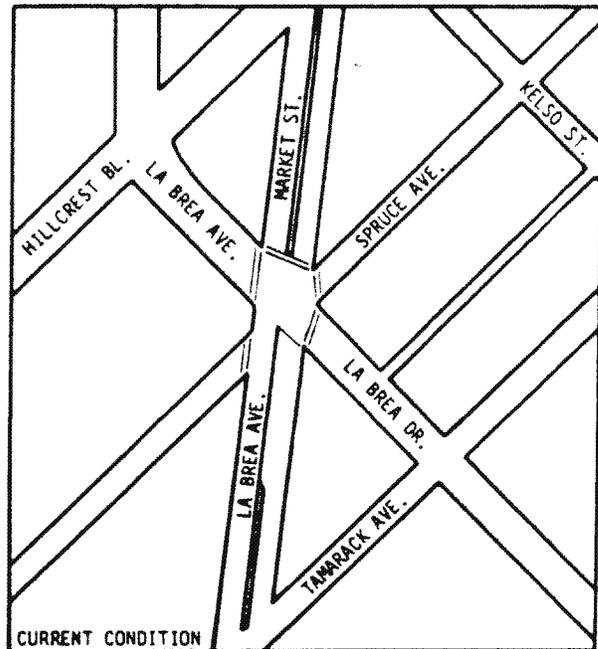


The resulting intersection situation is complicated by 84th Place and 84th Street that also intersect Crenshaw Boulevard and Eighth Avenue within a very short distance.

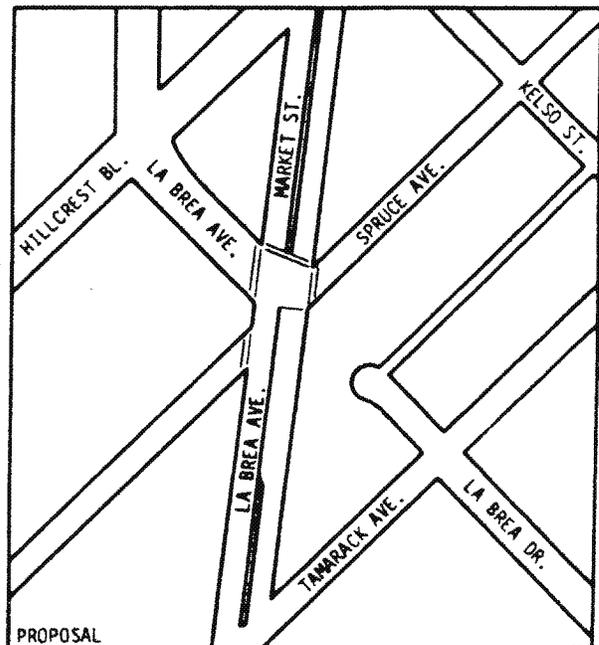
Remedial measure: The closure of Eighth Avenue at Crenshaw Boulevard would eliminate this intersection which, in turn, should reduce traffic intrusion into the residential neighborhood to the north. However, such a closure would prevent access to some commercial businesses on Eighth Avenue. Furthermore, if denied access through this intersection, drivers may utilize a worse intersection at 84th Street and Crenshaw Boulevard. The closure of 84th Place might have minimal affect due to its low traffic volume.

14. La Brea/Market/Spruce/La Brea.

Current conditions: A six-leg intersection is created by the conjunction of La Brea Avenue (a major arterial), Market Street (a minor arterial), Spruce Street and La Brea Drive (both local streets). The complicated geometry of this intersection requires multiple-phased signalization.



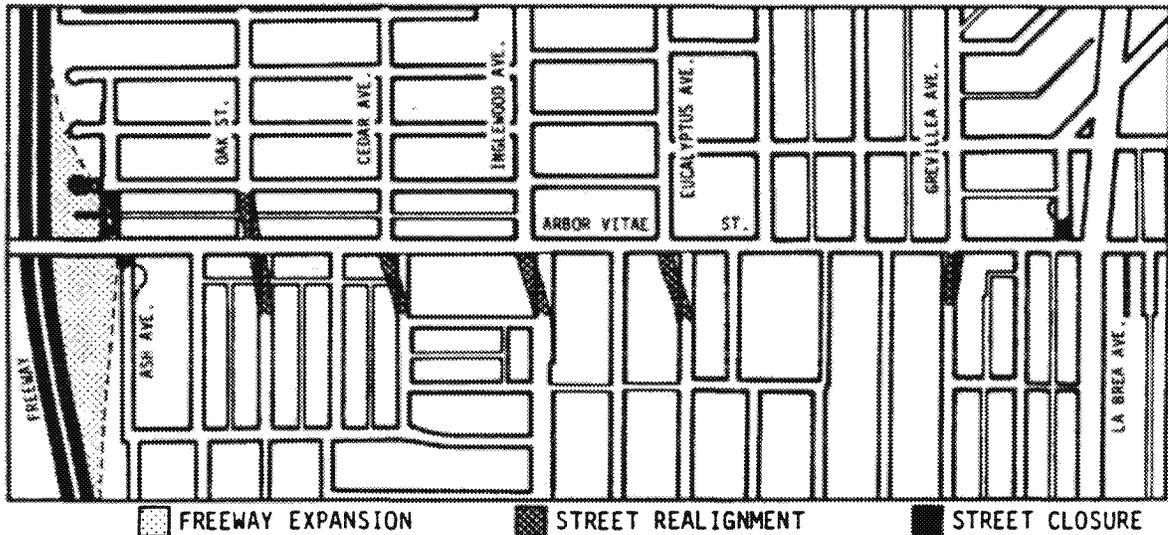
Remedial measure: A reduction in the number of intersecting streets would improve the current situation. Most of the streets are either arterials or at least provide necessary access to businesses and residences and therefore cannot be closed. However, La Brea Drive may be closed without depriving access to other properties. Such a closure would simplify certain



traffic movements and reduce the number of signal phases. This closure is contemplated as part of the downtown study described in main text of this Element.

15. Arbor Vitae Cross Streets.

Current conditions: Streets that intersect West Arbor Vitae Street have legs that are offset by the following dimensions: Oak Street 89 feet, Cedar Avenue 64 feet, Inglewood Avenue 76 feet, Eucalyptus Avenue 89 feet and Grevillea Avenue 34 feet. These offsets result in either multi-phased signalization or awkward and potentially unsafe turn movements.



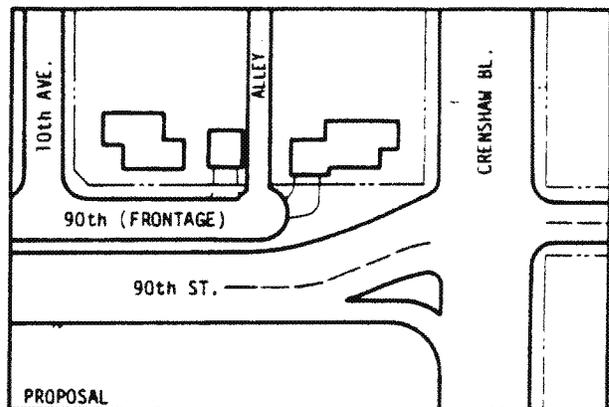
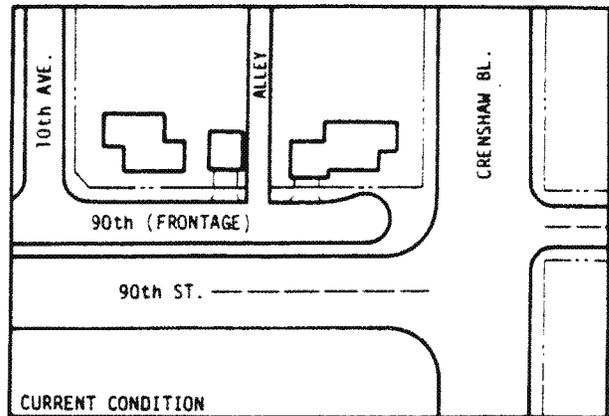
Remedial measures: Alignment of these street intersections are being constructed as part of a street widening program being implemented by the City in conjunction with the construction by Caltrans of freeway access ramps at the western end of this length of Arbor Vitae Street.

16. Crenshaw/90th.

Current conditions: The two legs of 90th Street are offset by fifty feet at Crenshaw Boulevard which complicates left turn

movements and makes an east bound crossing of Crenshaw Boulevard particularly awkward.

Remedial measure: Having either separate signalized phases for each leg of 90th Street or an alignment of both legs will reduce or eliminate the problems. An improved alignment could be achieved by utilizing an unneeded portion of a residential roadway paralleling the west leg of 90th Street.



17. Traffic Diverters.

Refer to the discussion on Street Closures and Diverters on page 42.

INFORMATION SOURCES

CITY OF INGLEWOOD

Community Development and Housing Department

Planning Division

Redevelopment Agency

Engineering Department

Engineering Division

Transportation Division

Parks and Code Enforcement Department

Parks Division

Police Department, Office of Operations

Traffic Division

CITY OF HAWTHORNE

Planning Department

CITY OF LOS ANGELES

Department of Airports

Department of City Planning

COUNTY OF LOS ANGELES

Regional Planning Commission

L.A. County Transportation Commission

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Planning Department

STATE OF CALIFORNIA

Department of Transportation (CALTRANS)

District 7, Los Angeles



CITY OF INGLEWOOD CALIFORNIA
ONE MANCHESTER BOULEVARD, / P.O. BOX 6500 / INGLEWOOD, CALIF. 90301

NEGATIVE DECLARATION

Prepared in accordance with California Administrative Code Section 15000 ff, and the Inglewood City Council Resolution No. 6631, the following Negative Declaration is made. This Declaration is documentation that when final, no Environmental Impact Report is required for the specific project.

Project Title (& No.) Draft Circulation Element

Location Applicable City-wide

Project Sponsor City of Inglewood

Address One Manchester Blvd., Inglewood, CA 90301

Agency Contact W. Barnett, Associate Planner Telephone (310) 412-5230

Project Description:

Draft Circulation Element proposed to be adopted as part of the Inglewood General Plan per Sec. 65302(b) of the California Government Code. Element identifies circulation needs and problems and establishes certain policies with the purpose to improve traffic conditions and identify possible alternative transportation systems.

Reasons for Issuance:

The purpose of the Element is to improve traffic conditions and to provide for long-range planning to mitigate current or future potential problems. Any specific construction or improvement projects may be subject to subsequent environmental assessment in terms of possible impacts.

Findings:

It has been determined that the adoption of a Circulation Element will not have any significant adverse impact upon the environment.

Signature *A. Pinnells*
Title Planning Manager

RESOLUTION NO. 92-105

1 A RESOLUTION OF THE CITY COUNCIL OF THE
2 CITY OF INGLEWOOD, CALIFORNIA, AMENDING
3 THE INGLEWOOD GENERAL PLAN BY ADOPTING
4 A CIRCULATION ELEMENT

5 WHEREAS, Section 65302(b) of the Government Code of the State
6 of California requires the inclusion of a Circulation Element in
7 the General Plan; and

8 WHEREAS, on November 4, 1992, the Planning Commission of the
9 City of Inglewood, California, conducted a duly noticed public
10 hearing to consider the approval of a Circulation Element to the
11 Inglewood General Plan; and

12 WHEREAS, the Planning Commission adopted Resolution No. 981
13 approving and recommending approval of the Circulation Element to
14 the Inglewood City Council and reciting certain findings and
15 determinations therefor; and

16 WHEREAS, the City Council of the City of Inglewood,
17 California, has now concluded a duly noticed public hearing to
18 consider the recommendations of the Planning Commission and any
19 reports and testimony presented; and

20 WHEREAS, the City Council concurs with the findings,
21 determinations and recommendations of the Planning Commission;

22 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INGLEWOOD,
23 CALIFORNIA, DOES RESOLVE AS FOLLOWS:

24 SECTION 1. The City Council hereby approves the Circulation
25 Element specified herein to be an amendment to the General Plan of
26 the City of Inglewood.

27 SECTION 2. A review of the amendment has resulted in the
28 determination that there will be no resultant adverse impact upon
29 the environment and therefore a Negative Declaration stating this
30 shall be filed with the County of Los Angeles.

31 SECTION 3. The Director of Community Development and Housing
32 is hereby instructed to file with the City Clerk a copy of the
amendment to the comprehensive General Plan as approved by the City
Council and set forth in Section 1 of this resolution. Upon the
filing of the amendment with the City Clerk, the Circulation

1 Element shall become and thereafter be a part of the Inglewood
2 General Plan heretofore approved and adopted, superseding all
3 previous documents and references in the General Plan pertaining to
4 the subject of circulation.

5 SECTION 4. The City Clerk shall certify to the adoption of
6 this resolution and, thenceforth and thereafter, the same shall be
7 in full force and effect.

8 Passed, approved and adopted this 15th, day of
9 December, 1992.

10
11 **EDWARD VINCENT**

12 MAYOR OF THE CITY OF INGLEWOOD, CALIFORNIA

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14 ATTEST:

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17 **HERMANITA V. HARRIS**

18 CITY CLERK

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22 (SEAL)

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