NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Existing Conditions Report

January 2025

NEXT
LEVEL
INGLEWOOD
FORGING OUR DESTINY

VISION STATEMENT

The City of Inglewood, with our rich history and diverse culture, owes our return to success to our residents, small businesses and economic partners. Community pride in the city's resurgent national brand as a premier place to live, work, prosper and play is tangible and visible. Inglewood's vibrant residential neighborhoods and our diverse range of local services; accented by our state of the art sports and entertainment venues; attract regional and international visitors throughout the year. Inglewood is an inclusive community, where people walk, run, recreate and actively participate in community events, both large and small. Inglewood is a city that cherishes the concept of being good neighbors.

Inglewood's Next Level will be defined by our ability to provide residents and visitors with a variety of housing choices (both market rate and affordable), alongside desirable local shopping and services. The Inglewood resurrection will continue to manifest itself in the abundant generation of well-paying jobs for residents and surrounding cities and improved access to health care. The Next Level will include quality schools, a continued emphasis on high quality recreation and developmental services, well-maintained parks, and a safe, efficient transportation system to serve a community that will accommodate 4.5 to 5 million visitors annually. The Next Level of Inglewood is not just a vision; it is the continued manifestation resulting from the combination of intricate strategy, planning and implementation processes (both broad and intricate) that have resulted in the current Inglewood reality. That reality has birthed a thriving local economy where big and small businesses for the most part blend seamlessly to serve both local residents and visitors from all over the globe.

Inglewood's Next Level will be defined by our commitment to development practices grounded in environmental sustainability, small business economic incubation and the promotion of high levels of public safety; with a continued recognition of the need to promote social equity.

We will leave no residents behind as we embrace our self-imposed mandate of social and economic self-determination. The City of Inglewood will continue to be a municipal leader, setting the example for other cities to follow.

James T. Butts, Jr.
Mayor

GUIDING PRINCIPLES

Community Character

- Accommodate uses, design development, and conduct events that celebrate, protect and build upon Inglewood's history and embrace of art, education, diversity and cultures.
- Seamlessly integrate and transition new buildings and development to reflect and maintain the scale and character of existing uses.
- Develop attractive public streetscapes and plazas to entice high levels of pedestrian use and socialization.
- Continue to emphasize public safety as a necessary quality of life component reflected in our development standards and other City programming.
- Incrementally reduce visual blight and routinely maintain attractive public spaces and environments.

Growth and Development

- Focus growth and development within existing centers and as infill and revitalization of commercial corridors.
- Re-establish historic downtown Inglewood as the center of community identity and activity.
- Support the development of uses that complement and provide synergy to maintain the vitality of economically active areas of the City.
- Intensify and diversify development adjoining transit modes.
- Enhance and improve existing commercial centers to develop amenities desired by residents.
- Promote the re-use of economically obsolete and underutilized properties along commercial corridors.
- Protect and expand housing opportunities for all ages, household types and income levels.

Community Facilities and Services

- Maintain comprehensive education, social, health, and recreation services and programs to provide for the needs of residents of all ages and abilities.
- Improve access to and distribution of parks and recreational amenities and support community arts, culture and events.

Inglewood General Plan Update
Vision and Guiding Principles – Jan 2025

Economy

- Expand and prioritize opportunities to sustain existing and attract new businesses that primarily serve the local community.
- Provide resources and opportunities for new and small businesses to establish themselves and thrive.
- Pursue new business opportunities that capitalize and build upon key existing uses and promote the development and reuse of economically underutilized properties.
- Attract businesses and industries that provide job opportunities for residents and offer job and career training to enable residents to improve their skills.
- Maintain a healthy fiscal environment for the City.
- Leverage major redevelopment projects to benefit existing businesses and residents throughout the City.

Mobility

- Develop (where practical) and maintain a multimodal transportation system that offers convenient and safe alternatives to automobile travel, including bus and rail transit, micro-transit and shuttles, bicycling, and pedestrian corridors.
- Promote system adaptability to changing modes and technologies (e.g., electric cars and autonomous vehicles).
- Plan the layout of the system to provide connectivity as needed among the City's land uses.
- Continue to proactively manage and communicate traffic impacts due to large events.
- Improve and enforce parking permit programs and serve parking needs in areas of high demand.
- Support safe travel to, from and around schools.

Environment

- Design buildings and sites to achieve the highest levels of sustainability, including incentives for new development and retrofits of existing buildings to exceed basic standards.
- Promote the adaptive reuse of existing buildings.
- Preserve high standards for air and water quality, conserve natural resources, expand tree cover, and mitigate noise impacts.
- Support resiliency and adaptation to the impacts of a changing climate.
- Protect people and places from natural and environmental hazards.

Responsive Governance and Communication

- Maintain programs to inform, educate, and enable resident input and feedback for city-initiated policies, programs, and other actions.
- Ensure ongoing coordination among city departments and external agencies.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Existing Conditions Report

January 2025

PLACEWORKS

Prepared by: PlaceWorks

700 South Flower Street, Suite 600
Los Angeles, California 90017
t 213.623.1443

TABLE OF CONTENTS

1 Introduction 1-1

1.1 Content and Organization of the Existing Conditions Report 1-1
1.2 Overview 1-1
1.3 Purposes of the Existing Conditions Report 1-2
1.4 Background: Purposes/Legislative Requirements for the General Plan 1-2
1.5 Location and Planning Area 1-3
1.6 Community Engagement 1-6

2 Historic Resources 2-1

2.1 Historic Background 2-1
2.2 Listed Historic Resources in Inglewood 2-15
2.3 Historic Resources Policy in Inglewood 2-23
2.4 Findings 2-27

3 Demographic and Economic Profile 3-1

3.1 Population and Household Demographics 3-1
3.2 Employment and Unemployment by Industry 3-7
3.3 City General Fund Revenues 3-16
3.4 Visitation Trends 3-24
3.5 Findings 3-32

4 Market Analysis 4-1

4.1 Recent Market Trends 4-1
4.2 Market Demand Analysis Overview 4-3
4.3 Findings 4-33

5 Built Environment 5-1

5.1 Land Use 5-1
5.2 Urban Form 5-43

6 Circulation 6-1

6.1 Inglewood's Circulation System 6-1
6.2 Transportation Planning Framework 6-3
6.3 Travel Characteristics 6-7

6.4 Roadway Network 6-8
6.5 Transit System 6-12
6.6 Active Transportation Networks 6-19
6.7 Parking 6-25
6.8 Freight and Goods Movement 6-27
6.9 Special Event Operations 6-29
6.10 Transportation Demand Management 6-29
6.11 Los Angeles International Airport 6-29
6.12 Mobility Technologies 6-30
6.13 Findings 6-32

7 Infrastructure 7-1

7.1 Water 7-1
7.2 Sewer 7-8
7.3 Storm Drainage and Water Quality 7-12
7.4 Findings 7-21

8 Public Services and Facilities 8-1

8.1 Parks and Recreation 8-1
8.2 Libraries 8-9
8.3 Schools 8-13
8.4 Police 8-21
8.5 Fire 8-26
8.6 Findings 8-29

9 Natural Environment 9-1

9.1 Introduction 9-1
9.2 Biological Resources 9-1
9.3 Climate Change Impacts 9-3
9.4 Air Quality 9-7
9.5 Seismicity and Hazards 9-21
9.6 Hydrology 9-28
9.7 Noise and Vibration 9-31
9.8 Findings 9-37

Figures

Figure 1-1 Inglewood Regional Context 1-4
Figure 1-2 Inglewood Local Context 1-5
Figure 2-1 Development History 2-14
Figure 2-2 Listed Historic Resources and Noted Properties Locations 2-18
Figure 3-1 Population by Educational Attainment (2023) 3-3
Figure 3-2 Population by Income (2023) 3-4
Figure 3-3 Housing by Tenure (2023) 3-6
Figure 3-4 Home Value History (2016–2023) 3-6
Figure 3-5 Inglewood Employment Concentration Map 3-7
Figure 3-6 Inglewood Resident Concentration Map 3-8
Figure 3-7 Worker Inflow/Outflow, City of Inglewood (2019) 3-14
Figure 3-8 Unemployment History (2014–2023) 3-15
Figure 3-9 FY 2021-2022 General Fund Revenues City of Inglewood vs. All CA Cities 3-17
Figure 3-10 2018 vs 2022 Tax Revenues (% Property Tax, Sales Tax, TOT), City of Inglewood vs Los Angeles County vs All California Cities 3-20
Figure 3-11 Sales and Use Tax Revenue by Year (City of Inglewood, 2012–2022) 3-22
Figure 3-12 Visitor and Employee Visits per Month (as Percentage of 2019 Baseline Year) 3-25
Figure 3-13 Retail Leakage Map 3-30
Figure 4-1 Map of the City and the Inglewood Submarket 4-4
Figure 4-2 Retail Vacancy (2013-2023) 4-8
Figure 4-3 Retail Market Asking Rents PSF/Year (2013-2023) 4-8
Figure 4-4 Office Vacancy (2013-2023) 4-14
Figure 4-5 Office Market Asking Rents PSF/Year (2013-2023) 4-14
Figure 4-6 Industrial Vacancy (2013-2023) 4-19
Figure 4-7 Industrial Market Asking Rents PSF/Year (2013-2023) 4-20
Figure 4-8 Multifamily Res. Vacancy (2013-2023) 4-25
Figure 4-9 Multifamily Res. Market Asking Rents PSF/Year (2013-2023) 4-26
Figure 4-10 Hotels Currently Operating in the City of Inglewood 4-29
Figure 4-11 Hotels Planned and Proposed 4-30
Figure 5-1 Existing Land Use 5-2
Figure 5-2 Neighborhood Map 5-4

Figure 5-3 General Plan Land Use Diagram 5-10
Figure 5-4 Zoning Map 5-17
Figure 5-5 Westchester/Veterans TOD Zoning Districts Map 5-22
Figure 5-6 Westchester/Veterans TOD Preferred Land Use Map 5-23
Figure 5-7 Crenshaw/Imperial TOD Zoning Districts Map 5-24
Figure 5-8 Downtown TOD Zoning Districts Map 5-25
Figure 5-9 Downtown TOD Preferred Land Uses Map 5-26
Figure 5-10 Fairview Heights TOD Zoning Districts Map 5-27
Figure 5-11 Fairview Heights TOD Preferred Land Uses Map 5-28
Figure 5-12 Significant Pending and Approved Projects 5-31
Figure 5-13 Areas of Influence of Nearby Airports 5-33
Figure 5-14 Community Places and Neighborhoods 5-35
Figure 5-15 Housing Elements Site Inventory 5-41
Figure 5-16 Urban Form Typologies 5-46
Figure 6-1 Job Counts by Work Place 6-7
Figure 6-2 Roadway Network 6-10
Figure 6-3 Vehicle Collisions between 2019-2023 6-14
Figure 6-4 Heat Map of Vehicle Collision 6-15
Figure 6-5 Transit Routes 6-16
Figure 6-6 Proposed Pedestrian Improvement Locations 6-21
Figure 6-7 Existing Bikeways 6-23
Figure 6-8 Proposed Bikeways 6-24
Figure 6-9 Proposed Bicycle Parking, Links to Transit, and End of Trip Amenities 6-26
Figure 6-10 Truck Routes 6-28
Figure 7-1 City of Inglewood Water District Service Areas 7-3
Figure 7-2 City of Inglewood Existing Water System Facilities 7-4
Figure 7-3 City of Inglewood Existing Sewer System Facilities 7-9
Figure 7-4 City of Inglewood Watersheds 7-13
Figure 7-5 City of Inglewood Existing Storm Drain Facilities 7-14
Figure 7-6 City of Inglewood Groundwater Basins 7-20
Figure 8-1 Park Location and Walkshed 8-6
Figure 8-2 Public Libraries 8-10
Figure 8-3 Schools 8-17
Figure 8-4 Police Stations 8-22

Figure 8-5 Fire Stations 8-28
Figure 9-1 California Air Basins and South Coast AQMD Region 9-8
Figure 9-2 South Coast AQMD Permitted Facilities 9-11
Figure 9-3 South Coast AQMD MATES V Cancer Risk 9-14
Figure 9-4 CES4 Indicator: Pollution Burden 9-16
Figure 9-5 CES4 Indicator: Diesel Particulate Matter 9-17
Figure 9-6 CES4 Indicator: PM2.5 9-18
Figure 9-7 CES4 Indicator: Asthma 9-20
Figure 9-8 How Can We Reduce Air Pollution Exposure 9-21
Figure 9-9 Earthquake Faults 9-23
Figure 9-10 Liquefaction Zone (Safety Element 2022) 9-25
Figure 9-11 Inglewood Airport Noise Contours 9-33

Tables

Table 2-1 Listed Resources 2-16
Table 3-1 Population and Income (City, County, and State) 3-2
Table 3-2 Population and Income (Radii and Drive Times) 3-2
Table 3-3 Retail Goods and Services Expenditures (City of Inglewood) 3-4
Table 3-4 Jobs in the City by Industry, City of Inglewood 3-9
Table 3-5 Fastest Growing Industries by Number of New Jobs, Los Angeles County (2020–2030) 3-9
Table 3-6 Home Origins (Where Workers in the City Come From) 3-10
Table 3-7 Industries Where City Residents Work 3-11
Table 3-8 Work Destinations (Where Employed Residents Commute to Work) 3-12
Table 3-9 Jobs / Household Ratio (2023) 3-13
Table 3-10 Historic Tax Revenue Growth Tables (2018–2022) 3-19
Table 3-11 Sales and Use Tax Revenues by Year (City of Inglewood, 2012–2022) 3-21
Table 3-12 Retail Sales by Category by Year (City of Inglewood, 2015–2022) 3-23
Table 3-13 Top Home Zip Codes of Visitors to SoFi Stadium and Kia Forum 3-26
Table 3-14 Top Dining and Shopping Locations Before and After Events at SoFi Stadium and Kia Forum 3-27
Table 3-15 Top Five Most Popular Places by Category (Inglewood Residents) 3-28

Table 3-16	Retail Sales Leakage by Retail Category	3-29
Table 3-17	Retail Sales Leakage by Retail Category	3-31
Table 4-1	Retail Market Snapshot (Q2 2024)	4-5
Table 4-2	Retail Market History (2013-2023), City of Inglewood	4-6
Table 4-3	Retail Market History (2013-2023), Submarket	4-7
Table 4-4	Retail Market History (2013-2023), Los Angeles County	4-7
Table 4-5	Office Market Snapshot (Q2 2024)	4-11
Table 4-6	Office Market History (2013-2023), City of Inglewood	4-12
Table 4-7	Office Market History (2013-2023), Inglewood Submarket	4-13
Table 4-8	Office Market History (2013-2023), Los Angeles County	4-13
Table 4-9	Industrial Market Snapshot (Q2 2024)	4-17
Table 4-10	Industrial Market History (2013-2023), City of Inglewood	4-18
Table 4-11	Industrial Market History (2013-2023), Inglewood Submarket	4-18
Table 4-12	Industrial Market History (2013-2023), Los Angeles County	4-19
Table 4-13	Multifamily Market Snapshot (Q2 2024)	4-21
Table 4-14	Multifamily Res. Market History (2013-2023), City of Inglewood	4-24
Table 4-15	Multifamily Res. Market History (2013-2023), Inglewood Submarket	4-24
Table 4-16	Multifamily Res. Market History (2013-2023), Los Angeles County	4-25
Table 4-17	Multifamily Residential Construction Since Year-End 2013	4-27
Table 4-18	RHNA Allocation (City of Inglewood)	4-28
Table 4-19	Hotel Market Performance Summary, City of Inglewood	4-31
Table 4-20	Hotel Performance by Month, City of Inglewood (09/2018-08/2019)	4-32
Table 4-21	Hotel Performance by Month, City of Inglewood (09/2023-08/2024)	4-32
Table 5-1	Acreage by Existing Land Use:	5-1
Table 5-2	Acreages by Current General Plan Land Use	5-9
Table 5-3	Acreages by Zoning Designation:	5-14
Table 5-4	Development Limitations Table	5-20
Table 5-5	Residential Development Table	5-20
Table 5-6	List of Significant Pending or Approved Projects	5-28
Table 6-1	Other Applicable Policies	6-6
Table 6-2	Commuter Mode Split	6-8
Table 6-3	Transit Services in Inglewood	6-13
Table 7-1	City of Inglewood Existing Water Demands	7-2
Table 7-2	City of Inglewood Existing and Projected Water Supply	7-5

Table 7-3	Groundwater Pumping Rights	7-5
Table 7-4	Projected Groundwater Production	7-6
Table 7-5	City of Inglewood Water System Capital Improvement Plan	7-7
Table 7-6	GSWC - Southwest Water System Capital Improvement Plan	7-8
Table 7-7	City of Inglewood Existing Wastewater Demands	7-10
Table 7-8	Sewer Utility Capital Improvement Plan	7-11
Table 7-9	Drainage Capital Improvement Plan	7-15
Table 7-10	City of Inglewood Measure W Projects	7-16
Table 7-11	List of 303(d) Impairments and TMDLs	7-18
Table 8-1	Inglewood Parks	8-2
Table 8-2	Park Classifications	8-4
Table 8-3	Community Centers	8-8
Table 8-4	Library Facilities	8-12
Table 8-5	IUSD Schools	8-13
Table 8-6	Lennox and LAUSD – Inglewood Serving Schools	8-18
Table 8-7	Private Schools	8-19
Table 8-8	Charter Schools	8-20
Table 8-9	Inglewood Police Department Stations	8-21
Table 8-10	Inglewood Police Response Times	8-24
Table 8-11	Violent Crime Rates	8-24
Table 8-12	Property Crime Rates	8-25
Table 8-13	Inglewood Fire Stations	8-27
Table 9-1	Special Status Plants with Potential to Occur in Inglewood	9-2
Table 9-2	Special Status Wildlife with Potential to Occur in Inglewood	9-3
Table 9-3	Ambient Air Quality Monitoring Summary	9-9

This page intentionally left blank.

1

Introduction

1 INTRODUCTION

1.1 Content and Organization of the Existing Conditions Report

This document consists of nine chapters, as described below.

- **Chapter 1 Introduction.** This chapter presents the legislative requirements for the General Plan, describes the city's planning area, and outlines the contents of this document.
- **Chapter 2 Historic Resources.** This chapter describes the historical development of Inglewood, including its early settlers, incorporation, land area and population growth, and key places and landmarks.
- **Chapter 3 Demographic and Economic Profile.** This chapter provides information on the City's demographic characteristics, economic conditions, tax revenues, and visitation trends.
- **Chapter 4 Market Analysis.** This chapter presents an overview of broader market trends followed by the City's notable growth and development over the past five years and a detailed examination of the retail, office, industrial, multifamily, and hospitality sectors.
- **Chapter 5 Built Environment.** This chapter contains an analysis of existing and planned land uses in the community, including an assessment of land use, community places, and urban form.
- **Chapter 6 Circulation.** This chapter describes the City's circulation systems, including its networks of roadways, transit services, pedestrian and bicycle infrastructure, and goods movement.
- **Chapter 7 Infrastructure.** This chapter provides information regarding existing infrastructure, including water, sewer, storm drainage systems, and water quality programs.
- **Chapter 8 Public Services and Facilities.** This chapter includes information on public services and facilities such as public parks and recreation programs, libraries, public schools, and police and fire services.
- **Chapter 9 The Natural Environment.** This chapter describes the city's biological resources, climate change impacts, air quality, geology and soils, hazards and hazardous materials, hydrology, and noise.

1.2 Overview

In late 2023, the City of Inglewood initiated the update of its General Plan, the first comprehensive

update in several decades. The General Plan is organized into chapters, known as "elements." This update will include all elements required by State legislation that have not been updated recently as well as optional elements to address specific priorities identified by the community, which include Economic Development. The content of each of the mandated elements is prescribed by California Government Code Section 65300 et seq., supplemented by guidelines published by the Governor's Office of Planning and Research.

The process of updating Inglewood's General Plan is anticipated to involve seven principal stages: 1) documentation and analysis of existing conditions; 2) establishment of a community Vision Statement that will guide the plan's development; 3) preparation of the diagram depicting the distribution of land uses to be permitted and standards for their intensity/density; 3) drafting of goals, policies, and implementation programs for each plan element; 4) evaluation of the environmental impacts of the updated plan as required by the California Environmental Quality Act (CEQA); 5) publication of the updated General Plan and environmental document for public review and comment; and 6) public hearings and adoption.

1.3 Purposes of the Existing Conditions Report

This document, the Existing Conditions Report, serves three important purposes for the General Plan update process. First, it describes existing characteristics, needs, constraints, opportunities, and future trends that serve as the foundation for developing the land use plan and goals, policies, and implementation programs for each element. Each topic addressed in this report relates to one or more of the required and optional plan elements. More than descriptions of the conditions and trends for each topic, each section concludes with a discussion of the implications for updating the plan. Second, many of these analyses provide benchmarks and metrics for testing alternatives developed in the planning process as well as monitoring changes and the effectiveness of updated policies post-adoption. Finally, information in this report provides the substantive foundation for the "Existing Setting" section of the General Plan Environmental Impact Report (EIR).

It is important to note that descriptions and analyses in this report are valid as of the date of its publication in 2024. Some information is stable and will remain valid over an extended time, such as seismic hazards and biological resources. Others will change, and may change frequently, such as existing land use development and economic conditions. Consequently, it is important that the database that contains this information be maintained, reviewed, and updated on a regular basis. Text, graphics, and maps are documented as digital files to facilitate revisions as new information is compiled. Because the database technically serves as an appendix to the General Plan, a CEQA-based environmental review of its update is not required.

1.4 Background: Purposes/Legislative Requirements for the General Plan

The California Government Code (§ 65300) requires each city and county government to adopt a comprehensive, long-term general plan. A general plan is a long-range policy document that sets

forth broad goals and objectives for the growth and development of a county or city. The general plan must cover the land within the boundaries of the adopting city or county as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Under State law, each general plan must contain eight elements—land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. There is no mandatory structure or maximum number of elements, but all elements in a plan must be internally consistent with one another. The general plan addresses a broad range of issues, and each element must set objectives, principles, standards, and plan proposals for the long-term development of a county or city.

1.5 Location and Planning Area

The city of Inglewood is in southwestern Los Angeles County, as shown on Figure 1-1. As shown on Figure 1-2, it is generally bounded by the city of Los Angeles and the unincorporated Los Angeles County communities of View Park-Windsor Hills and Ladera Heights to the north, the city of Hawthorne and the unincorporated Los Angeles County community of Lennox to the south, the city of Los Angeles to the west, and the unincorporated Los Angeles County community of Westmont and the city of Los Angeles to the east. A small island of incorporated land is entirely surrounded by the unincorporated community of Ladera Heights and city of Los Angeles in proximity to the city's northwest boundary. Inglewood's sphere of influence, as determined by the Los Angeles Local Agency Formation Commission, is generally coterminous with its jurisdictional boundaries. However, the sphere of influence extends beyond the southern boundary of the city to Lennox Boulevard. Access to Inglewood from the surrounding region and further afield is provided by Los Angeles International Airport (LAX) and Hawthorne Municipal Airport (HHR), Interstates 405 and 105, the LA Metro K and C rail lines and several bus lines.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 2.5 5 10 Miles

Figure 1-1
REGIONAL CONTEXT

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Sphere of Influence, where it extends beyond the City boundary

City Boundary

Metro Rail Stations

Freeways

Roads

Parks and Open Space

Source: SCAG 2019, Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 1-2
LOCAL CONTEXT

1.6 Community Engagement

From June through October 2024, a robust program of community engagement was undertaken by the General Plan update project team to inform community members about the update process, solicit ideas for a long-term vision for the city, and supplement the technical analysis conducted for the Existing Conditions Report with stakeholder observations of challenges and opportunities present in the city today.

The program of public outreach encompassed a diversity of platforms and techniques. The project team provided project information and solicited comments at multiple city events, including the Juneteenth Celebration (6/16), Inglewood Music Festival (6/29), National Night Out (8/6), District 2 Chili Cook Off (8/17), District 1 Family Unity Day (8/24) and Hispanic Heritage Festival (9/21). Citywide Open Houses were hosted in English and Spanish on September 14. Interviews were conducted with stakeholder groups, including residents of each council district, business leaders, non-profit and service providers, and members of the Planning Commission. A visioning survey in English and Spanish was distributed by hand and made available online beginning June 12. The City established a dedicated project web page where it published project information, solicited sign-ups for a project notification list, and posted an informational video produced by City staff. The project was also advertised on the City's social media platforms and digital billboards citywide. In addition, City staff provided regular updates to the Planning Commission and City Council.

More than 1,100 individual comments were collected via those various platforms. Each section of the Existing Conditions Report, aside from Historic Resources, contains an overview of the key themes raised in these comments as they relate to each of the topic areas.

2

Historic Resources

2 HISTORIC RESOURCES

Human occupation and settlement in Inglewood encompasses diverse and wide-ranging historic narratives from precolonial times to the present day. The existing built environment includes properties dating from the 19th century through the 20th century, reflecting the development and cultural history of the city.

This section reviews Inglewood's historical background, existing policies regarding historic resources, and properties listed as historic resources and discusses the implications for historic resources policy moving forward.

2.1 Historic Background

2.1.1 Native American History

In the prehistorical period, the coastal plain between present-day Los Angeles and Long Beach was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's indigenous people by California's Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.[1]

2.1.2 Spanish Colonial and Mexican Periods

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo's expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California's indigenous tribes, including the Tongva of the Suangna area.[2] Though Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

On July 14, 1769, Don Gaspar de Portolá, governor and military leader of Baja California, led the first expedition to colonize Alta California. Accompanied by Franciscan friars Junípero Serra and Juan Crespí, Portolá took a group of 64 men northward from San Diego toward Monterey. On August 2nd the expedition camped along the east bank of the Los Angeles River just south of where it is joined by the Arroyo Seco. Fr. Crespí named the spot *El Pueblo de Nuestra Señora la Reina de los Ángeles del Río Porciúncula* (i.e., Town of Our Lady the Queen of Angels of the River Porciúncula). When the expedition crossed the river and continued to the south and west for about a mile, they encountered the Tongva village of *Yang-na*, believed to be near the current site of *El Pueblo de Los Angeles*.

[1] Sam Gnerre, "The Suangna Native American Village in Carson," South Bay Daily Breeze, January 17, 2015.
[2] Gnerre, "Suangna."

On September 8, 1771, Spanish colonists established Mission San Gabriel, the fourth of what would eventually be twenty-one Spanish missions in California, and the first in this area. Much of the area's native population would work the San Gabriel Mission lands. Seven years later, in 1778, Governor Felipe de Neve received approval for the creation of a civil pueblo along the *Río la Porciúncula*. Persuaded by Crespi's earlier descriptions of a well-watered valley with good soils for growing crops, the Spanish colonial government ordered Governor Neve to establish a settlement at this location and name the new pueblo *La Reina de los Angeles* ("Queen of the Angels").

In 1821, Mexico won its independence from Spain, and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector. The Mexican government sought to diminish the influence of Spain in the region but the missions largely remained loyal to the Roman Catholic Church in Spain. At the same time, there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called *ranchos*. Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent *Californios*.[3]

2.1.3 Early American Period

United States troops began occupying Alta California in 1846 at the advent of the Mexican American War and soon gained possession of Los Angeles itself. However, Alta California would not officially come under American rule until February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded the California territory to the United States and ended the war. Importantly, the treaty provided that the existing land grants would be honored.

The origin of today's City of Inglewood dates back to the mid-1800s and a dispute between two prominent Californio families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier who found the area around the Centinela Springs to be excellent grazing lands and settled there in 1781.[4] In 1834, Machado's son Ygnacio built the Centinela Adobe.[5] During

[3] The term *Californio* refers to Spanish-speaking natives of Alta California. The Californios were elite families that received large land grants from Spain and Mexico.

[4] The site of Centinela Springs is today's Edward Vincent Junior Park, just northeast of the project area.

[5] The Centinela Adobe is in the Los Angeles community of Westchester and is the oldest building in the area. Considered the "birthplace of Inglewood," it is operated as a house museum by the Historical Society of Centinela Valley.

this same period, Francisco Ávila and his family established grazing lands near the Centinela Springs. Because the claims of the two families clashed, they took their dispute to the local

Adobe at Rancho Aguaje de la Centinela, c. 1937
Los Angeles Public Library Photo Collection

council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre *Rancho Aguaje de la Centinela*. The Ávila family was granted the much larger *Rancho Sausal Redondo*. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados—a small tract in the *Pueblo de Los Ángeles* for *Rancho Aguaje de la Centinela*.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost *Rancho Aguaje de la Centinela* through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell *Rancho Sausal Redondo* to pay probate costs, and it was also acquired by Burnett. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately become the coastal communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright.[6] The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock and started farming. Ultimately Freeman would amass a fortune growing barley, olives, citrus fruits, and almonds. He named his ranch "Inglewood," after his birthplace in Ontario.

Following Catherine's death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the acres into small parcels for the settlement of the new town of Inglewood.[7]

In 1888, Freeman began work on an estate for himself and his family, with bricks provided by his own newly established Continuous Brick Kiln Company of Inglewood and lumber from the recently acquired local lumber mill.[8] In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918.[9] Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed; the only remaining portion of the ranch is the one-acre site on which the Centinela Adobe sits.

2.1.4 Inglewood Townsite

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300.[10] The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line—a subsidiary of the Atchison Topeka & Santa Fe Railway—that ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

---

6 The Freeman family officially acquired this land from Burnett in 1885.

7 Gladys Waddingham, *The History of Inglewood* (Inglewood, CA: Historical Society of Centinela Valley, 1994), 5.

8 Waddingham, *History*, 8.

9 Waddingham, *History*,11. Daniel Freeman is considered the founder of the city of Inglewood. Among his various pursuits, he is said to have been the first farmer to engage extensively in wheat cultivation in Southern California. Upon discovering a deposit of brick clay on his property, he established the Continuous Brick Kiln Company of Inglewood in 1888, manufacturing the building materials for many of the business blocks on Spring Street and Broadway in downtown Los Angeles, including his own building, the Freeman Block at 6th and Spring streets. He was the first president of the California Club of Los Angeles, president of the Los Angeles Chamber of Commerce in 1893 to 1894, and director of the Southern California Railway. Freeman lived in the Centinela Adobe before erecting his own residence beginning in 1891, which was demolished 1972 to make way for the Daniel Freeman Memorial Hospital (now closed). In 1975, the Land Company office was moved from his estate to the grounds of the Centinela Adobe, where it now stands.

10 Waddingham, *History*, 6.

By 1892, the town of Inglewood was home to several small businesses, including a grocery, a post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market.[11] At this time, Inglewood also had a post office, a railroad depot, and a large grain-storage building along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period; the opening of a streetcar line along its length in 1904 would lead to its gradual transition to a commercial corridor.

Market Street 1908. Image from Waddingham, "History of Inglewood."

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planning mill, lumber yard, cement storage, gain mills and storage, and several warehouses.[12]

[11] Sanborn Fire Insurance Maps, Inglewood CA, 1892. The Inglewood Hotel is labeled on this map as "not open" and occupied by four families as a dwelling.

[12] Sanborn Fire Insurance Maps, Inglewood CA, 1907.

In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. In the cemetery's first year of operation, 32 internments took place, with funerals often arriving by rail from Los Angeles in a private funeral car.[13] In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery erected the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California.[14] Many of the South Bay region's earliest settlers have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans.[15] Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.[16]

The City of Inglewood was officially incorporated on February 14, 1908.

2.1.5 City of Inglewood

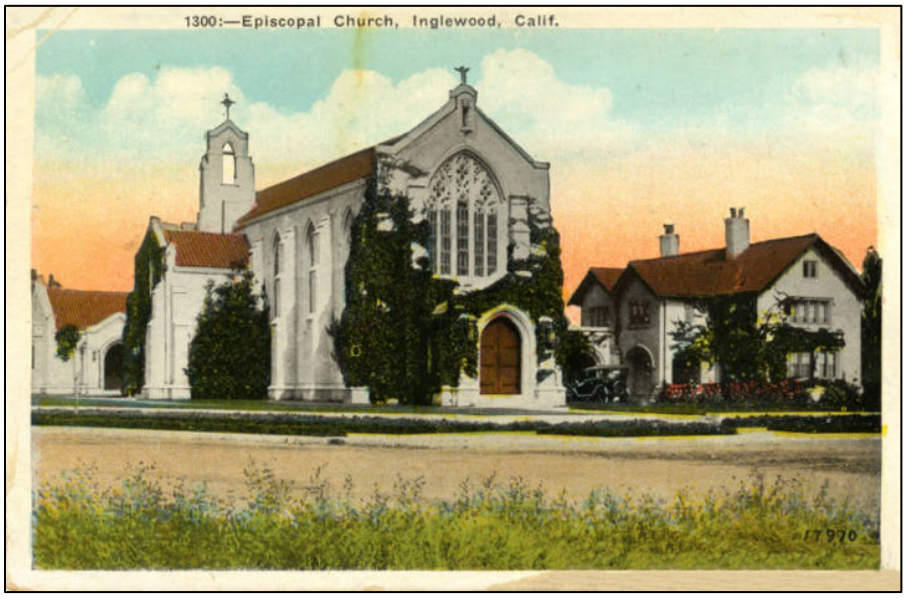
By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were developed with various commercial uses. Market Street remained primarily residential during this period, with a few commercial buildings and a Methodist church.[17]

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, with hundreds of new homes being built and the city's commercial development coalescing into a downtown business district along Commercial Street between Regent and Queen Streets.[18]

Inglewood had a number of churches by this time, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church.[19] The only church that survives from this period is Holy Faith Episcopal Church at the southeast corner of Locust Street and Grace Avenue.[20] The church was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland[21] and her husband Charles donated the funds to erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as "the most perfect example of true Gothic architecture in the West." The church was

[13] Portions of the original railroad waiting station have been incorporated into the main entrance.
[14] The Inglewood Mausoleum was erected over the course of three years, from 1913 to 1915.
[15] Inglewood Park Cemetery, accessed February 2019, http://www.inglewoodparkcemetery.com/heritage.html.
[16] Mike Sonksen, "On Location: Inglewood," KCET: History and Society, accessed February 2019, https://www.kcet.org/history-society/on-location-inglewood.
[17] Sanborn Fire Insurance Maps, Inglewood CA, 1912.
[18] Sanborn Fire Insurance Maps, Inglewood CA, 1923.
[19] Bricker, Lauren Weiss, Marion Mitchell-Wilson, and Janet L. Tearnen. *Inglewood Downtown District Main Street Project Area, Historic Design Guidelines*, report. Inglewood, CA: Main Street Inglewood, 2000, 9.
[20] Holy Faith Episcopal Church is at 260 N. Locust Street.
[21] Grace Freeman was the daughter of Daniel Freeman, considered the founder of Inglewood.

officially consecrated on November 8, 1914.[22] Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C.



Holy Faith Episcopal Church and Rectory, c. 1915.
James H. Osborne Photo Collection, CSUDH Archives

On the evening of June 21, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. Tremors were felt as far away as Ventura and Riverside, but most of the damage was in Inglewood, specifically, to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered.[23] The Inglewood Hotel was also badly damaged and subsequently demolished. Despite the widespread damage, however, the earthquake did not seriously hamper the city's growth. The 1920 census credited Inglewood with a population of 3,286. In just two years the figure would double, making Inglewood the fastest growing city in the nation.[24] It was at this time that single-family residential neighborhoods began to expand outward from central Inglewood.

[22] "Holy Faith Episcopal Church: One Hundred Years of Ministry," Holy Faith Episcopal Church, accessed February 2019, https://www.holyfaithla.org/.

[23] Paul R. Spitzzeri, "Shake, Rattle and Roll: The Inglewood Earthquake of 21 June 1920," Homestead Museum website, accessed February 2019, https://homesteadmuseum.wordpress.com/2018/06/21/shake-rattle-and-roll-the-inglewood-earthquake-of-21-june-1920/.

[24] Waddingham, *History*, 26.

Market Street, looking north, 1925.
Security Pacific National Bank Collection, LAPL

The 1920s was a period of enormous growth for Inglewood, both in terms of population and development. Though Commercial Street continued to be the primary artery of the downtown business district, many more businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution, the People's Federal Building & Loan Association, was established at this time, first in a unit of the building at 314 S. Market Street, before constructing its own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927.[25] That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets at a cost of $140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the "first steel frame business block in this city" and as "practically fire and earthquake proof."[26]

On May 18, 1927, some 15,000 locals came out to celebrate the "Festival of Light," which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported the trolley wires of the Los

[25] The former People's Federal Building & Loan Association building is at 150 S. Market Street. It is currently occupied by the World Hat & Boot Mart.

[26] "Two-Story Business Structure: Work for Inglewood Bank Let," Los Angeles Times, May 15, 1927. The former Bank of Inglewood building is at 100 N. Market Street/307 E. Queen Street.

Angeles Railway.[27] In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard's northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details.[28] Also constructed in downtown Inglewood during this period were a new city hall building (1923, since demolished), the Granada Theater (1923, since demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, since demolished) as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood's economic base began to expand outside the downtown core. Appropriately, in 1937 Commercial Street was officially changed to La Brea Avenue, connecting it with the street in Los Angeles.[29] Also that year, Mines Field, which had been established just southwest of the city, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an "ultra-modern" thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.[30] In addition to attracting the typical racing fan, Hollywood Park brought in celebrated personalities associated with the entertainment industry—from studio executives Jack Warner, Walt Disney, and Samuel Goldwyn, to A-list performers like Al Jolson and Bing Crosby—many of whom were also investors in the operation.

2.1.6 Wartime and Postwar Growth

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during World War II, but in the postwar years would evolve into one of the most important centers of the nation's aerospace industry.

The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the city had a population of 26,000; by 1956, that number had grown to 64,000.[31] Housing construction naturally responded to the increased demand, and commercial development followed, leading to a pattern of postwar decentralization. By the mid-1950s, the city had three retail business areas—in North Inglewood, Morningside Park, and Crenshaw—in addition to the downtown.

[27] "Inglewood Glows Under New Lights," Los Angeles Times, May 20, 1927.
[28] The Professional Building is at 149 to 155 S. Market Street/ 231 to 239 E. Manchester Boulevard.
[29] Waddingham, *History*, 43.
[30] Bricker, 15.
[31] Bricker, 15.

Market Street, 1952
Joseph Fadler So Cal Edison Photo Collection via Huntington Digital Library

The Fox Theater opened on March 31, 1949, on Market Street between Regent and Queen. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by prolific theater architect S. Charles Lee in the Late Moderne style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof "crying room." The Fox Inglewood was often used for Fox Pictures' premiers and sneak previews.[32]

In the late 1950s pioneering Black families first began purchasing homes in Inglewood and the immediately surrounding communities. These families were often met by racial intimidation from their White neighbors. Prior to this, Black people had been effectively excluded from residing in Inglewood, which had a well-earned reputation for racial discrimination. The 1960 census counted just 29 Black residents in Inglewood out of 63,390 residents total, and no Black children attended Inglewood schools.[33] In 1970, a group of parents successfully sued the Inglewood School District, accusing it of discriminating against Blacks and other minority children. A Los Angeles Superior Court judge agreed and imposed a mandatory integration plan, resulting in massive cross-town busing. School integration in Inglewood proved to be difficult and often violent; many White families rapidly pulled their children out, sold their homes, and relocated outside of Inglewood.[34]

[32] "Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation Website, accessed February 2019, http://www.lahtf.org/inglewoodfox/; "Fox Theater," Inglewood Public Art Website, accessed February 2019, http://www.inglewoodpublicart.org/ Fox_Theater.html. The former Fox Theater is at 115 N. Market Street.
[33] "A Painful Lesson in Division," *The New York Times*, August 28, 2005.
[34] "A Painful Lesson in Division."

By 1975, the level of Black and other non-White students in Inglewood had risen from 38 percent to 80 percent, and the courts permitted Inglewood to drop its desegregation plan.[35]

As was true in most downtown areas during the postwar years, the primacy of the city's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The City responded by adding municipally owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s.[36] However, the effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected plans to build a mall of its own on a large parcel at Prairie and Manchester, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.[37]

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multipurpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles Luckman & Associates and completed in 1967.[38] Designed in the New Formalist architectural style, it was intended as a modern and highly stylized version of the Coliseum of ancient Rome. Nicknamed "the Fabulous Forum," it would host tennis matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers' first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area and would be influential in the birth of "arena rock." During the 1984 Olympics, the Forum was the venue for men's and women's basketball.[39]

[35] "Both Races Distressed 5 Years After Coast Integration Order," *The New York Times*, June 18, 1975, 22.
[36] "Downtown Center of Many Activities," *Los Angeles Times*, March 18, 1962.
[37] "The Changing Face of South Bay: Downtowns," *Los Angeles Times*, January 4, 1987.
[38] The Forum is at 3900 W. Manchester Boulevard.
[39] "Forum," National Register of Historic Places Form, prepared by Historic Resources Group, April 29, 2014.

Jack Kent Cooke and Charles Luckman at the Forum construction site, 1967
Herald Examiner Collection, Los Angeles Public Library

By the early 1970s, shoppers had largely abandoned the downtown business center for suburban malls, and key downtown tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the city, from 1971 to 1976 Inglewood spent about $50 million in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex, designed by Charles Luckman & Associates combined city hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage on a single superblock, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area[40]—bounded by Florence, Locust, Manchester and Fir—the vast majority of which was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.[41]

[40] The In-Town Redevelopment Area was one of six redevelopment project areas adopted by the Inglewood Redevelopment Agency between 1970 and 1973.

[41] Dean Murphy and Michele L. Norris, "Government Money Becomes Urban Lifeblood: Innovation and Optimism Thrive on Public Funds in Inglewood, San Pedro," Los Angeles Times, January 4, 1987.

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wane into the 1980s. Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

Since the late 1970s, at least four City-sponsored revitalization programs have focused on improving Market Street's commercial viability, introducing street landscaping and furniture as well as façade improvements to the existing buildings. Efforts have included a façade improvement program designed by architectural firm Kahn, Kappe, Lotery, Boccato (1979); a $250,000 façade improvement program, including signs and awnings (1984); a California Main Street Community Project (1990s); and the Market Street Renaissance program (2000). However, despite these efforts, Market Street has largely remained an underutilized asset.

2.1.7 Inglewood Today

In 1994, Hollywood Park underwent a $100 million expansion and became the Hollywood Park Casino. This extended the facility's economic viability until 2013, when the Hollywood Park racetrack closed at the end of the fall racing season. In 2015, the Inglewood City Council approved a plan to build a 70,000-seat football stadium on the site in anticipation of the St. Louis Rams moving back to Los Angeles.

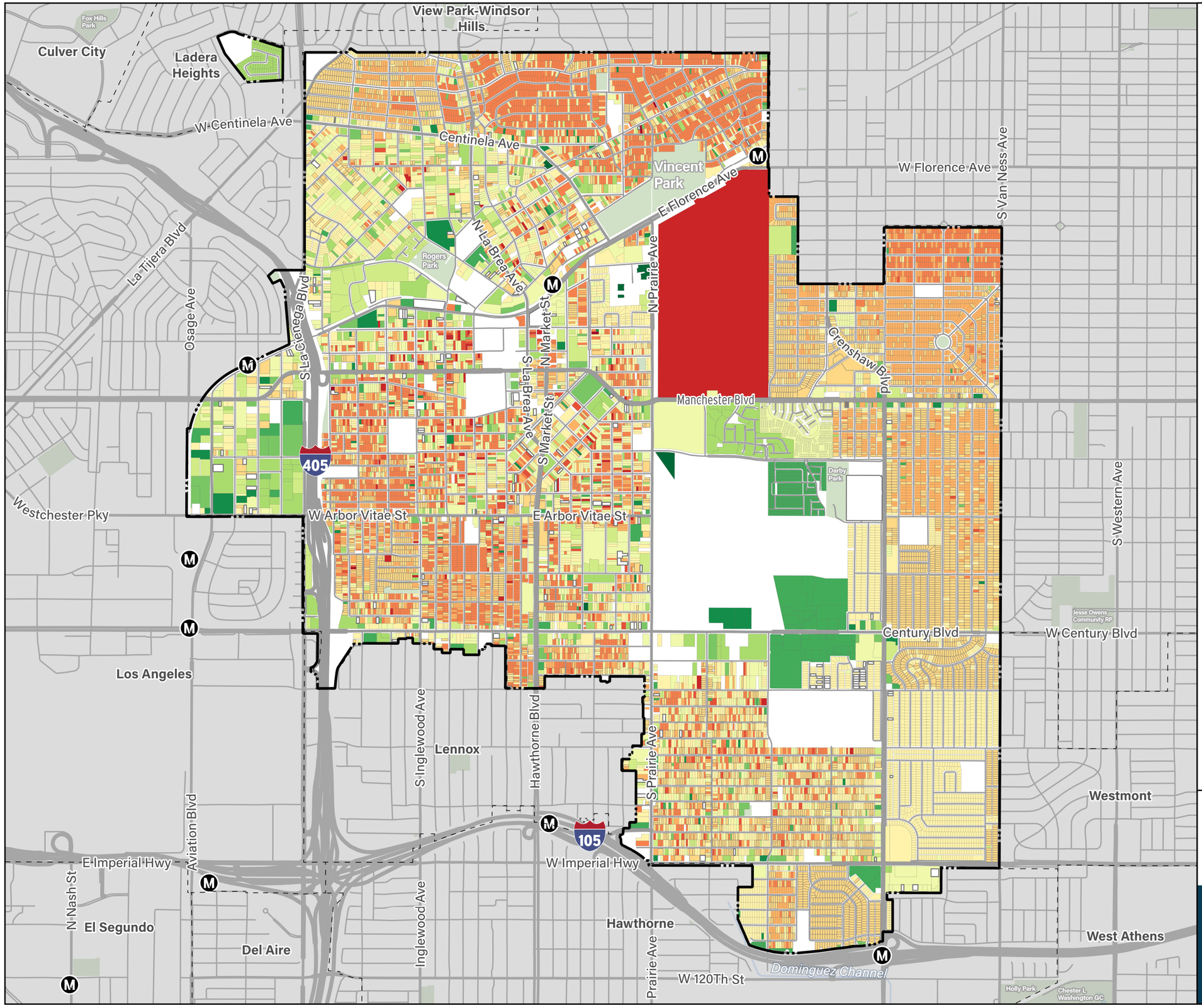
The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a substantial renovation, reopening in 2014. Later that year, the Forum was listed in the National Register of Historic Places. The venue is inextricably tied to the identity of the City of Inglewood, which adopted the moniker "City of Champions." The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

On January 12, 2016, the NFL voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former Hollywood Park racetrack, the Casino, was demolished, and a new Hollywood Park Casino was opened next door. The casino was the first development in the "Hollywood Park" district, a master-planned mixed-use district with sports and entertainment venues, commercial development, housing, and parks.

The Los Angeles Stadium at Hollywood Park (SoFi Stadium) was constructed in 2020 and hosted Super Bowl LVI in 2022 and the College Football National Championship in 2023, and will host the opening and closing ceremonies and soccer events for the 2028 Summer Olympics.

More recently, a new sports and entertainment arena—the "Intuit Dome"—was constructed in 2024 and will serve as the new home of the LA Clippers and will also host live concerts and events. The sports arena and entertainment venue is touted to be one of the most technologically advanced in the world.

Figure 2-1, Development History, depicts the decades of construction for most of the parcels in the city.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Decade Development

- 19th Century
- 1900 - 1909
- 1910 - 1919
- 1920 - 1929
- 1930 - 1939
- 1940 - 1949
- 1950 - 1959
- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2009
- 2010 - 2019
- 2020 - Present
- No Information

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: LA County, Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 2-1
DEVELOPMENT HISTORY

2.2 Listed Historic Resources in Inglewood

Several properties in Inglewood have been listed under federal and State designation programs through the efforts of local advocacy groups, private property owners, or as a by-product of federal environmental review. These include properties listed in the National Register of Historic Places (NRHP) or properties formally determined eligible for listing in NRHP. Properties listed in or formally determined eligible for listing in the NRHP are automatically listed in the California Register of Historical Resources (CRHR). As such, these properties are considered historical resources as defined by the California Environmental Quality Act (CEQA).

To be listed in or eligible for listing in the NRHP, a resource must possess significance in American history and culture, architecture, or archaeology. In addition, properties must also possess historic integrity. According to National Park Service guidance, a property that is more than 50 years of age can be considered for listing in the NRHP. Fifty years is a general estimate of time needed to develop historical perspective and therefore to evaluate historic significance.[42]

Listing in the NRHP is primarily honorary and does not in and of itself provide protection to a historical resource. The primary effect of listing in the NRHP on private owners of historic buildings is the availability of financial and tax incentives. For projects that receive federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the NRHP.

The CRHR is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change to their significance.[43] The criteria for listing in the CRHR are based on NRHP criteria. Guidance for applying the CRHR criteria does not provide a specific age threshold for eligibility. However, it does state that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource."[44]

Properties listed as historic resources are shown in Table 2-1, and their locations are noted on Figure 2-2, Listed Historic Resources and Noted Properties Locations. Photos of the resources follow the table, and the number of the photo references the number on Figure 2-2.

[42] National Park Service, "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, 1995, 41.

[43] California Public Resources Code, Section 5023.1(a).

[44] California Office of Historic Preservation, "California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)," Technical Assistance Series #6, California Department of Parks and Recreation, 3.

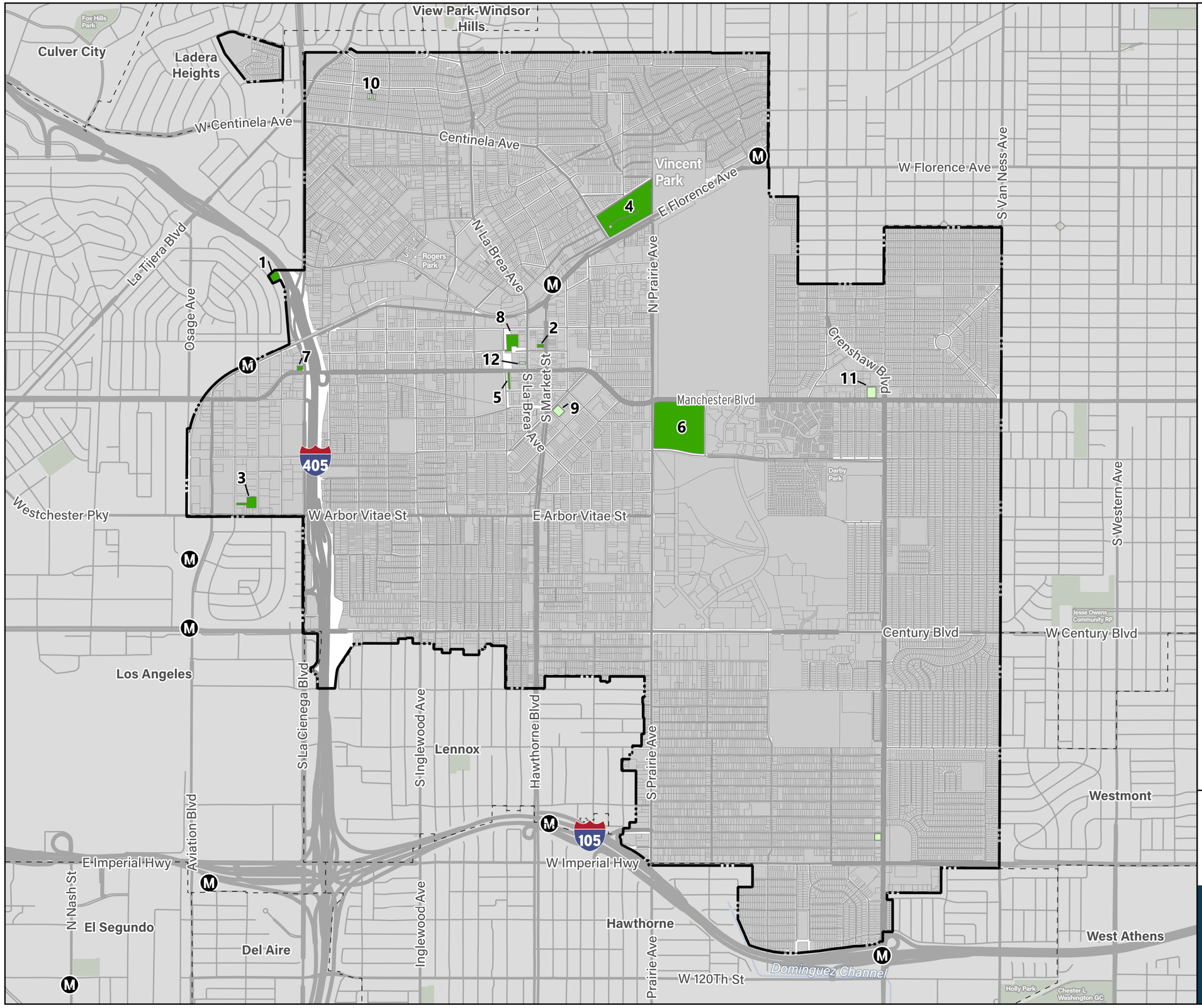
Table 2-1 Listed Resources

Name	Date	Address	Status*	Description
Centinela Adobe Complex	1834	7634 Midfield Ave.	Listed in the NRHP Listed in the CRHR	Spanish Colonial style adobe house built by Ygnacio Machado in 1834 as part of the Rancho Aguaje de la Centinela. It is today operated as a house museum by the Historical Society of Centinela Valley. Site includes the restored Daniel Freeman office building.
Fox Theater	1949	115 N. Market St.	Listed in the NRHP Listed in the CRHR	Neighborhood movie theater building. Originally constructed in 1949 for Fox West Coast Theaters, it was designed by noted theater architect S. Charles Lee in the Late Moderne style. The theater closed in 1988.
U.S. Vets Westside Residence Hall	1965	733 S. Hindry Ave.	Determined eligible for listing in the NRHP by a consensus through Section 106 process. Listed in the CRHR.	Residential hall constructed in 1965 and rehabilitated in 1994.
Inglewood Veterans Memorial Building	1934	Edward Vincent Jr. Park, 328 W. Centinela Ave.	Determined eligible for listing in the NRHP by a consensus through Section 106 process. Listed in the CRHR.	Mediterranean Revival civic building constructed by the Works Project Administration.
The History of Transportation mural Helen Lundeberg artist	1940	Grevillea Art Park, Manchester Blvd.	Listed in the CRHR.	240-foot-long wall mural by California artist Helen Lundeberg and commissioned by the Works Progress Administration. The mural was restored and relocated to its current location in 2007.

Table 2-1 Listed Resources

Name	Date	Address	Status*	Description
The Forum	1967	3900 W. Manchester Blvd.	Listed in the NRHP Listed in the CRHR	Multipurpose indoor arena designed by prominent Los Angeles architectural firm Charles Luckman & Associates in the New Formalist style. It underwent extensive rehabilitation from 2012 to 2014.
Randy's Donuts	1953	805 W. Manchester Blvd.	Determined eligible for listing in the NRHP by a consensus through Section 106 process. Listed in the CRHR.	Mid-20th-century drive-up food stand with a large-scale rooftop sign shaped like a donut. Originally constructed as the Inglewood location of the now defunct "Big Donut" chain of donut shops. It became "Randy's Donuts" in the mid-1970s.
Inglewood Civic Center/City Hall	1972-1973	1 W. Manchester Blvd.	Determined eligible for listing in the NRHP by a consensus through Section 106 process. Listed in the CRHR.	Civic Center complex designed by the noted architectural firm of Charles Luckman & Associates with landscape by Robert Herrick Carter. Includes the City Hall and Library buildings designed in a Brutalist architectural style.

*Information taken from the Built Environment Resources Directory (BERD) maintained by the California State Office of Historic Preservation.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- Designated Historical Resource
- Inglewood Arts & Culture - Resources
- Inglewood Parcel
- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: LA County, Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 2-2
LISTED HISTORIC RESOURCES AND NOTED PROPERTIES LOCATIONS

Listed Resources

#1 Centinela Adobe (1834)

#2 Fox Theater (1949)

#3 U.S. Veterans Westside Residence Hall (1965)

#4 Veterans Memorial Building (1934)

#5 "History of Transportation" mural (1940)

#6 The Forum (1967)

#7 Randy's Donuts (1953)

#8 Inglewood Civic Center/City Hall (1973)

Note: Map numbers keyed to photos (see above and below).

2.3 Historic Resources Policy in Inglewood

2.3.1 Local Designation

The City of Inglewood does not have a historic preservation ordinance and does not maintain a local designation program or official inventory of historic resources.

2.3.2 Cultural Education

The City of Inglewood maintains a public art education program that, in addition to public art, includes information on local architecture and cultural history. The Inglewood Public Art website provides self-guided tours under various cultural topics and an interactive map in addition to lesson plans and presentations.[45] These materials highlight several properties that are important for their architectural merit. These include the Inglewood Post Office (1937) at 300 E. Hilcrest Avenue; three Modernist single-family homes (1939) designed by master architect Rudolph Schindler at 423, 429, and 433 W. Ellis Avenue; and the former Academy Theater (1939) designed by noted theater architect Charles S. Lee at 3141 Manchester Boulevard. An example of "Googie" commercial architecture, the Cafetales Restaurant (1957) at 115 S. La Brea Avenue, is highlighted, as is the former "Brolly Hut" restaurant (1968) at 11205 Crenshaw Boulevard, a notable example of Programmatic architecture. Photographs of these properties are provided below and their locations are noted on Figure 2-2.

[45] Inglewood CA Public Art website, accessed July 9, 2024, https://inglewoodpublicart.org/.

Public Art and Culture Noted Properties

#9 Inglewood Post Office (1937)

#10 423 W. Ellis Avenue (1939)

#10 433 and 429 W. Ellis Avenue (1939)

#11 Academy Theater (1939)

#12 Cafétales Restaurant (1957)

#13 Brolly Hut Restaurant (1968)

2.4 Findings

2.4.1 Key Findings

1. Human occupation and settlement on what is today the City of Inglewood has been documented to pre-colonial times and encompasses diverse and wide-ranging historic narratives. The existing built environment includes properties dating back to the 19th century and all decades of the 20th century.

2. Several buildings and sites have been listed under national and state programs through the efforts of private property owners or through federal environmental review processes.

3. The City of Inglewood lacks a historic preservation ordinance and does not maintain a local designation program or inventory of historic resources.

4. Many properties are understood to be culturally important through public awareness and education efforts by the City and nonprofit organizations. However, the historic significance of these properties and/or their eligibility for listing as historic resources has not necessarily been officially determined or recognized.

2.4.2 Policy Implications

1. The small number of properties in Inglewood that have been listed as historic resources were recognized under federal and State programs through the efforts of private property owners or through federal environmental review processes. In the absence of a local ordinance, preservation efforts may be inconsistent and dependent on the specific circumstances of each case, leading to uneven treatment of historic resources across the city.

2. Properties in Inglewood can be and are identified as eligible for historic listing through environmental review under CEQA. These findings, however, are typically only meaningful for analytical purposes of the project for which the findings were made and do not constitute long-term recognition of historic significance.

2.4.3 Opportunities and Constraints

1. City policy regarding historic resources can create more certainty for property owners, developers, and preservationists about the local rules and regulations governing historic resources and help avoid disputes and inconsistent outcomes.

2. Increased recognition and protection of the city's significant historical, cultural, and architectural heritage can greatly enhance community identity, fostering a unique sense of place that resonates with residents and visitors. By celebrating and preserving historic resources, the City not only strengthens its local character but also engages visitors with its rich history. Additionally, such efforts contribute to historic education, allowing people to engage with and learn from the past, thereby deepening their connection to the community.

3. A local preservation program can make financial support available to aid in the restoration and maintenance of historic properties through preservation grants, tax incentives, and funding opportunities tied to local preservation programs.

4. Ultimately, the decision to implement or forgo a City preservation program should be rooted in a comprehensive evaluation of the City's long-term goals, the values held by the community, and the historical significance of its landmarks. This careful consideration ensures that any action taken aligns with the aspirations of residents while honoring the cultural heritage that defines the city's unique identity.

3

Demographic & Economic Profile

3 DEMOGRAPHIC AND ECONOMIC PROFILE

The Demographic and Economic Profile begins by describing trends across different social and economic characteristics in the City of Inglewood ("City" or "Inglewood")—including population, age, race/ethnicity, household incomes, housing preferences, educational attainment, employment/unemployment, and resident/employee concentrations—within specific geographic boundaries (e.g., City, Los Angeles County, State of California). The profile then examines trends in the City's General Fund tax revenues, with a focus on property tax, sales and use tax, and hotel transient occupancy tax ("TOT") revenues. Following an analysis of City tax revenues, this section highlights visitation trends to and from the City along with shopping preferences using anonymized mobile app data powered by Placer.ai.

3.1 Population and Household Demographics

3.1.1 Population and Households

Both current and historic data for this section was taken from Environmental Systems Research Institute ("ESRI"). ESRI utilizes data from the Decennial Census taken from the U.S. Census Bureau and provides forecasts for 2023 and 2028.

According to 2023 estimates from ESRI, Inglewood has approximately 106,100 residents and 37,600 households. Comparatively, the City had 109,400 residents and 36,400 households in 2010 and 107,800 residents and 37,900 households in 2020. This demonstrates that over the last 13 years, there has been a gradual decrease in the number of residents, while the number of households rose in the ten years between 2010 and 2020 but dropped slightly from 2020 to 2023.

The average household size in the city is 2.80, which is on par with the county and the state (both 2.85). The average household size in the city indicates a 6 percent decrease in household size compared to 2010 (2.97 residents). The city's population is estimated to be 105,874 residents and 38,037 households in 2028—a slight decrease in residents but an increase in households overall. The median age of the population in Inglewood in 2023 is 35.2 years old, slightly younger than county and state (36.6 and 37.0, respectively) (see Table 3-1). The median age in Inglewood is slightly older compared to 2010 (33.5), a 5 percent increase.

The area surrounding the city is quite dense, and population and household numbers significantly increase when observing a small, five-mile radius around the intersection of Manchester Blvd. and Prairie Ave (see Table 3-2). Within this radius, there are 891,400 residents and 294,900 households. Unlike the trends seen in the city, the population and households within this five-mile radius have increased by 3 percent and 7 percent, respectively, since 2010.

Table 3-1 Population and Income (City, County, and State)

2023	Inglewood City	Los Angeles County	California State
Population	106,147	9,965,925	39,877,642
Households	37,644	3,427,635	13,648,502
Average HH Size	2.80	2.85	2.85
Median Age	35.2	36.6	37.0
% Bachelor's Degree or Higher	24.7%	36.9%	37.8%
% Black	38.3%	7.9%	5.7%
% Hispanic Origin	52.6%	49.1%	40.6%
Per Capita Income	$31,834	$41,719	$45,201
Median HH Income	$64,801	$81,362	$89,455
Average HH Income	$89,619	$120,981	$131,660

Source: ESRI Business Analyst Online (accessed November 2023).

Table 3-2 Population and Income (Radii and Drive Times)

2023	5 Miles	10 Miles	15 Miles		10 Minutes	20 Minutes	30 Minutes
Population	891,402	3,293,865	5,227,336		379,880	1,746,271	3,808,413
Households	294,868	1,195,705	1,873,957		132,416	600,059	1,348,680
Average HH Size	2.98	2.67	2.72		2.84	2.85	2.75
Median Age	34.2	35.0	35.8		35.4	34.7	35.0
% Bachelor's Degree or Higher	27.1%	37.8%	37.8%		26.9%	35.1%	36.5%
% Black	28.1%	13.6%	10.5%		36.6%	19.8%	12.9%
% Hispanic Origin	53.6%	50.4%	50.6%		49.6%	49.7%	51.6%
Per Capita Income	$32,606	$41,425	$42,567		$32,640	$39,748	$40,992
Median HH Income	$65,544	$72,570	$76,894		$64,616	$75,516	$74,772
Average HH Income	$98,335	$113,545	$118,304		$93,935	$115,444	$115,250

Source: ESRI Business Analyst Online (accessed November 2023).

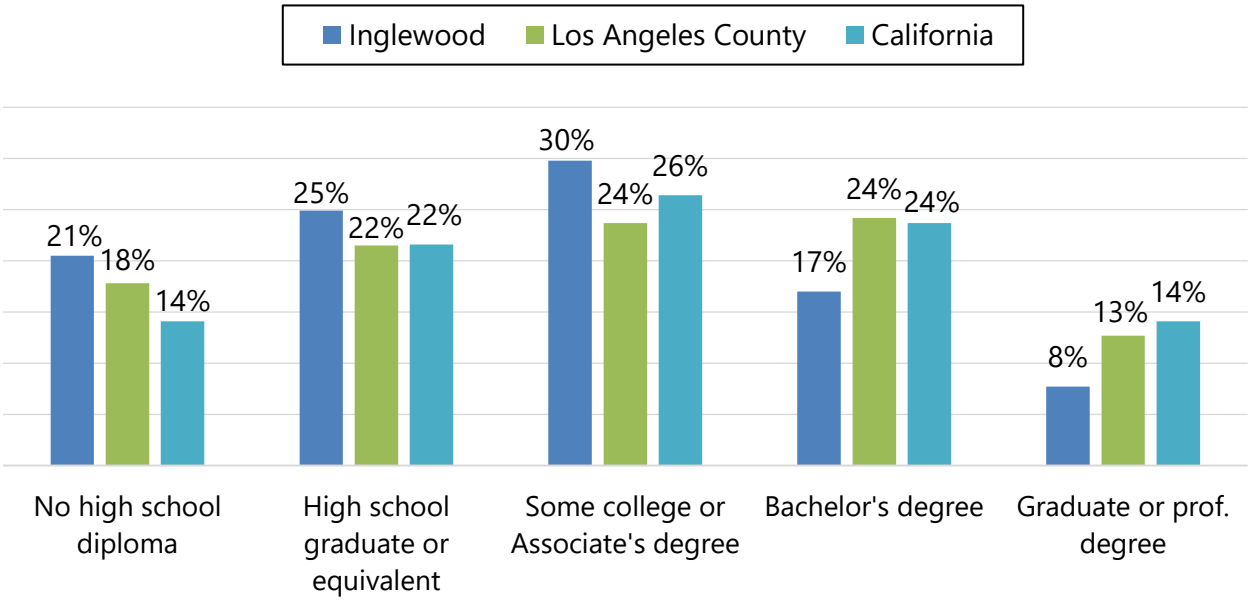
Historically, Inglewood has had significant Hispanic and Black populations. In 2010, 44.0 percent of Inglewood's population were Black only and 50.5 percent were of Hispanic origin. In 2023, 52.6 percent of city residents were of Hispanic origin, and 38.3 percent were Black only. Although the Black-only population decreased by 13 percent between 2010 and 2023, it remains the second largest population group in the city. The percentage of Hispanic and Black residents in the city is higher than in the county and state (49.1 percent and 40.6 percent Hispanic, respectively; 7.9 percent and 5.7 percent Black, respectively).

Observing the 13-year period between 2010 and 2023, the White-only population in the city decreased by more than half, from 23 percent to 9 percent (a 61 percent decrease). While the Asian/Pacific Islander population saw a 50 percent increase from 1.6 percent to 2.4 percent, this population group remains the smallest in the city. The group that grew the most during this period is made up of those who consider themselves mixed race (two or more races) or some other race. Residents who considered themselves as having two or more races or some other race made up 30.4 percent of the population in 2010 and 48.1 percent in 2023, a 58 percent increase. It is important to note that of the 52 percent of the population that identifies as Hispanic, some might fall under a variety of races.

3.1.2 Education and Incomes

Educational attainment is measured by observing the percentage of residents that have earned a Bachelor's degree or attained a higher level of education (e.g., graduate school, medical school, law school). Figure 3-1 demonstrates that approximately 25 percent of Inglewood residents have a bachelor's degree or higher, which is lower compared to county and state (37 percent and 38 percent, respectively).

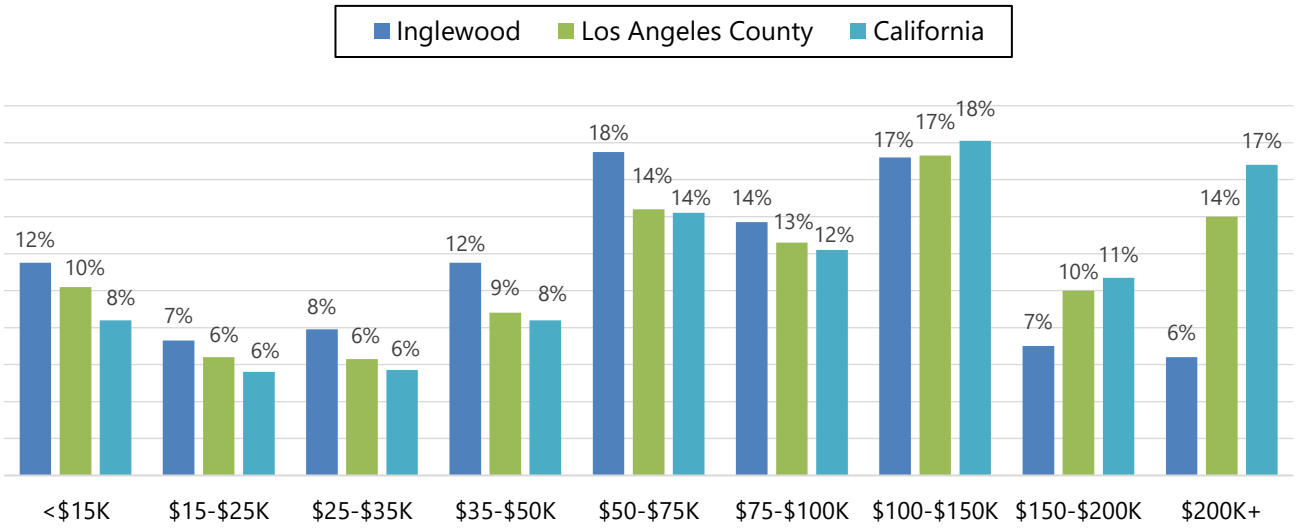
Figure 3-1 Population by Educational Attainment (2023)



Source: ESRI Business Analyst Online (accessed November 2023).

Incomes are correlated with educational levels. Figure 3-2 shows 57 percent of Inglewood households earn less than $75,000 annually. The average household income in Inglewood is $89,600, 26 percent lower than the average household income in the county ($121,000) and 32 percent lower than the average household income in the state ($131,700).

Figure 3-2 Population by Income (2023)



Source: ESRI Business Analyst Online (accessed November 2023).

Inglewood households spend approximately $855 million on key retail goods and services. The top five retail expenditure categories among Inglewood households are: groceries, restaurants, vehicle payments excluding leases, gasoline, and apparel. These retail categories combined account for 69 percent of retail spending within key retail expenditure categories, as shown in Table 3-3. A comparison of expenditures between Inglewood households and those within a five-mile radius shows minimal differences in spending patterns.

Table 3-3 Retail Goods and Services Expenditures (City of Inglewood)

Current Households	City of Inglewood	% Share Per HH	5-Mile Radius	% Share Per HH
Households	37,644	-	294,868	-
Average HH Income	$89,619	-	$98,335	-
Average HH Expenditures for Select Categories				
Food at Home	$6,037	26.6%	$6,564	26.6%
Food Away From Home	$3,254	14.3%	$3,546	14.3%
Alcohol	$591	2.6%	$645	2.6%
Housekeeping Supplies	$771	3.4%	$835	3.4%
Household Furnishings / Equipment	$1,470	6.5%	$1,605	6.5%
Apparel	$2,009	8.8%	$2,179	8.8%
Vehicle Payments (excl. leases)	$2,218	9.8%	$2,399	9.7%
Gasoline / Motor Fuel	$2,113	9.3%	$2,307	9.3%
Health (OTC/Prescription	$469	2.1%	$505	2.0%

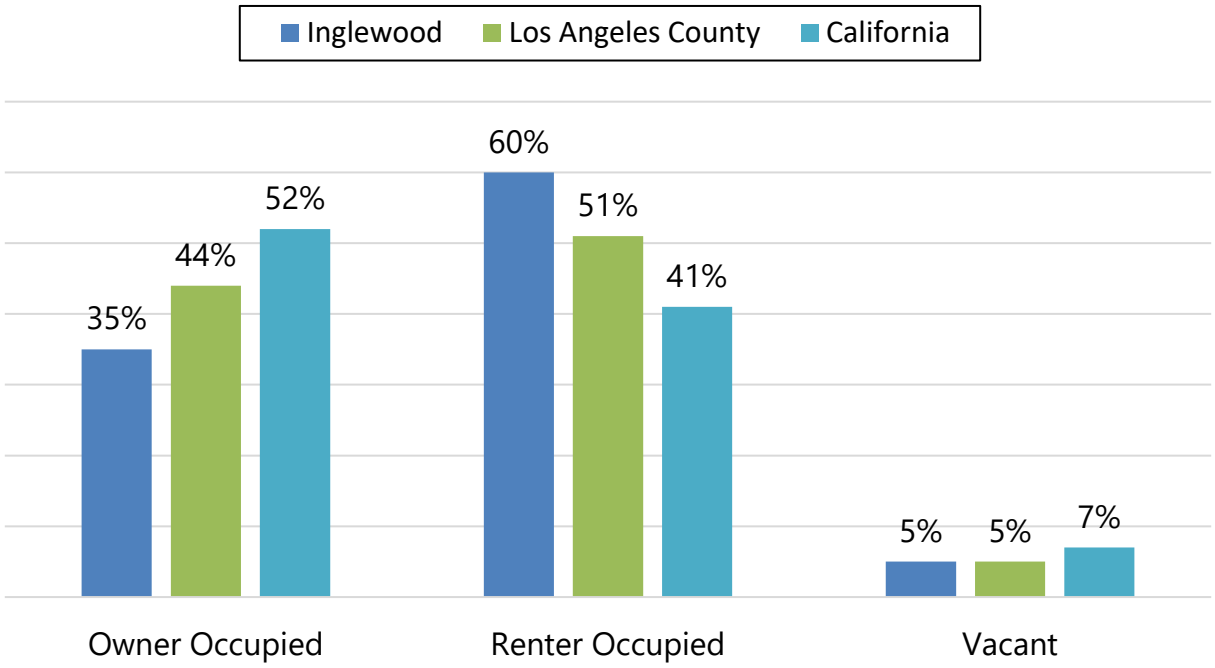
Table 3-3 Retail Goods and Services Expenditures (City of Inglewood)

Current Households	City of Inglewood	% Share Per HH	5-Mile Radius	% Share Per HH
Drugs, Eyewear)				
Fees / Admission	$575	2.5%	$638	2.6%
TV / Video / Audio Equipment	$1,113	4.9%	$1,207	4.9%
Pets	$716	3.2%	$788	3.2%
Toys / Games / Hobby	$129	0.6%	$141	0.6%
Personal Care Products	$490	2.2%	$534	2.2%
Reading	$108	0.5%	$119	0.5%
Education (School Books and Supplies)	$113	0.5%	$123	0.5%
Tobacco Products	$342	1.5%	$364	1.5%
Sports / Recreation / Exercise Equipment	$197	0.9%	$219	0.9%
Total Per Household	$22,717	100.0%	$24,720	100.0%
Total Annual Spending Potential	$855,145,482	-	$7,289,054,593	-

Source: ESRI Business Analyst Online (accessed November 2023).
Note: The Fees/Admission category primarily reflects spending on entertainment, including tickets to the theatre, movies, parks/museums, and sporting events.

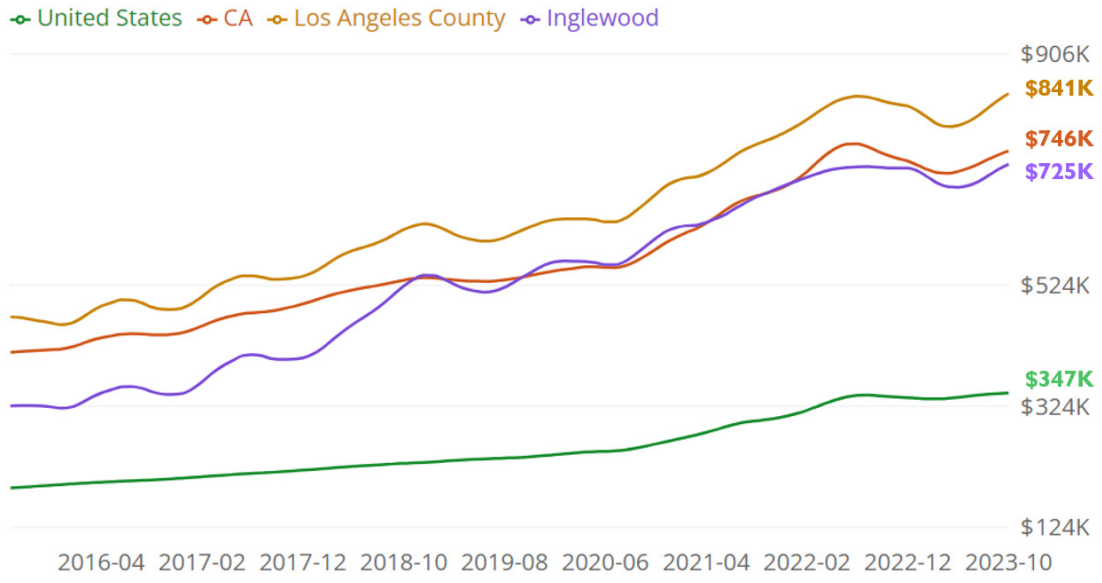
Lastly, Inglewood is a relatively affordable city to live in, with an average home value of $725,000, approximately 14 percent lower than the state and 3 percent lower than the county average home values. Observing dwelling units, Inglewood contains significantly more renter-occupied dwelling units (60 percent) that owner-occupied dwelling units (35 percent) (see Figures 3-3 and 3-4). Average monthly rent for multifamily units in Inglewood is $1,833, or 20 percent less than average rents in LA County ($2,256). However, to meet future housing demands, the City will need to help facilitate the development of new housing units. Per the Southern California Association of Governments' 6th Cycle Regional Housing Needs Assessment Allocation Plan, the City must provide realistic capacity to enable developers to build at least 7,439 new housing units by 2029, 37 percent of which must be allocated for very low or low-income housing.

Figure 3-3 Housing by Tenure (2023)



Source: ESRI Business Analyst Online (accessed November 2023).

Figure 3-4 Home Value History (2016–2023)



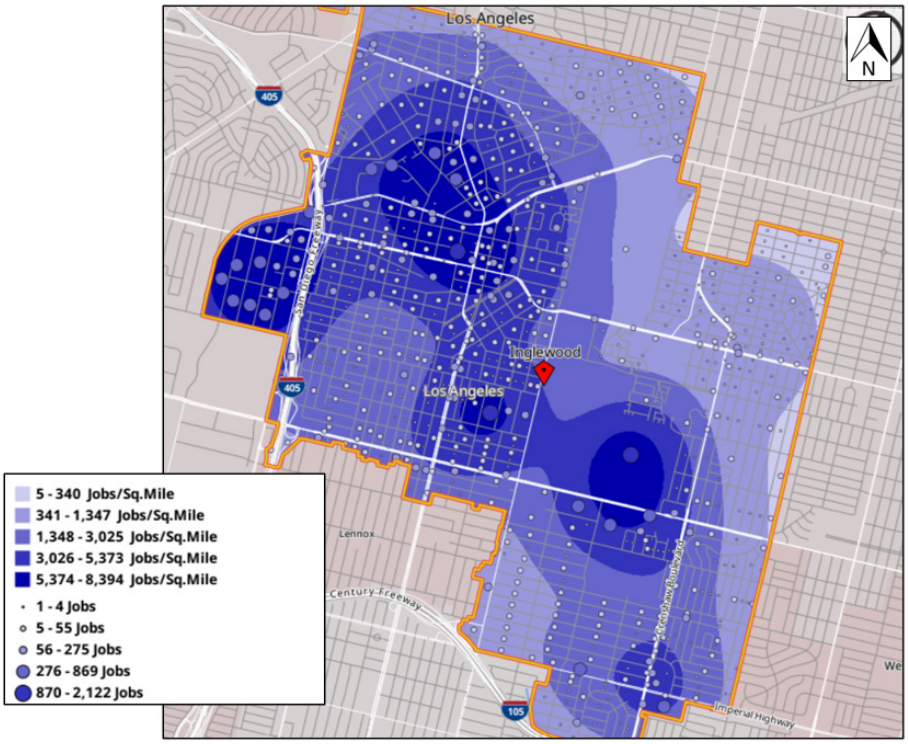
Source: Zillow.com (data from October 2023; accessed November 2023).

3.2 Employment and Unemployment by Industry

3.2.1 Employment

Figure 3-5 illustrates where employment was concentrated in the city in 2019 (the most recent available year of data). Strong employment concentrations can be observed in the western section of the city. This area is home to a Home Depot and several rental car agencies serving LAX. Other significant employment concentrations include the northwestern area near the Florence Ave. and La Brea Ave. intersection (home to a FedEx Ship Center along with municipal buildings and schools) and the central-eastern area of the city (home to Centinela Hospital, SoFi Stadium, Kia Forum, and the Hollywood Park Casino). Additionally, the addition of the Intuit Dome in August 2024 will further concentrate employment in the central-eastern section of the city (the sports/entertainment area).

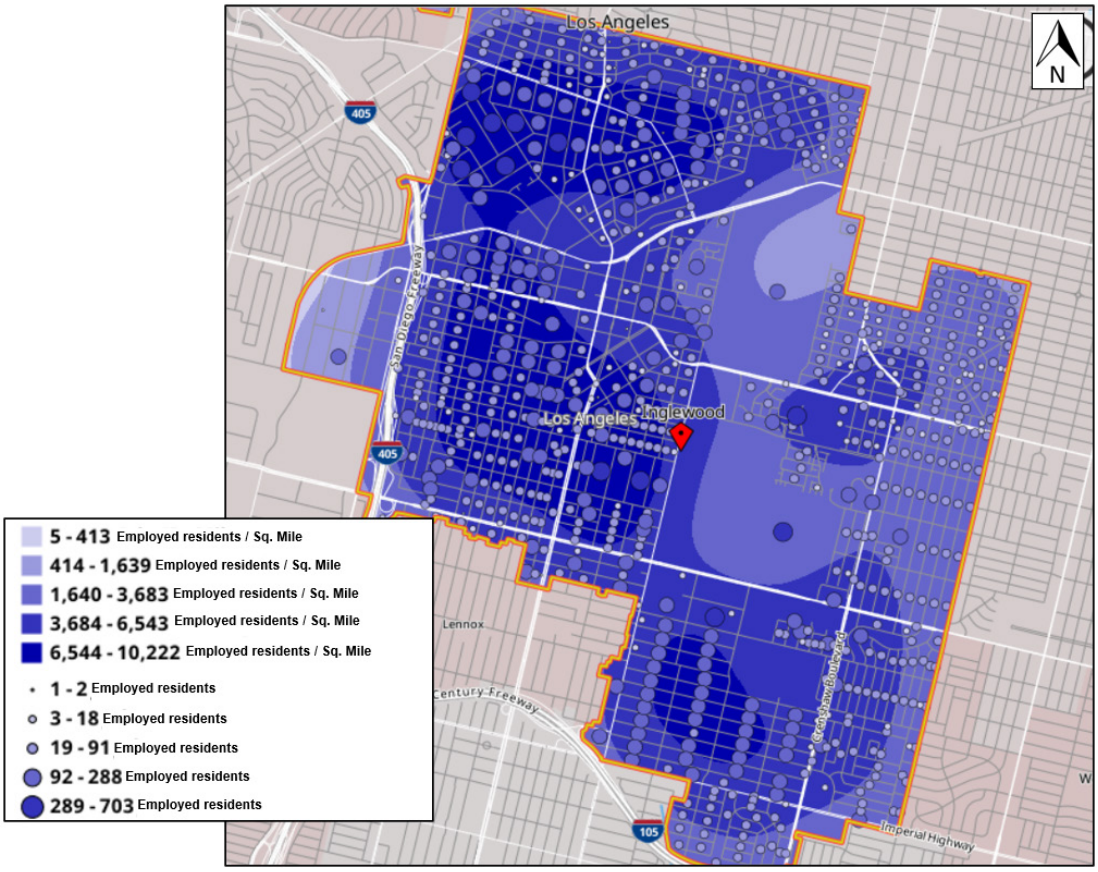
Figure 3-5 Inglewood Employment Concentration Map



Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).

Figure 3-6 shows that Inglewood residents in 2019were primarily concentrated in the western parts of the northern and central areas, along with the southeastern area of the city. It is important to consider that the Hollywood Park/sports-entertainment complex area may become a new area of significant resident concentration, given the recent addition of ~310 new housing units along with another ~2,200 proposed units at Hollywood Park.

Figure 3-6 Inglewood Resident Concentration Map



Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).

Table 3-4 shows the industries that had the highest percentage of employees in Inglewood in 2019 according to the U.S. Census Bureau's Center for Economic Studies. The top five industries of employment in the City were: health care and social assistance; retail trade; accommodation and food services; transportation and warehousing; and manufacturing. Table 3-5 shows the industries in the county that are expected to grow or contract by 2030. The top five industries that feature the highest growth by number of new jobs by 2030 are: health care and social assistance; accommodation and food services; professional, scientific, and technical services; administrative and support services; and retail trade. As shown in the two tables, three of the five fastest-growing industries in the county are industries with the highest level of employment in Inglewood. It is important to note, however, that given the recent construction and opening of sports entertainment facilities (e.g., SoFi Stadium, Intuit Dome) and supporting retail (e.g., The Shops at Hollywood Park), Inglewood is poised to capture a good amount of growth, particularly in retail trade and accommodation and food services jobs.

Table 3-4 Jobs in the City by Industry, City of Inglewood

Sector	Share
Health Care and Social Assistance	23.4%
Retail Trade	15.3%
Accommodation and Food Services	10.3%
Transportation and Warehousing	8.9%
Manufacturing	7.6%
Educational Services	5.5%
Other Services (excluding Public Administration)	5.5%
Arts, Entertainment, and Recreation	4.2%
Administration & Support, Waste Management and Remediation	3.4%
Wholesale Trade	3.0%
Real Estate and Rental and Leasing	2.8%
Public Administration	2.8%
Construction	2.4%
Professional, Scientific, and Technical Services	2.0%
Finance and Insurance	1.3%
Information	1.1%
Utilities	0.3%
Management of Companies and Enterprises	0.2%
Agriculture, Forestry, Fishing and Hunting	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%

Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).
Notes: Categorized by North American Industry Classification System (NAICS) Industry Sectors.

Table 3-5 Fastest Growing Industries by Number of New Jobs, Los Angeles County (2020–2030)

Industry	2020	2030	Annual Growth 2020–2030	Total Growth 2020–2030	Total Change 2020–2030
Health Care and Social Assistance	698,100	850,500	15,240	152,400	21.8%
Accommodation and Food Services	328,600	480,300	15,170	151,700	46.2%
Professional, Scientific, and Tech Services	289,300	341,200	5,190	51,900	17.9%
Administrative and Support	248,200	297,200	4,900	49,000	19.7%
Retail Trade	380,200	424,900	4,470	44,700	11.8%
Information	191,000	231,200	4,020	40,200	21.0%
Arts, Entertainment, and Recreation	64,900	103,700	3,880	38,800	59.8%
Transportation and Warehousing	196,100	234,600	3,850	38,500	19.6%

Table 3-5 Fastest Growing Industries by Number of New Jobs, Los Angeles County (2020–2030)

Industry	2020	2030	Annual Growth 2020–2030	Total Growth 2020–2030	Total Change 2020–2030
Other Services	128,700	161,300	3,260	32,600	25.3%
Educational Services (Private)	122,200	147,600	2,540	25,400	20.8%
Government	570,200	595,200	2,500	25,000	4.4%
Construction	146,500	165,300	1,880	18,800	12.8%
Self-Employment	284,200	301,300	1,710	17,100	6.0%
Wholesale Trade	200,000	216,300	1,630	16,300	8.2%
Real Estate and Rental and Leasing	80,800	94,800	1,400	14,000	17.3%
Financial Activities	212,600	225,100	1,250	12,500	5.9%
Management of Companies	62,200	68,800	660	6,600	10.6%
Utilities	11,700	11,600	(10)	(100)	(0.9%)
Private Household Workers	12,500	12,300	(20)	(200)	(1.6%)
Manufacturing	315,100	296,300	(1,880)	(18,800)	(6.0%)
Total Nonfarm	4,167,300	4,852,500	68,520	685,200	16.4%
Total Other	296,700	313,600	1,690	16,900	5.7%
Total Farm	4,400	4,000	(40)	(400)	(9.1%)
Total Employment	4,468,400	5,170,100	70,170	701,700	15.7%

Source: California Employment Development Department, (2020, accessed November 2023).

Notes: Numbers in parentheses and in red indicate negative numbers. "Total Other" refers to self-employed and private household workers. "Other Services" refers to auto repair shops, car washes, electronics/appliance repair shops, and personal care services (e.g., barbers, nail salons, beauty salons).

Table 3-6 highlights where employees live. Many Inglewood employees come from: Los Angeles, Hawthorne, Long Beach, Torrance, and Carson.

Table 3-6 Home Origins (Where Workers in the City Come From)

City	Count	Percentage
Los Angeles city, CA	8,883	31.1%
Inglewood city, CA	3,000	10.5%
Hawthorne city, CA	1,049	3.7%
Long Beach city, CA	755	2.6%
Torrance city, CA	650	2.3%
Carson city, CA	465	1.6%
Gardena city, CA	453	1.6%
Compton city, CA	441	1.5%
Westmont CDP, CA	315	1.1%
Lennox CDP, CA	312	1.1%

Table 3-6 Home Origins (Where Workers in the City Come From)

City	Count	Percentage
Lawndale city, CA	274	1.0%
Redondo Beach city, CA	273	1.0%
Florence-Graham CDP, CA	270	0.9%
Anaheim city, CA	245	0.9%
South Gate city, CA	242	0.8%
Downey city, CA	230	0.8%
San Diego city, CA	203	0.7%
Santa Monica city, CA	203	0.7%
Lynwood city, CA	200	0.7%
Santa Clarita city, CA	193	0.7%
Bellflower city, CA	188	0.7%
Huntington Park city, CA	182	0.6%
Norwalk city, CA	170	0.6%
Culver City city, CA	155	0.5%
West Rancho Dominguez CDP, CA	154	0.5%
All Other Locations	9,037	31.7%

Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).

In addition to observing the top industries among employees in Inglewood, trends were observed among employed residents of the city. First, Table 3-7 illustrates the top industries in which Inglewood residents are employed: health care and social assistance; accommodation and food services; retail trade; administration and support; and educational services. A majority of these residents travel outside of the city boundaries to go to work. Popular work destinations among employed residents include Los Angeles, Santa Monica, Culver City, Torrance, and El Segundo (see Table 3-8).

Table 3-7 Industries Where City Residents Work

Sector	Share
Health Care and Social Assistance	17.5%
Accommodation and Food Services	11.7%
Retail Trade	9.6%
Administration & Support, Waste Management and Remediation	8.4%
Educational Services	8.0%
Transportation and Warehousing	7.1%
Professional, Scientific, and Technical Services	5.3%
Manufacturing	5.1%
Information	4.4%
Other Services (excluding Public Administration)	3.9%
Public Administration	3.8%
Wholesale Trade	3.2%
Construction	2.8%

Table 3-7 Industries Where City Residents Work

Sector	Share
Finance and Insurance	2.4%
Real Estate and Rental and Leasing	2.3%
Arts, Entertainment, and Recreation	2.2%
Management of Companies and Enterprises	1.3%
Utilities	0.6%
Agriculture, Forestry, Fishing and Hunting	0.5%
Mining, Quarrying, and Oil and Gas Extraction	0.0%

Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).
Notes: Categorized by North American Industry Classification System (NAICS) Industry Sectors.

Table 3-8 Work Destinations (Where Employed Residents Commute to Work)

City	Count	Percentage
Los Angeles city, CA	20,681	41.0%
Inglewood city, CA	3,000	5.9%
Santa Monica city, CA	1,811	3.6%
Culver City city, CA	1,718	3.4%
Torrance city, CA	1,502	3.0%
El Segundo city, CA	1,260	2.5%
Burbank city, CA	896	1.8%
Long Beach city, CA	851	1.7%
Hawthorne city, CA	798	1.6%
Carson city, CA	771	1.5%
Beverly Hills city, CA	667	1.3%
Redondo Beach city, CA	468	0.9%
Gardena city, CA	462	0.9%
San Diego city, CA	441	0.9%
Manhattan Beach city, CA	437	0.9%
Compton city, CA	384	0.8%
West Hollywood city, CA	344	0.7%
Glendale city, CA	342	0.7%
Irvine city, CA	340	0.7%
Anaheim city, CA	327	0.6%
Commerce city, CA	319	0.6%
Pasadena city, CA	268	0.5%
Santa Ana city, CA	264	0.5%
San Francisco city, CA	247	0.5%
Vernon city, CA	245	0.5%
All Other Locations	11,581	23.0%

Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).

Figure 3-7 shows the inflow and outflow of workers in the city using numbers from a pre-COVID estimate from 2019. It is observed that approximately 25,500 people arrive to work in the city but live outside of the city; 3,000 people live and work in the city, and 47,400 people live in the city but are employed outside of the city boundaries. Because more people leave the city to work than arrive, this yields a net outflow of jobs from the city. It is important to note, however, that the City features a relatively strong daytime population given the influx of 25,500 employees plus the 3,000 people that live and work in the city. This large daytime population can provide an impetus for additional retail and services in the city.

The data represented here is from a pre-COVID estimate from 2019. It is observed in Table 3-9 that approximately 3,000 employees have been added to the workforce in Inglewood between 2019 and 2023. While these jobs may not have been added purely as a result of the new Hollywood Park/sports-entertainment complex, the new development has likely brought more jobs to the area. As the City adds more jobs, emissions and traffic will likely increase. The recently opened Metro K Line servicing South Los Angeles and Inglewood, and the planned Inglewood Transit Connector project (an elevated people-mover that will connect the Hollywood Park/sports-entertainment complex with the Downtown Inglewood K Line station), can assist with reducing congestion and improving air quality. Alternatively, the City may consider adding more jobs in the sectors where residents are currently leaving the city to find employment, such as educational services; administration and support; and professional, scientific, and technical services. Doing so would decrease job outmigration, reducing vehicle miles traveled among residents and ultimately lowering greenhouse gas emissions.

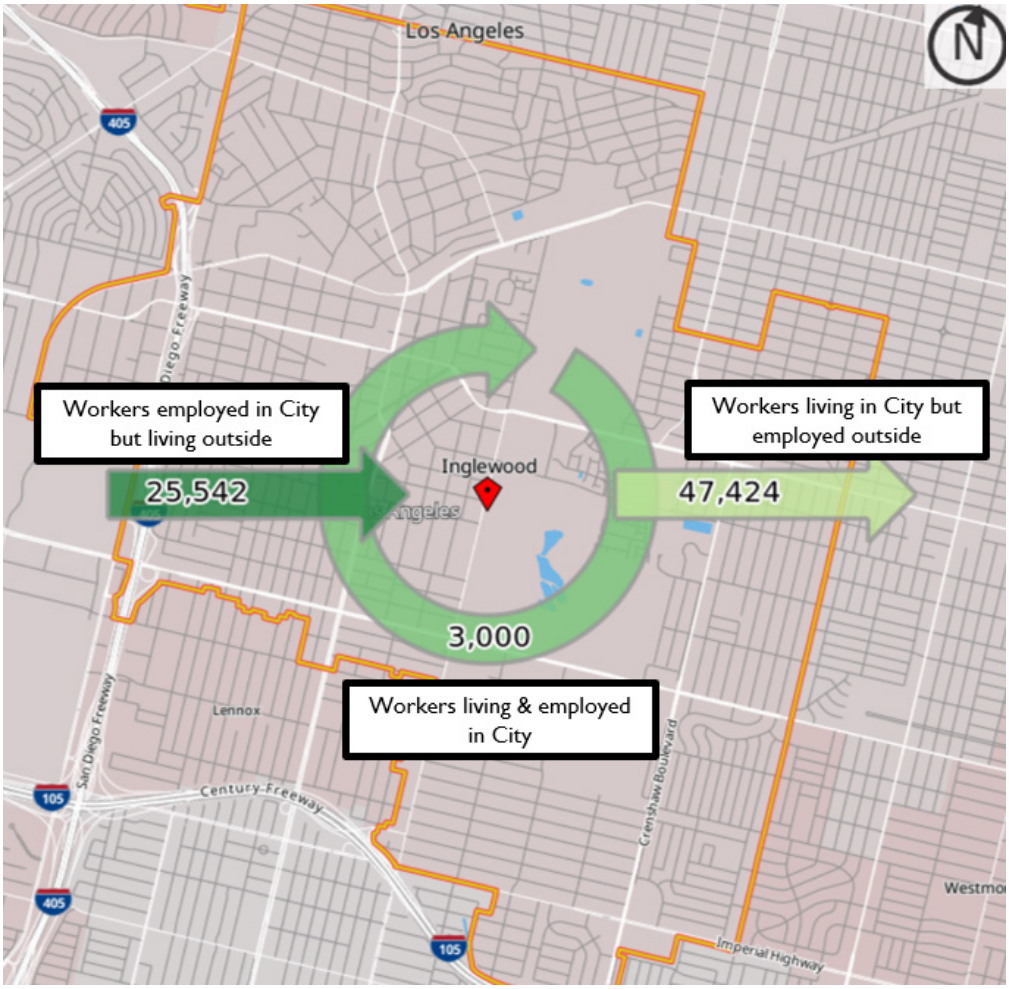
Table 3-9 Jobs / Household Ratio (2023)

2023	Inglewood City	Los Angeles County	California State
Employment	31,431	4,399,447	16,624,711
Households	37,644	3,427,635	13,648,502
Jobs / Housing Ratio	0.83	1.28	1.22

Source: ESRI Business Analyst Online (accessed September 2023).
Notes: Ratios rounded to the nearest hundredth.

Lastly, Table 3-9 compares the jobs-to-household ratio between the city, county, and state for 2023. The county and state typically fall between 1.2 and 1.3, demonstrating a slightly higher number of jobs compared to the number of households. Conversely, Inglewood has a jobs/household ratio of 0.83, indicating a possible need for more jobs in the city.

Figure 3-7 Worker Inflow/Outflow, City of Inglewood (2019)

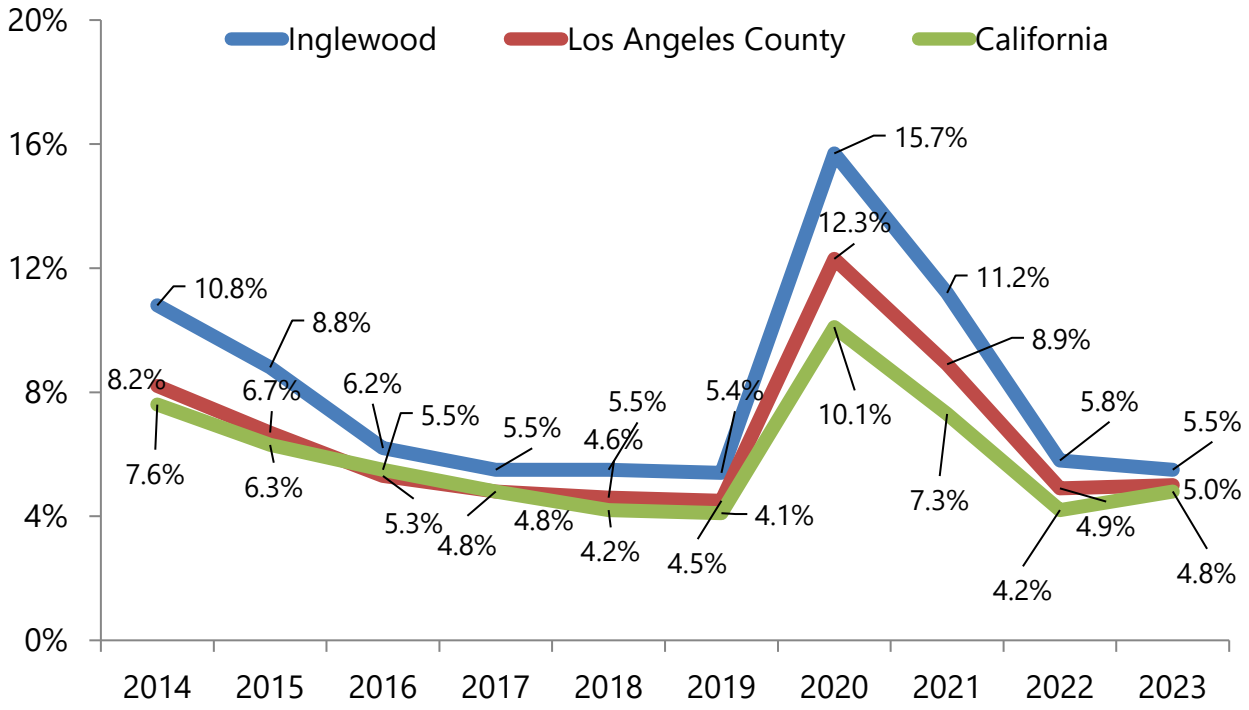


Source: U.S. Census Bureau Center for Economic Studies (2019, accessed November 2023).

3.2.2 Unemployment

Historically, unemployment in Inglewood has trended higher than in the county and the state. Between 2014 and 2019, unemployment in Inglewood fluctuated between 5.4 percent and 10.8 percent. The onset of the COVID-19 pandemic caused an almost 200 percent increase in unemployment in the city—from 5.4 percent in 2019 to 15.7 percent in 2020. Since this spike, the unemployment rate has sharply declined back to pre-pandemic levels in 2023 (5.5 percent) (see Figure 3-8).

Figure 3-8 Unemployment History (2014–2023)



Source: California Employment Development Department (accessed December 2023).
Notes: Numbers are not seasonally adjusted. Annual averages are observed for years 2014 to 2022.

3.3 City General Fund Revenues

This section observes key trends in Inglewood's General Fund tax revenues with a particular focus on property tax, sales and use tax, and TOT revenues. Sales tax revenues and growth patterns between the City subtotal and the City's share of the Los Angeles County Pool ("County Pool") are also identified. Additionally, this section examines retail sales by retail category to observe the largest sales tax generators in the city.

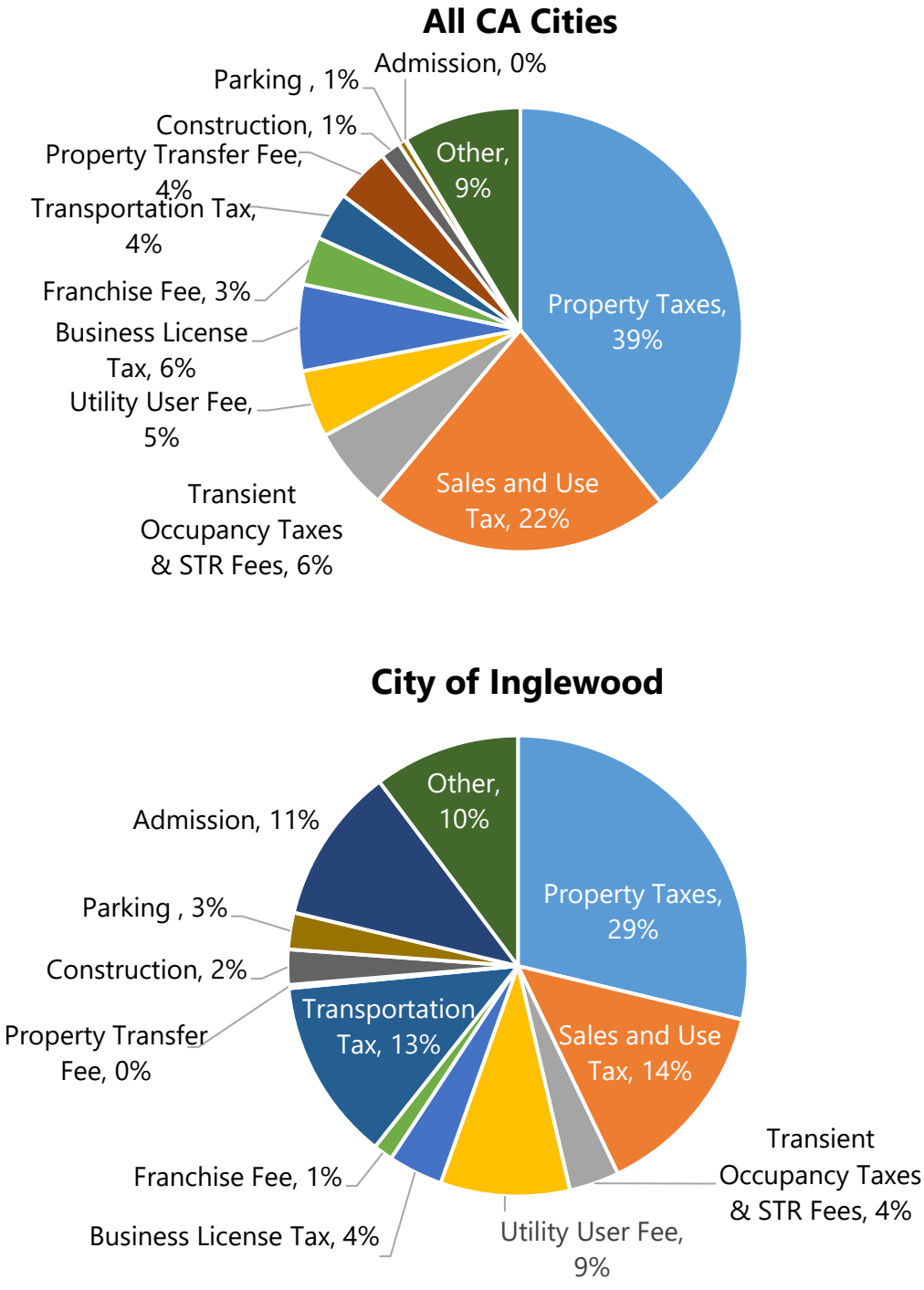
It is important to note the differences between sales taxes and use taxes and how each is recorded. Retail sales are subject to sales taxes if the sale occurs at a place of business in California that participates in the sale *and* if the title (or ownership) to the goods passes to a customer. For example, if a business has a storefront in Inglewood and sells a product to a customer, sales tax is collected from that sale. The City's portion of that sales tax revenue is observed in the following data as part of the City subtotal.

If either of the aforementioned conditions of a sale are not met, use tax is applied to the sale. Use tax is applied to the sales price of goods that were purchased from a retailer and are stored, used, and consumed in the state. Local use tax is allocated to municipalities via the County Pool. Each city within a county receives a prorated amount of the revenues collected in the County Pool based on the proportion of local tax that is directly allocated to cities within their respective county. For example, if an online retailer received an order and ships an item from out of state to a resident in Inglewood, use tax would be applied. When the retailer files a sales and use tax return, that sale would be allocated through the County Pool, and Inglewood would later receive a prorated amount of revenues.

3.3.1 General Fund Revenues

In FY 2021-2022, the City received 29 percent of its General Fund revenues from property tax, 14 percent from sales and use tax, and 4 percent from TOT. When observing all cities in California, approximately 39 percent of general fund revenues were generated from property tax, 22 percent from sales and use tax, and 6 percent from TOT. Figure 3-9 shows a breakdown of the general fund tax revenues by category for the City compared to California cities in FY 2021-2022.

Figure 3-9 FY 2021-2022 General Fund Revenues City of Inglewood vs. All CA Cities



Source: Kosmont Companies; CA DOF (accessed July 2024).

Although the City does not capture as much from property tax, sales and use tax, or TOT compared to all cities in California, it does capture more from transportation tax (e.g., parking, towing), admissions taxes (the City receives a share of all admissions sales generated within the city limits at a venue with crowd capacity of over 1,000 persons), and other taxes (e.g., interest, penalties, delinquent taxes, employer payroll taxes). Given the City's relatively balanced source of revenues, particularly when compared to all California cities, the City of Inglewood does not appear to be at risk of sales and use or hotel TOT exposure and the associated negative effects of being too reliant on these types of tax revenues or a single source of tax revenue.

Comparing property tax, sales and use tax, and TOT revenues in Inglewood between 2018 and 2022, we can see that the fastest growing tax revenue (69 percent) and the tax revenue that grew most in terms of share of overall General Fund revenues was property tax. Although sales and use tax and TOT revenues comprised a smaller share of total General Fund tax revenues in 2022 compared to 2018, these revenues ultimately grew by 34 percent and 19 percent, respectively, during the same time period. TOT revenues fell by more than $1 million from 2019 to 2020 but began recovering the following year, and by 2022 exceeded pre-pandemic levels. Table 3-10 shows historic tax revenues from 2018 to 2022, the percentage change in revenue during that period, and the share of overall tax revenues for each year. Figure 3-10 highlights the share each tax revenue source represented across all General Fund revenues for 2018 and 2022.

Table 3-10 Historic Tax Revenue Growth Tables (2018–2022)

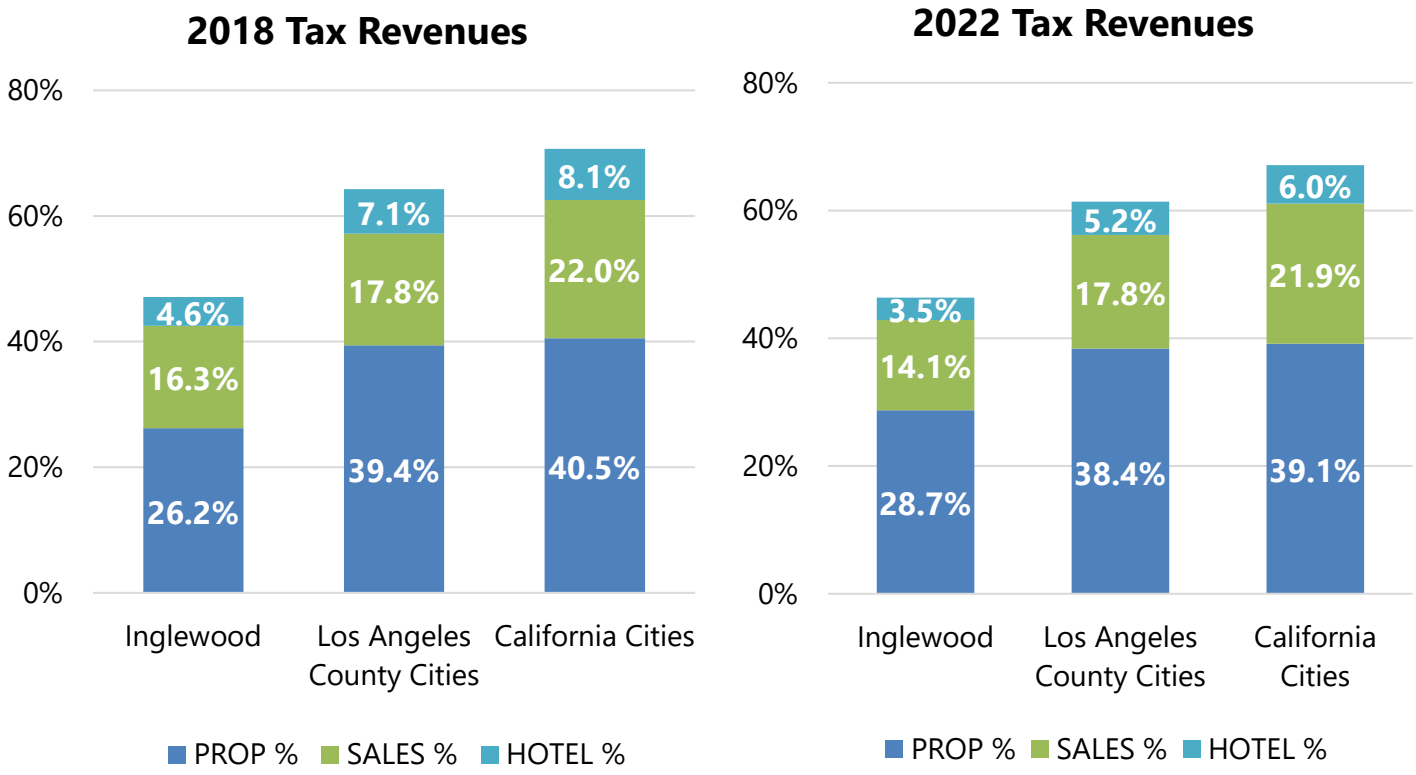
City of Inglewood							
Year	Total	Property	Sales and Use	Hotel	Property %	Sales %	Hotel %
2018	$ 121,823,560	$ 31,971,495	$ 19,835,529	$ 5,563,920	26.2%	16.3%	4.6%
2019	$ 116,776,435	$ 38,464,777	$ 19,384,903	$ 5,444,861	32.9%	16.6%	4.7%
2020	$ 122,406,010	$ 43,939,538	$ 18,014,656	$ 4,269,218	35.9%	14.7%	3.5%
2021	$ 138,847,322	$ 59,031,281	$ 20,998,340	$ 4,679,863	42.5%	15.1%	3.4%
2022	$ 188,489,275	$ 54,175,647	$ 26,603,731	$ 6,615,598	28.7%	14.1%	3.5%
% Chg. '18-'22	55%	69%	34%	19%	10%	(13%)	(23%)

Los Angeles County Cities							
Year	Total	Property	Sales and Use	Hotel	Property %	Sales %	Hotel %
2018	$ 9,365,891,719	$ 3,693,338,550	$ 1,663,636,730	$ 664,272,234	39.4%	17.8%	7.1%
2019	$ 9,962,713,016	$ 3,945,306,831	$ 1,811,498,455	$ 686,201,674	39.6%	18.2%	6.9%
2020	$ 9,973,259,931	$ 4,146,176,314	$ 1,674,122,681	$ 512,573,659	41.6%	16.8%	5.1%
2021	$ 10,533,231,636	$ 4,505,071,415	$ 1,825,720,001	$ 310,604,715	42.8%	17.3%	2.9%
2022	$ 12,063,160,472	$ 4,629,152,762	$ 2,146,683,814	$ 629,887,650	38.4%	17.8%	5.2%
% Chg. '18-'22	29%	25%	29%	(5%)	(3%)	0%	(26%)

All CA Cities							
Year	Total	Property	Sales and Use	Hotel	Property %	Sales %	Hotel %
2018	$ 31,799,746,521	$ 12,890,489,342	$ 7,005,395,050	$ 2,585,451,532	40.5%	22.0%	8.1%
2019	$ 34,539,905,371	$ 14,177,924,698	$ 7,726,240,615	$ 2,748,778,129	41.0%	22.4%	8.0%
2020	$ 34,343,088,470	$ 14,733,616,783	$ 7,273,442,316	$ 2,052,851,870	42.9%	21.2%	6.0%
2021	$ 37,523,287,391	$ 15,875,562,038	$ 7,935,922,642	$ 1,299,716,160	42.3%	21.1%	3.5%
2022	$ 42,007,714,014	$ 16,441,856,815	$ 9,212,861,760	$ 2,532,105,390	39.1%	21.9%	6.0%
% Chg. '18-'22	32%	28%	32%	(2%)	(3%)	0%	(26%)

Source: Kosmont Companies; CA DOF (accessed July 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 3-10 2018 vs 2022 Tax Revenues (% Property Tax, Sales Tax, TOT), City of Inglewood vs Los Angeles County vs All California Cities



Source: Kosmont Companies; CA DOF (accessed July 2024).

3.3.2 Sales and Use Tax and TOT

Sales and Use Tax

Inglewood's sales tax rate is 10.00 percent, slightly higher than Los Angeles County (9.5 percent). The State of California levies 7.25 percent (1 percent of which goes to the City in the form of a local sales tax and 0.25 percent of which goes to the County). Following this 7.25 percent baseline, an additional 2.25 percent district sales tax is imposed by the County, and the City imposes an additional 0.5 percent sales tax (also a form of district sales tax). The extra 0.5 percent imposed by Inglewood began in 2006 with the passage of Measure IT, a half-cent sales tax measure for public safety and law enforcement purposes.

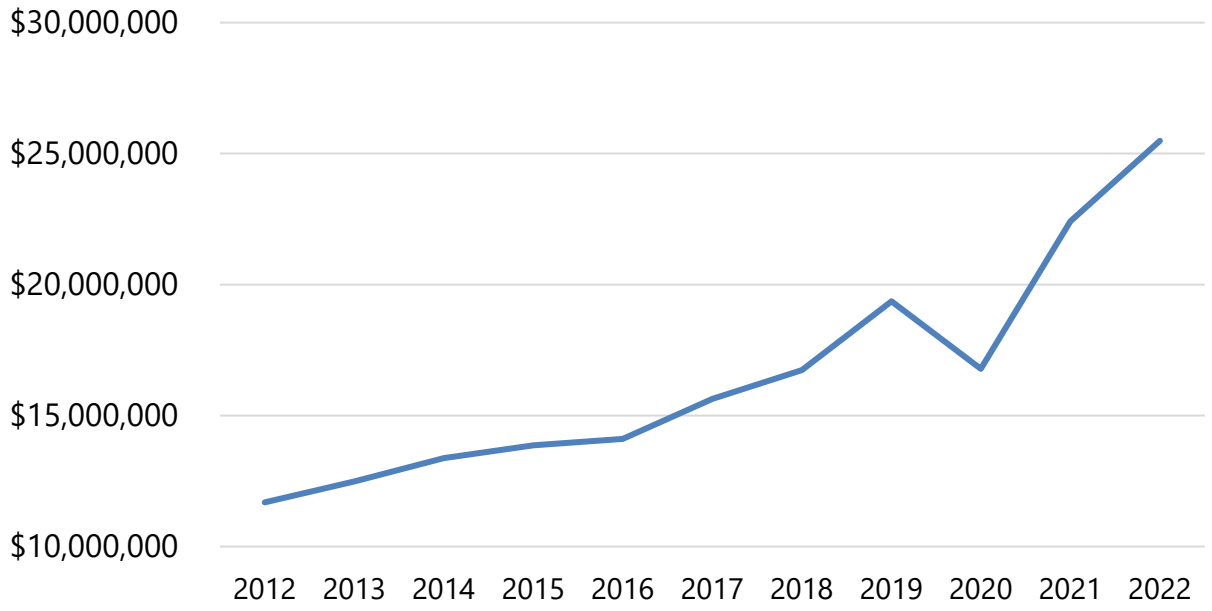
Figure 3-11 shows the growth in overall sales and use tax revenue for the City in the 10-year period between 2012 and 2022. Table 3-11 shows the amount captured per year across City subtotal revenues, revenues received from the City's share of the County Pool, and overall sales and use tax revenues. It is observed that Inglewood's overall sales tax revenue more than doubled, and the revenues received by the City from the County Pool grew by over 260 percent. The COVID-19 pandemic had a negative effect on retail sales, which impacted City sales and use tax revenues. Between 2019 and 2020, the City's sales tax revenues (City subtotal) decreased by roughly 21 percent. Given the massive increase in online retail sales during the same period, however, the revenues received by the City via the County Pool increased by 29 percent, thus minimizing the impact of the pandemic on overall sales and use tax revenue to a decrease of 13 percent. By year-end 2021, overall sales and use tax revenue grew by 34 percent and actual revenues exceeded pre-pandemic revenues. Sales tax revenues continued to increase in 2022.

Table 3-11 Sales and Use Tax Revenues by Year (City of Inglewood, 2012–2022)

Year	City Subtotal	County Pool	City Total
2012	$10,471,000	$1,217,000	$11,688,000
2013	$11,174,000	$1,309,000	$12,483,000
2014	$11,901,000	$1,474,000	$13,375,000
2015	$12,265,000	$1,604,000	$13,869,000
2016	$12,347,000	$1,763,000	$14,110,000
2017	$13,710,000	$1,922,000	$15,632,000
2018	$14,655,000	$2,085,000	$16,740,000
2019	$16,564,000	$2,795,000	$19,359,000
2020	$13,170,000	$3,615,000	$16,785,000
2021	$18,356,000	$4,056,000	$22,412,000
2022	$21,089,000	$4,400,000	$25,489,000
10-Year Growth	101.4%	261.5%	118.1%
COVID-19 Effect (2019-2020)	(20.5%)	29.3%	(13.3%)
CAGR (Compound Annual Growth Rate)	7.3%	13.7%	8.1%

Source: CA DOF; CDTFA; Kosmont Companies (accessed July 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 3-11 Sales and Use Tax Revenue by Year (City of Inglewood, 2012–2022)



Source: CA DOF; CDTFA; Kosmont Companies (accessed July 2024).

Retail sales by retail category were measured from 2015 to 2022. The retail categories that experienced the largest increase in sales tax revenue were "all other outlets" (e.g., business-to-business transactions or business-to-government transactions), restaurants/bars, general merchandise, building materials, and gasoline stations. Two of these categories (food away from home [e.g., restaurants/bars] and gasoline/motor fuel) fall within the top spending categories among Inglewood households (see Table 3-12).

Table 3-12 Retail Sales by Category by Year (City of Inglewood, 2015–2022)

Retail Category	2015	2016	2017	2018	2019	2020	2021	2022	% Growth (2015-22)	2022 % of Total
Motor Vehicle & Parts	$176,585,133	$178,638,577	$165,896,815	$154,634,984	$163,798,759	$158,056,841	$272,068,858	$238,373,288	35.0%	11.4%
Home Furnishings	$17,326,917	$18,879,586	$18,674,259	$22,950,964	$21,241,400	$15,113,477	$18,500,922	$17,036,405	(1.7%)	0.8%
Building Materials	$81,158,537	$81,058,763	$87,786,661	$107,685,265	$109,745,698	$117,433,259	$119,266,792	$128,143,897	57.9%	6.1%
Food & Beverage	$64,609,921	$66,715,548	$68,680,129	$71,852,105	$76,271,393	$82,867,313	$85,820,062	$89,177,449	38.0%	4.3%
Gas Stations	$104,449,342	$91,054,717	$97,794,212	$116,068,560	$113,719,492	$69,474,136	$108,209,365	$161,076,333	54.2%	7.7%
Clothing Stores	$81,372,430	$92,845,236	$96,596,600	$100,786,180	$108,213,401	$83,977,149	$129,745,515	$122,066,106	50.0%	5.8%
Gen. Merchandise	$160,928,363	$160,282,316	$167,664,855	$174,351,758	$178,285,300	$197,391,452	$241,965,182	$279,512,658	73.7%	13.3%
Restaurants/Bars	$148,585,034	$162,029,235	$174,684,184	$188,969,389	$180,027,600	$173,731,501	$295,329,010	$387,060,193	160.5%	18.5%
Other Retail	$88,843,559	$87,498,118	$88,852,354	$80,567,874	$91,395,668	$113,115,376	$111,575,398	$114,810,338	29.2%	5.5%
Total Retail & Food Services	$923,859,236	$939,002,096	$966,630,069	$1,017,867,079	$1,042,698,711	$1,011,160,504	$1,382,481,104	$1,537,256,667	66.4%	73.4%
All Other Outlets	$277,270,916	$288,939,679	$397,950,126	$482,956,358	$507,007,410	$324,418,535	$380,581,006	$556,648,900	100.8%	26.6%
TOTAL	$1,201,130,152	$1,227,941,775	$1,364,580,195	$1,500,823,437	$1,549,706,121	$1,335,579,039	$1,763,062,110	$2,093,905,567	74.3%	100.0%

Source: CA DOF; CDTFA; Kosmont Companies (accessed July 2024).
Notes: "Other Retail" may include pet supply stores, tobacco stores, art dealers, etc. "All Other Outlets" refers to business-to-business or business-to-government transactions.
Numbers in parentheses and in red indicate a negative number.

Transient Occupancy Tax

TOT experienced a 41 percent growth in revenue (nearly $2 million) in FY 2021-2022, well exceeding pre-COVID-19 pandemic levels. Per Inglewood's proposed budget FY 2023-2024, the City anticipated TOT revenue to maintain at this level in FY 2022-2023 and FY 2023-2024. The City currently imposes a 15.5 percent hotel tax rate on transients staying in the city. This rate recently increased from the previous 14.0 percent following the passage of Measure H in 2021. The City estimated that with the implementation of this measure, TOT would generate an estimated $730,000 in general fund revenue annually. Although Measure H recently passed, Inglewood's TOT revenue has only averaged about 4 percent of General Fund revenues between 2018 and 2022. Comparatively, TOT revenue across all California cities was 6 percent during the same period. TOT could be an area of potential revenue growth for the City, particularly given the additional demand generated from the construction and opening of new sports/entertainment venues, along with the city's close proximity to LAX.

3.4 Visitation Trends

Placer.ai is a mobile data analytics tool that tracks the movement of people across 500 different mobile applications and measures foot traffic patterns among visitors, residents, and employees. For the following analysis, Placer.ai was used to measure visitation trends to and from the city by both visitors and employees.

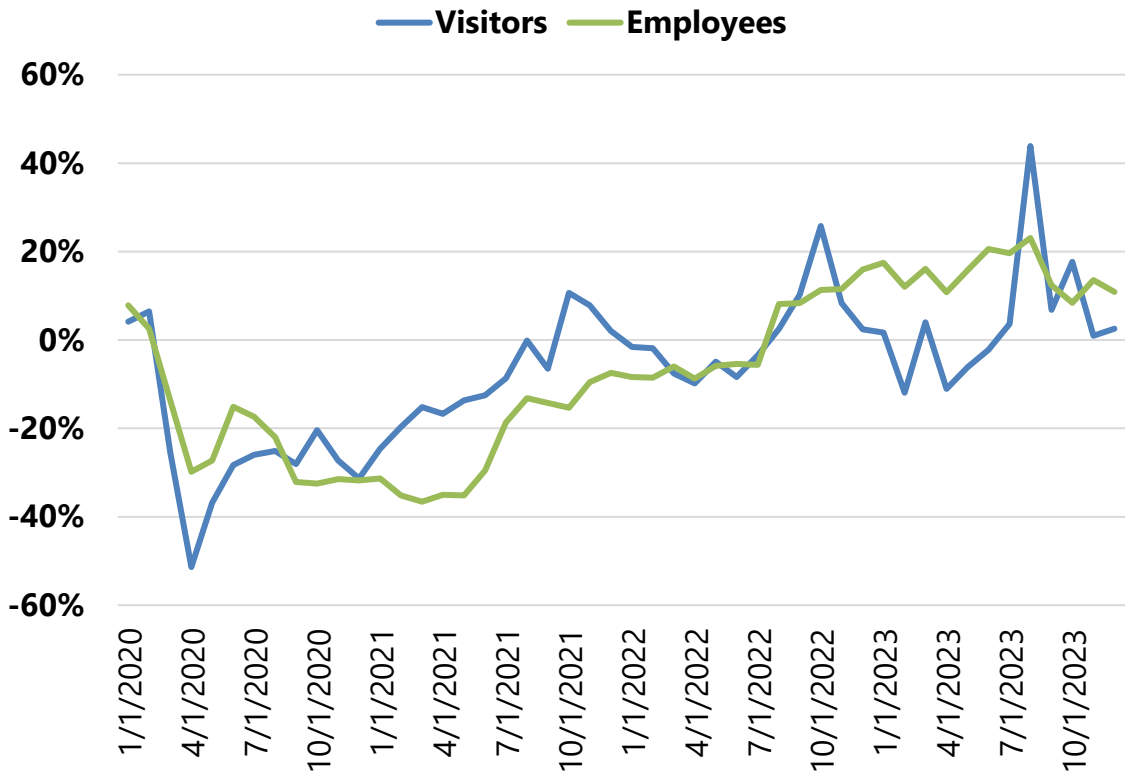
3.4.1 Visitor and Employee Trends in the City of Inglewood

Inglewood hosts several sports and entertainment attractions year-round at several locations within and in proximity to the Hollywood Park/sports-entertainment complex, including SoFi Stadium (a 70,000-seat stadium, home to the National Football League's Los Angeles Rams and Los Angeles Chargers), the Intuit Dome (an 18,000-seat indoor arena, home to the National Basketball League's Los Angeles Clippers), the Kia Forum (a renovated 17,500-seat indoor arena, formerly used for professional sports, now used as a concert/entertainment venue), and the YouTube Theater, a 6,000-seat music and theater venue.

SoFi Stadium was the first major completed piece of the Hollywood Park/sports-entertainment complex. It opened in September 2020 and has been a major catalyst for additional development . This development, along with the subsequent construction of the YouTube Theater (2021), The Shops at Hollywood Park (2022-2023), and Intuit Dome (2024) drive additional foot traffic to the city. It is important to note that although the sports teams follow a seasonal schedule (September to January for football and October to April for basketball), SoFi Stadium and Intuit Dome also host various concerts and other attractions throughout the year.

Figure 3-12 shows monthly visitor and employee visits to the city from January 2020 to November 2023 compared to the same months from a baseline year (2019). We can see that during the COVID-19 pandemic there was a sharp decline in visits by both visitors and employees in March and April of 2020. The overall average monthly visits to the city in 2020 declined by 24 percent for visitors and 20 percent for employees.

Figure 3-12 Visitor and Employee Visits per Month (as Percentage of 2019 Baseline Year)



Source: Placer.ai (accessed December 2023).

The average monthly visits by visitors steadily increased and surpassed 2019 pre-pandemic levels from October to December 2021 but dropped below the baseline year until August 2022. Since then, visitor foot traffic has fluctuated, but has remained above 2019 levels since July 2023. It appears that visitation trends reflect the NFL season, with visits reaching above pre-pandemic levels from August to December.

Employees visits declined more and had a slower recovery following the COVID-19 pandemic, likely due to business closures and a greater number of employees working from home. August 2022 marked the first month employee visits exceeded pre-pandemic levels. Since then, employee visits to the city have remained above the 2019 baseline year, highlighting the growth of new employment sectors, particularly with respect to the construction of various sports/entertainment, office, and residential buildings.

In measuring visitor foot traffic, the analysis observes two of the larger existing sports-entertainment venues in the City—SoFi Stadium and Kia Forum. The data are from the most recent 12-month period (Sept. 1, 2023, to August 31, 2024), so Intuit Dome was omitted because it only opened in mid-August 2024. Since many of the sports-entertainment events held at these venues are of a longer duration, visits to these venues that lasted over one hour were examined.

Table 3-13 shows the top home zip codes of visitors to SoFi Stadium and the Kia Forum. It can be seen from the data that visitors who attend a concert or sporting event likely come from nearby zip codes or the surrounding Los Angeles area. Residents of all Inglewood zip codes combined do attend events at both venues; however, they make up a smaller percentage (less than 1 percent) of visitors compared to other areas.

Table 3-13 Top Home Zip Codes of Visitors to SoFi Stadium and Kia Forum

Category	#1	#2	#3	#4	#5
SoFi Stadium	90266 (Manhattan Beach, CA), 21,600 visitors	90650 (Norwalk, CA), 17,700 visitors	90280 (South Gate, CA), 15,900 visitors	90043 (L.A., CA), 14,800 visitors	92336 (Fontana, CA), 14,800 visitors
Kia Forum	90044 (L.A., CA), 12,300 visitors	90250 (Hawthorne, CA), 12,200 visitors	90280 (South Gate, CA), 8,900 visitors	90037 (L.A., CA), 8,400 visitors	90650 (Norwalk, CA), 8,000 visitors

Source: ESRI Business Analyst Online (accessed September 2024).
Notes: Reflects the period from 9/1/2023 to 8/31/2024. Minimum 1 visit per year, and visits last over one hour.
90043 = View Park-Windsor Hills, just north of Inglewood; 90044 = the area just west of I-110 in South Los Angeles;
90037 = the neighborhood of South Los Angeles just south of the University of Southern California campus.

Placer.ai data shows that most visitors attending events at both SoFi Stadium and the Kia Forum commute to and from their homes. Among visitors to SoFi Stadium, 22 percent arrive from their homes, and after an event 32 percent return home. Similarly, 20 percent of visitors to the Kia Forum arrive from their homes, and 46 percent return home after an event. Visitors who head to these venues before an event are likely to come from other locations besides their homes given many of events are in the afternoon or evening. However, it appears that fewer visitors stay after an event in Inglewood; more tend to head directly to their homes.

Since these venues offer food and beverage options, it is not uncommon to see visitors either dine or shop before or after such an event. The top destinations for dining and shopping before and after visitors attended an event at SoFi Stadium or the Kia Forum are shown in Table 3-14.

The data show that visitors to SoFi stadium do a mix of both shopping and dining, while visitors to the Kia Forum are mainly dining before and after an event. It is important to see that the most popular dining options happen to be fast food. This may change given the newer dining options coming soon to The Shops at Hollywood Park.

Table 3-14 Top Dining and Shopping Locations Before and After Events at SoFi Stadium and Kia Forum

SoFi Stadium	#1	#2	#3	#4	#5
Pre-event	The Shops at Hollywood Park, District Dr. (3%)	Pollo Campero, W. Century Blvd. (1.4%)	In-N-Out Burger, W. Century Blvd. (0.9%)	Target, W. Century Blvd. (0.9%)	Casa Rios Restaurant, S. Prairie Ave. (0.5%)
Post-event	In-N-Out Burger, W. Century Blvd. (1.3%)	The Shops at Hollywood Park (1.0%)	Pollo Campero, W. Century Blvd. (1.0%)	The Boardwalk Shops, Marina del Rey, CA (0.6%)	Century Plaza, W. Century Blvd. (0.6%)
Kia Forum	**#1**	**#2**	**#3**	**#4**	**#5**
Pre-event	Sizzler, E. Manchester Blvd. (6.9%)	Bourbon Street Fish, S. Prairie Ave. (3.1%)	Jon & Vinny's, W. Slauson Ave., L.A., CA (0.5%)	McDonald's, W. Century Blvd. (0.5%)	McDonald's, E. Manchester Blvd. (0.5%)
Post-event	In-N-Out Burger, W. Century Blvd. (0.7%)	Sizzler, E. Manchester Blvd. (0.5%)	Wendy's, W. Century Blvd. (0.5%)	Fatburger, W. Manchester Blvd. (0.5%)	In-N-Out Burger, Inglewood Ave. Redondo Beach, CA (0.5%)

Source: ESRI Business Analyst Online (accessed September 2024).
Notes: Reflects the period from 9/1/2023 to 8/31/2024. Minimum 1 visit per year, and visits last over one hour.
Categories observed include fast-food, casual restaurants, bars and pubs, shopping centers, and superstores.
The percentage of foot traffic is shown in parentheses. If a location is outside Inglewood, the city is listed.

In addition to noting the popular destinations among visitors to the city, this analysis determined, as shown in Table 3-15, the top five most popular places among Inglewood residents in key retail categories (e.g., grocery, casual restaurants, fast-food and quick service restaurants, bars and pubs, fitness, superstores). Residents frequent destinations in the city more than outside the city when shopping for groceries, dining at a casual or fast-food restaurant, or working out at a fitness center—at least three of the top five most popular destinations in these retail categories are in the city. Conversely, it appears that residents will go outside of the city to bars and pubs and some superstores because the majority of those top destinations are outside of Inglewood's boundaries. Thus, it appears that retail sales in certain categories may be leaking outside of the city.

Table 3-15 Top Five Most Popular Places by Category (Inglewood Residents)

Category	#1	#2	#3	#4	#5
Grocery	Vons (Manchester Blvd.)	Northgate Gonzalez Market (S. Prairie Ave.)	Ralphs (N. La Brea Ave.)	Food 4 Less (W. Century Blvd.)	El Super (Century Blvd.)
Casual Restaurant	Red Lobster (Century Blvd.)	Chili's (Century Blvd.)	Norms (Imperial Hwy.)	Denny's (Bellanca Ave., L.A., CA)	Chile Verde (Century Blvd.)
Fast-Food / Quick-Service Restaurant	In-N-Out Burger (Century Blvd.)	Chick-Fil-A (S. La Cienega, L.A., CA)	Chipotle (Century Blvd.)	Raising Cane's (El Segundo Blvd, El Segundo, CA)	McDonald's (Manchester Blvd.)
Bars & Pubs	Melody Bar & Grill (Sepulveda Blvd., L.A., CA)	The Nile Bar (Market St.)	Los Angeles Ale Works (Cerise Ave., Hawthorne, CA)	Three Weavers Brewing Co. (Manchester Blvd.)	American Junkie (Pier Ave., Hermosa Beach, CA)
Fitness	Planet Fitness (Manchester Blvd.)	Planet Fitness (W. Imperial Hwy.)	LA Fitness (Century Blvd.)	24 Hr. Fitness (120th St., Hawthorne, CA)	Planet Fitness (Hawthorne Blvd., Hawthorne, CA)
Superstores	Costco (Century Blvd.)	Target (Century Blvd.)	Walmart (Normandie Ave., Torrance, CA)	Target (120th St., Hawthorne, CA)	Costco (Hindry Ave., Hawthorne, CA)

Source: ESRI Business Analyst Online (accessed September 2024).
Notes: Reflects the period from 9/1/2023 to 8/31/2024. Minimum 1 visit per year.
If the place is outside Inglewood, the city is listed.

Lastly, the categories that are experiencing retail sales leakage and the locations where retail leakage among Inglewood residents is occurring were analyzed. Table 3-16 shows retail leakage by retail category by observing retail spending potential (demand) and retail sales (supply) in Inglewood. Numbers in red are categories that are experiencing retail sales leakage. The last column in the table is important because this explains which categories are leaking sales to online retailers. If the category has a high level of online sales leakage potential, it is less likely to be captured by a brick-and-mortar store.

Table 3-16 Retail Sales Leakage by Retail Category

Table 3-16 Retail Sales Leakage by Retail Category	Supply ($ millions)	Demand ($ millions)	Retail Sales Leakage ($ millions)	Online Sales Leakage Potential
Grocery Stores	413.20	268.92	144.28	Low
Gas Stations	274.80	259.54	15.26	None
Other General Merchandise Stores	258.80	247.87	10.93	Medium
Department Stores	57.20	47.78	9.42	Varies
Clothing Stores	93.60	91.23	2.37	High
Shoe Stores	13.80	11.66	2.14	High
Book & Music Stores	4.21	4.53	(0.32)	High
Electronics & Appliance Stores	20.40	28.73	(8.33)	High
Bars / Drinking Places	1.48	10.07	(8.59)	None
Home Furnishings Stores	7.53	19.77	(12.24)	Medium
Auto Parts / Accessories	29.00	41.71	(12.71)	Low
Health & Personal Care Stores	89.50	127.70	(38.20)	Medium
Building Material Stores	90.50	145.23	(54.73)	Low
Full-Service Restaurants	76.90	152.33	(75.43)	None
Auto Dealers	266.50	420.73	(154.23)	Low

Source: ESRI Business Analyst Online (accessed September 2024).
Notes: Reflects the period from 9/1/2023 to 8/31/2024. Inglewood resident purchases.
Numbers in parentheses and in red indicate a retail sales leakage.

The data show that Inglewood does very well in certain categories and captures purchases from residents outside of the city boundaries (particularly in grocery, general merchandise, and clothing), but the city exhibits retail sales leakage in many other categories, including those that do not leak sales to the internet (such as bars/drinking places, full-service restaurants, auto parts stores, auto dealers, building materials stores, home furnishings stores, and health and personal care stores). Given the strong emphasis and investment in sports and entertainment facilities, the City could consider targeting more retail that supports these venues, including bars / drinking places and full-service restaurants.

The points on Figures 3-13 show the top retail centers and establishments across retail categories that are leaking where Inglewood residents shop. Table 3-17 lists these locations by the number of visits made by Inglewood residents between Sept. 1, 2023 and Aug. 31, 2024. It appears that Inglewood residents go just northwest of the city boundaries or to major shopping centers in cities just south of Inglewood. It is important to note, however, that this level of leakage may likely change with the additional shops and restaurants added to The Shops at Hollywood Park.

Figure 3-13 Retail Leakage Map

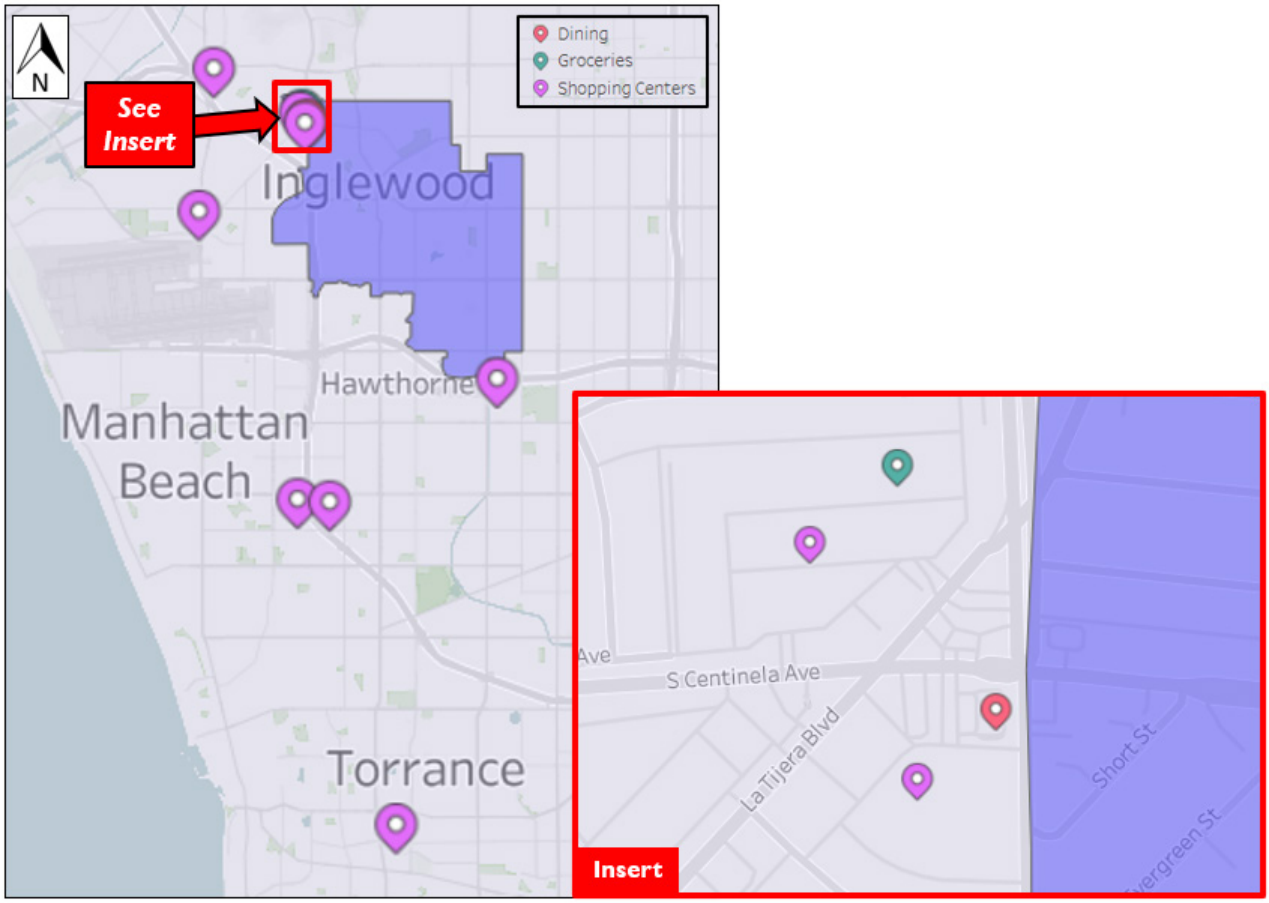


Table 3-17 Retail Sales Leakage by Retail Category

Rank	Location	City	Anchor Tenants	# of Visits (thousands)	Avg. Distance from Home (miles)
1	Westfield Culver City	Culver City	JC Penney, Macy's, Target, Nordstrom Rack, Best Buy	1,279	3.1
2	Grand Ladera	Los Angeles	Ralphs, Ross, Petco	766	1.2
3	The Interchange at La Cienega	Los Angeles	Amazon Fresh, Marshalls	725	1.3
4	Oceangate Commerce Center	Hawthorne	Home Depot, South Bay Ford, Food 4 Less, Burlington, Ashley HomeStore, Ross	682	3.9
5	Del Amo Fashion Center	Torrance	Macy's, JC Penney, Nordstrom, AMC, Dave & Busters, Crate & Barrel, Barnes & Noble, Marshalls	511	8.4
6	Westchester Shopping Center	Los Angeles	Kohl's, TJ Maxx, Ross, HomeGoods, Trader Joe's	429	2.7
7	Hawthorne Gateway Shopping Center	Hawthorne	Costco, World Market	376	4.3
8	Chick-Fil-A (S. La Cienega Blvd.)	Los Angeles	N/A	363	1.3
9	Hawthorne Exchange	Hawthorne	24 Hour Fitness	359	1.6
10	Ralphs (W. Centinela Ave.)	Los Angeles	N/A	354	1.1

Source: ESRI Business Analyst Online (accessed September 2024).
Notes: Reflects the period from 9/1/2023 to 8/31/2024. The Chick-Fil-A on S. La Cienega Blvd. is part of The Interchange at La Cienega shopping center. The Ralphs on W. Centinela Ave. is in the Grand Ladera shopping center.

3.5 Findings

3.5.1 Community Outreach Feedback

One of the key categories examined in community and stakeholder outreach was the economy. During the outreach sessions and surveys, feedback was solicited as to what people appreciate about the city today, what is currently missing or needed in the city, things that need improvement, and a vision for the city's future.

What People Appreciate about the City

Commenters provided positive feedback about the new sports and entertainment venues, increased property values, and the City's improved fiscal standing. Comments also reflect an appreciation for the city's convenient shopping and iconic stores, including Randy's Donuts. Stakeholders like that the City provides opportunities for new and small businesses to establish themselves and thrive, including Black-owned businesses. Commenters also appreciate the City's rent control program.

What Is Missing or More Is Needed

Commenters have expressed a strong desire for more grocery stores, especially high-end and organic options like Trader Joe's, Whole Foods, Sprouts, and Erewhon, because of concerns over existing supermarkets closing and limited current options. There's a significant call for improved dining and retail experiences, including upscale restaurants that could benefit from event attendance, and a variety of eateries like fine dining and nonchain diners. Specific restaurant suggestions include Joey's, Cava, Javier's, and Mastro's, along with interest in attracting retail stores like Nike and Walmart to enhance shopping options.

Revitalization of Market Street is a key priority, with commenters nostalgic about its historical role and future potential. Suggestions include fixing up the area, capitalizing on its "good bones," and possibly establishing a Business Improvement District (BID). Economic development and job opportunities are also highlighted, with a need for more jobs and workforce training programs. Residents advocate for partnerships with industries to create high-paying jobs, including establishing a business incubator and programs to help the homeless gain employment.

Investment in education is important because of concerns about low-performing schools amid high mortgage costs. Commenters desire investment in educational programs like language immersion and STEM, and call for more schools to improve educational outcomes. Housing affordability and the overall cost of living are major concerns, with multiple mentions of the need to lower rent and reduce property taxes. Additionally, there's a desire for enhanced community amenities like more tree services, water parks, affordable recreational facilities, and affordable entertainment options such as movie theaters with lower ticket prices and parking fees.

What Needs to Improve

Stakeholders have expressed significant concerns about issues they feel need improvement or are not working well in the city. Affordable housing and rising living costs top the list, with high rents and property taxes making it increasingly difficult for residents to afford living in the area. There's a strong call for more affordable housing options, stricter rent control policies, and measures to prevent displacement, especially for long-term residents who feel they are being pushed out.

Support for small and local businesses is another major theme. Commenters highlight the need for affordable commercial spaces, particularly on Market Street, to support small business startups. Barriers such as rising costs, red tape, and stringent codes make it difficult for small businesses to start and thrive. There's a desire for more business grants, incubators, and training programs to foster entrepreneurship, especially among minority-owned and Black/Brown-owned businesses.

Economic development and job opportunities are important, with calls for more jobs and better employment prospects. Stakeholders suggest integrating the regional economy with the local community and leveraging arts and culture as catalysts for economic activity. However, concerns exist that the City's infrastructure and services are not keeping pace with new developments, leading to traffic congestion and parking shortages. There's also a sense that residents are not benefiting from large-scale investments.

Visions for the City

Stakeholders envision Inglewood as a thriving, inclusive community that balances entertainment with local needs. They seek economic development supporting small and minority-owned businesses through grants and incentives and aim to attract upscale retailers and restaurants like Trader Joe's and popular dining establishments to enhance local amenities.

Revitalizing Market Street into a cultural and entertainment hub with public art, museums, and cultural centers is a priority, along with improved infrastructure for accessibility. Affordable housing is a significant concern, with calls to prevent displacement and help renters become homeowners to foster generational wealth. Residents want the city to prioritize their needs over big corporations, ensuring venues like the So-Fi Stadium contribute fairly to the community.

Enhancing tourism amenities—such as hotels, outdoor dining, and retail stores—is welcomed if aligned with community interests. There is a strong desire for better schools, more green spaces, and job training programs for youth not pursuing college. Safety improvements, including hiring more police officers and addressing social issues, were highlighted as important components of a secure environment.

Overall, the vision is for Inglewood to support entrepreneurship and multi-generational living, value long-term residents, preserve local culture, and enable businesses and the community to thrive together.

3.5.2 Implications for Planning

The demographic findings in Inglewood provide key insights into the city's evolving population, housing trends, and economic landscape, all of which carry important implications for future city planning. As Inglewood continues to experience changes in population composition, household size, and employment patterns, City planners must consider strategic approaches to housing affordability, economic development, and transportation infrastructure. These factors will shape the City's ability to meet and support future demands for its diverse population and ultimately foster sustainable growth. The following section outlines the most significant implications for city planning based on these findings.

Housing Affordability and Development Needs. The slight decrease in population and decline in household size suggest changing housing needs. The City must focus on fostering more housing units to meet the Regional Housing Needs Assessment mandate of 7,439 new housing units by 2029 and additional units throughout the horizon year of the General Plan. A significant portion of these units must be affordable for low- and very-low-income residents, addressing housing affordability challenges.

Economic Development and Employment Opportunities. There is significant job outmigration in Inglewood, with many residents commuting outside the city for work because local jobs may not align with residents' abilities. This leads to economic leakage when earnings are spent elsewhere. The main employment sectors include health care, retail, and hospitality, boosted by developments like SoFi Stadium. To mitigate this, Inglewood should attract growth industries that match the skills of its residents and enhance workforce programs that align training with local industry needs. This approach can reduce job outmigration and stimulate local economic activity.

Education and Workforce Development. Educational attainment in Inglewood is below county and state levels, limiting economic mobility and potentially contributing to the City's lower incomes, with 57 percent of households earning less than $75,000 annually. This impacts residents' access to better jobs and may lead to residents seeking opportunities elsewhere. Investing in education by improving K-12 resources and support, expanding higher education access through partnerships with colleges, and offering vocational training aligned with industry needs can enhance workforce development and economic prospects.

Retail and Commercial Development. Inglewood's residents and daytime population spend approximately $855 million annually on key goods and services like groceries, dining, transportation, and apparel. To capture more of this spending locally, the city can expand retail and commercial offerings, supporting small businesses to keep money circulating within the community and foster job creation. Developing mixed-use commercial areas that combine retail, dining, entertainment, and residential spaces will attract foot traffic and enhance the city's appeal. Marketing Inglewood as a destination for shopping and entertainment can draw visitors from surrounding areas, boosting economic activity and improving the overall quality of life.

The expected increase in visitors due to the City's investments in sports and entertainment venues, along with new residents from expanded housing development, is likely to boost local spending power—provided the City offers experiential and essential retail options that complement its

entertainment attractions. However, this influx of visitors and residents may strain existing infrastructure. The planned Inglewood Transit Connector project, which will link the Hollywood Park sports and entertainment complex to the Downtown Inglewood K Line station, can help mitigate these challenges by reducing congestion and emissions.

In summary, Inglewood is at a crucial juncture where strategic planning can profoundly influence its future. The city's evolving demographics, housing demands, and economic shifts underscore the need for holistic and forward-thinking approaches. By prioritizing housing affordability, aligning economic development with resident skills, and investing in education and workforce development, Inglewood can address current challenges and capitalize on emerging opportunities. Expanding retail and commercial activities will not only stimulate local economies but also boost community satisfaction. Embracing these and other strategies will enable Inglewood to foster sustainable growth and meet the needs of its diverse population.

This page intentionally left blank.

4

Market Analysis

4 MARKET ANALYSIS

The Market Analysis begins by offering an overview of recent broader market trends, with particular attention to how the COVID-19 pandemic has reshaped cities' approaches to various land uses and market sectors. It then shifts focus to the City of Inglewood's notable growth and development over the past five years, followed by a detailed examination of the retail, office, industrial, multifamily, and hospitality sectors. Each market segment is analyzed through historical trends, current vacancy rates, rent comparisons, and future outlooks, with comparisons drawn between the City, the Inglewood Submarket, and Los Angeles County. The final part of this section observes key land use findings from community/stakeholder outreach sessions, summarizes market data, and provides demand estimates for the examined asset classes over the next 25 years. This section aims to provide a comprehensive understanding of market dynamics to guide informed decision-making for future development.

4.1 Recent Market Trends

The COVID-19 pandemic accelerated existing trends and reshaped the way cities consider land use. Key trends for each land use are outlined below.

- **Retail.** Retail has been an ever-evolving asset class and changed significantly prior to (and following) the pandemic. The United States is significantly over-retailed (with over 23 square feet of shopping center space per capita). To adapt to the growing presence of online retailers and e-commerce, several brick-and-mortar retailers began reducing their physical footprint in favor of developing omni-channeling strategies to offer a seamless shopping experience to consumers via in-person or online modes of shopping. Additionally, as big-box anchors at shopping centers across the country began shutting, shopping center developers and owners reimagined many of these buildings from pure retail to a blend of uses, including residential and industrial.

  The COVID-19 pandemic accelerated these trends as people were quarantined at home and began relying on e-commerce and online retailers. For example, e-commerce sales in the United States increased by over 30% in Q2 2020, and e-commerce's share of overall retail sales is expected to continue to increase in the near future (up to 25% of all retail sales within the next five years). Consumer online shopping behavior further solidified during the pandemic years and is unlikely to change, given rapid delivery options, including same-day delivery, by several e-commerce retailers. The types of retail that continue to grow and remain in demand include trip-generating uses, such as entertainment, experience, and essentials (e.g., restaurants, bars, grocery).

- **Office.** Office leasing activity dropped as remote work became the new normal during the COVID-19 pandemic. Research has shown that though work-from-home days have dropped from the pandemic high of 60%, employers expect an average of 2.3 work-from-home days per week, suggesting the hybrid home/office model is still being well-utilized post-pandemic.

Telework and work-from-home options are reshaping the need for office space and business districts. Office space appears to be moving closer to suburban areas or is being integrated into more blended use environments (developments that include complementary land uses e.g., commercial, residential, hospitality).

- **Industrial/Flex.** The merging of retail and industrial uses via e-commerce is accelerating the growth of industrial/flex uses. Last-mile delivery and sorting facilities are in high demand because e-commerce retailers cannot thrive without a significant distribution network. Additionally, flex space (space that is designed to be a versatile blend of industrial, office, research and development, incubator, tech, and retail-showroom) is a growing market. Cities like Inglewood may be able to attract high-tech firms and skilled workers with the ability to open such space.

- **Multifamily Residential.** New housing can generate significant new tax revenues directly via annual property taxes and indirectly via sales tax revenues because remote workers can alleviate traffic and increase spending to support local businesses. Additionally, e-commerce spending from residents allows a greater proportion of County Pool revenues to be distributed to the City. Given this, housing does not necessarily have a net negative fiscal impact to a city, especially given rising property values for new construction. As work-from-home became the new normal, home office amenities are becoming increasingly important in both single family and multifamily residential projects. Lastly, as large retail centers are converting from pure retail centers to a blend of uses, we are beginning to see more residential uses in shopping centers.

- **Hospitality.** The COVID-19 pandemic affected both business and leisure travel and thus significantly hurt the hospitality industry. However, as conferences and events are returning to in-person formats and leisure travel is rebounding, we are observing hotels approaching similar levels of occupancy as prior to the pandemic. Additionally, average daily rates ("ADR") and revenue per available room ("RevPAR") have increased gradually to offset the negative impacts of the pandemic.

4.1.1 Recent Developments in Inglewood

The City has been growing significantly in the last five years and has completed several large-scale projects, including SoFi Stadium, one of the most technologically advanced and sustainable stadiums in the world. The stadium opened in August 2020 and will host the FIFA World Cup in 2026 as well as the 2028 Olympics opening and closing ceremonies. The NFL Media building, the new headquarters of the NFL, the YouTube Theater, and the Los Angeles Philharmonic's Youth Orchestra Los Angeles Center opened in 2021. The Cinepolis luxury theater opened in July 2023, and the Intuit Dome, the new home of the NBA's Los Angeles Clippers, opened in August 2024.

Since 2022, retail developments have expanded with the addition of 320,000 square feet at the Shops at Hollywood Park. In the office sector, the aforementioned NFL Media Building added 451,000 square feet of space. In the industrial sector, notable developments include a 143,000-

square-foot FedEx facility completed in 2017 and a 144,000-square-foot Extra Space Storage facility completed in 2021.

In the multifamily residential sector, seven new buildings have been constructed since 2021, comprising a total of 871 units. In 2023, 653 new multifamily residential units were delivered. Additionally, two apartment buildings under construction will add 366 units, and a proposed affordable housing development will add another 120 units.

From a hospitality standpoint, Inglewood has three hotels that are currently in final planning and expected to break ground within 12 months. These hotels will service the Hollywood Park/sports-entertainment complex and add 624 new rooms in hotels varying between upper midscale and luxury class. Additionally, there is a 120-room midscale class hotel proposed.

4.2 Market Demand Analysis Overview

To better understand current market demand in the city, the project team utilized CoStar to analyze and compare key market variables for various land uses—e.g., commercial (retail, office, industrial/flex), residential, and hospitality (hotel)—across different geographies including the city of Inglewood, the regional area bounded by Interstate (I-) 10, I-105, I-110, and I-405 ("Submarket," "Inglewood Submarket") and Los Angeles County (see Figure 4-1).

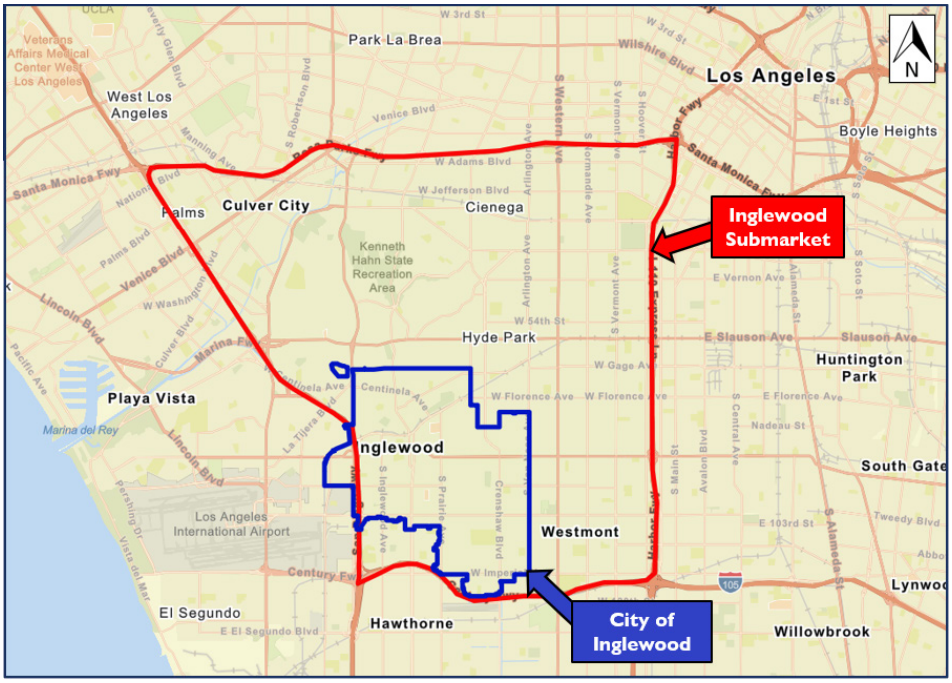
The boundaries of the Inglewood Submarket were chosen for the following reasons. First, the top three destinations where residents commute for work outside of Inglewood are Los Angeles, Santa Monica, and Culver City, demonstrating that more residents commute to the north, west, and east than make southbound commutes. Second, when observing a five-mile radius from Manchester Blvd. and Prairie Ave., the radius captures most of the area bounded by I-10, I-105, I-110, and I-405, along with portions of areas west of I-405 and south of I-105 (e.g., Hawthorne, Marina del Rey, and El Segundo). If the areas west of I-405 and south of I-105 were included as part of the Submarket, the data would skew toward a higher-end product and not be particularly representative of the area surrounding Inglewood.

The Market Demand Analysis examined variables such as occupancy rates, market asking-rent levels, construction trends, and overall inventory by Classes A, B, and C, as defined by CoStar. The Analysis presents this data from a current snapshot (as of the end of the second quarter of 2024) as well as a historical lens (from year-end 2013 to year-end 2023) to measure growth patterns across these land uses in the City, Submarket, and Los Angeles County.

Per CoStar, a Class A building is a high-quality building that contains abundant amenities with a proper maintenance and management team. These buildings typically have high-value tenants and feature above-average rental rates. Conversely, Class B and Class C buildings feature fewer amenities, typically offer lower rental rates, and may not have as prestigious a group of tenants compared to a Class A building.

The findings from CoStar will inform near-term and long-term market demand estimates for the examined land uses.

Figure 4-1 Map of the City and the Inglewood Submarket



Source: CoStar (Accessed November 2023);
Note: The Submarket contains two CoStar submarkets—Inglewood/South L.A. and Culver City.

4.2.1 Retail Market

The retail market in the city is large (6.1 million SF) and makes up approximately 26% of retail space in the Inglewood Submarket. Nearly one-third of the vacancy in the Inglewood Submarket is in the city, and approximately half of the vacant space in the city can be attributed to the fact that, as of Q2 2024, just 52% of The Shops at Hollywood Park are leased (leaving ~162,700 SF vacant). Table 4-1 provides a snapshot (as of Q2 2024) of the retail market in the city compared to the Inglewood Submarket and Los Angeles County.

Current Snapshot: Vacancy Rates and Rent Comparisons

The City is currently facing higher vacancy rates in its retail market compared to both the Submarket and the County. Inglewood's retail vacancy rate stands at 6.1%, notably higher than the 4.1% vacancy rate of the Inglewood Submarket and the 5.5% vacancy rate of the broader Los Angeles County. One of the key factors driving this vacancy rate is the low occupancy at The Shops at Hollywood Park. Excluding The Shops at Hollywood Park, existing retail vacancy would be 3.6%, indicating a healthy market.

Retail rental rates in Inglewood, while lower than those in the Submarket and the County, have been increasing at a similar pace. Inglewood's current rents are competitive but reflect the city's challenges with vacancy and tenant demand.

The retail space in Inglewood is largely composed of older buildings, with Class C properties dominating the market. Class C properties account for 58% of the total retail square footage, followed by Class B at 29%, and Class A at 13%. The vacancy rate in the Class C segment is relatively low at 5.0%, indicating that much of the space is being utilized. However, the negative absorption rate of -14,025 SF suggests a decline in demand for these lower-tier spaces, which may be tied to broader market shifts or economic conditions affecting smaller businesses that typically occupy Class C spaces. The rent in this segment is the lowest at $28.19 per SF, which aligns with its positioning as the most affordable option for tenants. The significant negative absorption, however, suggests that affordability may no longer be enough to maintain occupancy, possibly due to structural changes in retail demand or the shift to e-commerce.

Class B properties are the next largest segment, occupying 29% of the market, and have a low vacancy rate of 5.1%. However, negative net absorption of -996 SF points to a weakening demand in this segment. But despite this slight decline in demand, Class B properties command the highest average rent at $29.78 per SF. This could be attributed to the balance between location desirability and affordability compared to Class A and Class B spaces.

Class A properties, which represent the smallest share of the market at 13%, have the highest vacancy rate at 13.0%, with 101,129 SF of space currently unoccupied. This elevated vacancy is attributed to the completion of significant retail space at The Shops at Hollywood Park. Despite the relatively high vacancy, there is a positive trend in net absorption, with 4,577 SF being absorbed, indicating that demand still exists for prime locations. The rent for Class A properties, at $28.37 per SF, is slightly lower than Class B properties, suggesting that landlords might be adjusting pricing to attract tenants. The positive absorption combined with a competitive rent indicates that Class A space could be recovering, albeit slowly, from vacancy pressures.

Table 4-1 Retail Market Snapshot (Q2 2024)

	City of Inglewood	Inglewood Submarket	Los Angeles County
Availability			
Market Asking Rent $PSF/Yr.	$28.69	$33.61	$36.34
Vacancy Rate	6.1%	4.1%	5.5%
Vacant SF	371,540	971,581	24,841,381
Net Absorption	(12,444)	11,280	(858,898)
Inventory			
Existing SF	6,124,516	23,815,512	454,488,643

Source: CoStar (accessed September 2024).
Note: Vacant space refers to all space that is not occupied by a tenant regardless of availability or lease obligation. Available space is the amount of space currently being marketed as available for lease or sale in a given time period. It includes any space that is vacant, occupied, or available at a future date. Negative net absorption refers to the fact that more tenants vacated retail space as opposed to renewing or expanding.

Historical Trends Over the Past 10 Years

Over the past decade, Inglewood's retail vacancy rates have remained relatively stable, fluctuating between 3.0% and 5.8%, which is slightly higher than both the Inglewood Submarket (4.2% peak) and Los Angeles County (5.2% peak). The COVID-19 pandemic did not appear to cause retailers to vacate space in the city, as indicated by a net absorption of +45,262 SF by year-end 2021, thus causing retail vacancy to decrease. However, 2022 saw an increase in retail vacancy and a drop in retail space absorption (-15,912 SF). This negative net absorption could be attributed to the large amount of retail space added to the market at The Shops at Hollywood Park.

Since 2013, rent per SF has been steadily increasing between 2013 and 2023 for both the City and the Inglewood Submarket. From 2013 to 2023, Inglewood rents have increased from $21.14 per SF to $28.73, and rents in the Inglewood Submarket have increased from $25.55 to $33.96. Even during periods of higher vacancy or lower absorption, asking rents have not decreased.

Over the last 10 years, approximately 368,134 SF of retail space has been added in Inglewood, accounting for 27% of retail growth in the Inglewood Submarket. In total, Inglewood added 30 new retail buildings, amounting to 368,134 SF of space, the majority of which was linked to The Shops at Hollywood Park development, with 41,000 SF added in 2022 and 279,000 SF added in 2023 (including a 55,137 SF Cinepolis luxury theater). As of Q2 2024, only one 2,000 SF pad is proposed at the southwest corner of Manchester Blvd. and Van Ness Ave. No other retail space is planned, proposed, or under construction in the city. During the same period, 13 older retail buildings totaling 85,037 SF were demolished, indicating a gradual turnover in the retail stock (see Tables 4-2 through 4-4 and Figures 4-2 and 4-3).

In comparison, the Inglewood Submarket experienced the addition of 67 retail buildings, representing over 1.3 million SF of new construction, and saw the demolition of 109 buildings, comprising nearly 700,000 SF of space.

Table 4-2 Retail Market History (2013-2023), City of Inglewood

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	6,103,447	323,392	5.3%	174,189	$28.73
2022	5,824,542	218,676	3.8%	(15,912)	$27.84
2021	5,795,553	173,775	3.0%	45,262	$26.75
2020	5,836,382	259,866	4.5%	(2,139)	$25.84
2019	5,827,665	249,010	4.3%	(50,278)	$25.45
2018	5,835,027	206,094	3.5%	(479)	$24.80
2017	5,832,564	203,152	3.5%	33,002	$24.18
2016	5,831,684	235,274	4.0%	63,307	$23.41
2015	5,847,665	314,562	5.4%	43,959	$22.76
2014	5,828,690	339,546	5.8%	(21,387)	$21.95
2013	5,844,252	333,715	5.7%	8,875	$21.14

Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-3 Retail Market History (2013-2023), Submarket

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	23,796,555	1,006,406	4.2%	312,320	$33.96
2022	23,352,495	874,666	3.7%	1,277	$33.22
2021	23,256,284	779,732	3.4%	74,671	$32.08
2020	23,264,243	861,762	3.7%	125,680	$31.22
2019	23,082,795	808,906	3.5%	(291,856)	$30.94
2018	23,173,938	606,467	2.6%	(41,760)	$30.18
2017	23,252,886	650,297	2.8%	43,035	$29.43
2016	23,195,715	636,441	2.7%	166,256	$28.48
2015	23,151,008	757,990	3.3%	(33,391)	$27.72
2014	23,154,901	728,392	3.1%	(71,087)	$26.59
2013	23,414,440	916,838	3.9%	11,033	$25.55

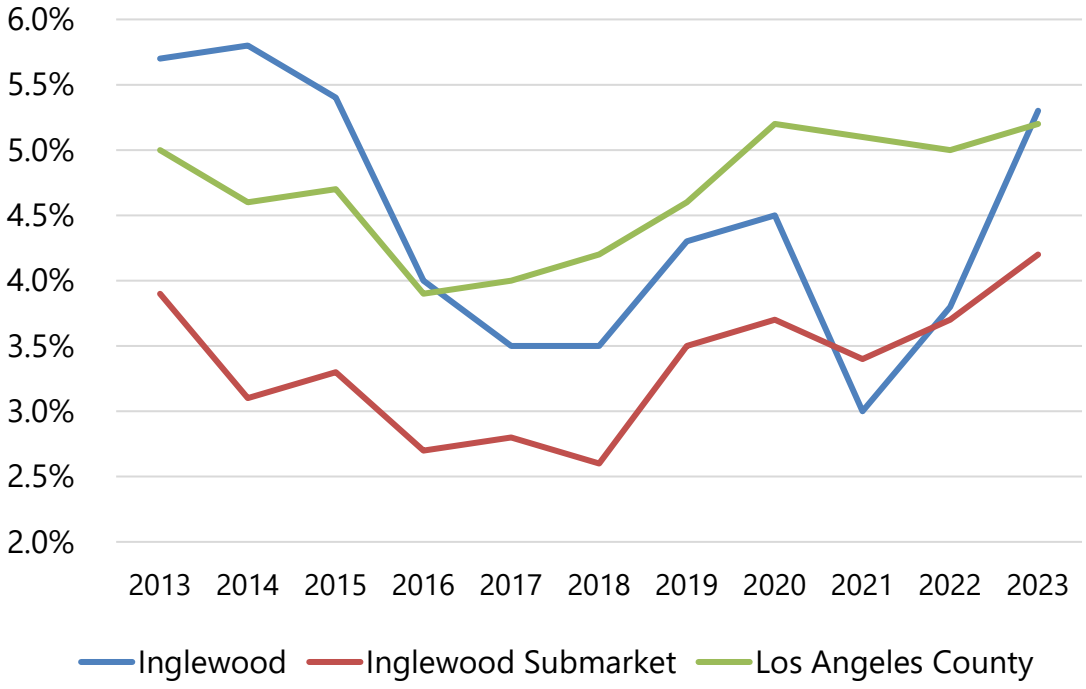
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-4 Retail Market History (2013-2023), Los Angeles County

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	454,657,408	23,637,495	5.2%	(315,482)	$36.61
2022	453,888,241	22,559,818	5.0%	467,597	$35.90
2021	453,905,922	23,033,968	5.1%	(388,989)	$34.68
2020	454,990,861	23,752,818	5.2%	(2,644,473)	$33.68
2019	454,660,210	20,727,438	4.6%	(1,344,945)	$33.32
2018	454,342,972	19,204,915	4.2%	(1,298,413)	$32.50
2017	454,414,323	17,953,912	4.0%	723,664	$31.70
2016	453,413,875	17,603,469	3.9%	4,447,254	$30.71
2015	452,622,317	21,356,651	4.7%	643,466	$29.83
2014	451,002,088	20,606,792	4.6%	2,056,699	$28.65
2013	450,829,790	22,491,498	5.0%	2,378,512	$27.56

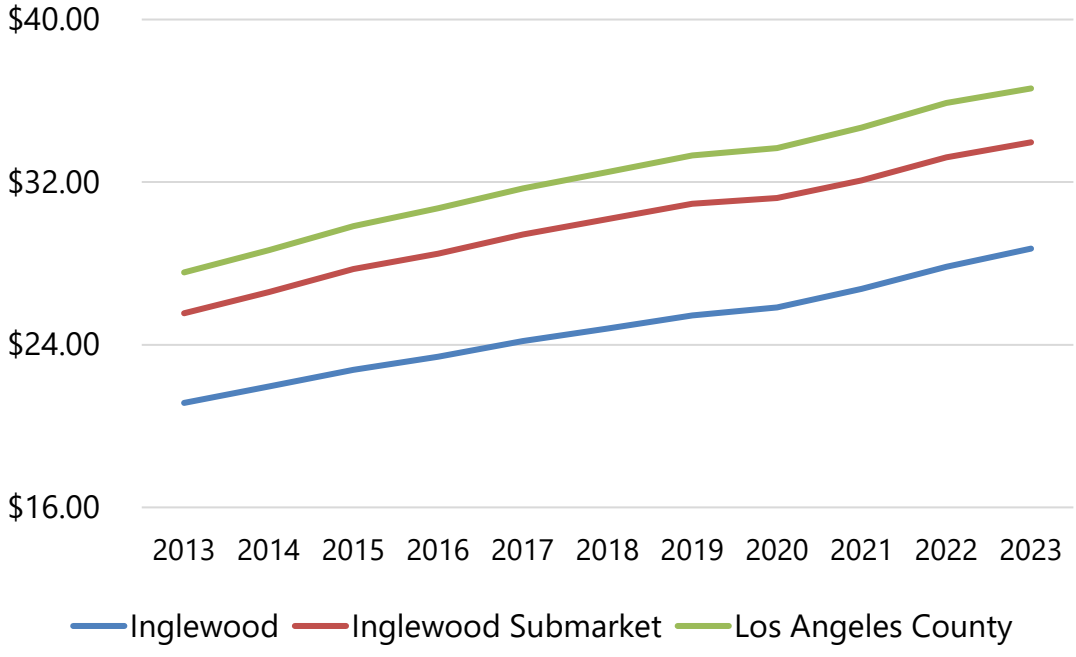
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 4-2 Retail Vacancy (2013-2023)



Source: CoStar (accessed September 2024).

Figure 4-3 Retail Market Asking Rents PSF/Year (2013-2023)



Source: CoStar (accessed September 2024).

Future Retail Development

Retail dynamics are shifting due to a combination of store closures, bankruptcies, and the rise of e-commerce. As a result, many retail centers are being transformed into a blend of uses that integrate retail with other functions. Today, retail is increasingly anchored by "trip-generators" like entertainment, experiential offerings, and essential services, such as food and groceries.

Looking forward, retail development in Inglewood is somewhat limited, consistent with broader trends in the Submarket. Currently, only two retail buildings are under construction in the Submarket, totaling 68,601 SF. Proposed projects include three retail buildings, one of which is planned in Inglewood. This project is a smaller development consisting of a 2,000 SF Class B retail pad at the southwest corner of Manchester Boulevard and Van Ness Avenue. Despite trends suggesting reduced demand for traditional retail space in the city due to e-commerce growth, there is still notable interest in new retail development. This demand is being driven by the emergence of major sports and entertainment venues at the Hollywood Park/sports-entertainment complex, which are expected to generate significant foot traffic, as well as the housing developments designed to support these venues.

A significant portion of Inglewood's retail space is over 40 years old, accounting for 3.9 million SF, or 63% of the total 6.1 million SF of retail space in the city. Concentrations of retail space older than 40 years can be found primarily in the area bounded by I-405 to the west, Manchester Blvd. to the north, Prairie Ave. to the east, and Imperial Hwy. to the south. Additional concentrations can be found at the intersections of Crenshaw Blvd. and Imperial Hwy., Crenshaw and Manchester Blvds., and along Centinela Ave. and Market St. / La Brea Ave. north of Manchester Blvd.

Of this older stock, approximately 20% (780,000 SF) has the potential to be reimagined either as modern retail space or as retail space combined into a development with a blend of supporting uses (e.g., residential/retail). This represents a key opportunity for revitalization, which could transform older retail areas to better align with current market demands and the City's growth trajectory.

Given that Inglewood's retail space currently faces higher vacancies and challenges with leasing large developments like The Shops at Hollywood Park, there appears to be limited demand for significantly more retail space to be built over the next 25 years, unless older retail space or vacant land was replaced or reimagined into a mixed-use development with some retail uses along major transit areas or, as the public desired, along corridors such as Century Blvd., Market St., and Imperial Hwy. In these scenarios, approximately 5 to10 SF of local-serving retail/restaurants could be added per new residential unit. Based on Regional Housing Needs Assessment ("RHNA") projections, the City is expected to show capacity to support 7,439 new housing units from 2021 to 2029 (~930 units per year). This would imply that the City could add 4,650 to 9,300 SF of retail space per year or approximately 116,250 to 232,500 SF of retail over the next 25 years, including the potential reimagining or replacing of older retail space. Efforts to modernize older retail stock and encourage strategic new development could strengthen Inglewood's position within the regional retail market in the coming years.

Table 3-17 in Chapter 3, *Economic and Demographic Profile*, of this Existing Conditions Report examines retail sales leakage by retail category. The data demonstrate that the City is exhibiting retail sales leakage in several categories that do not leak sales to online retailers, most notably experiential retail, such as bars/drinking places and full-service restaurants. The City could consider targeting this type of retail that would complement the venues at the Hollywood Park/sports-entertainment complex.

4.2.2 Office Market

The office market in the city has an estimated 3.5 million SF and comprises 21% of the office space in the Inglewood Submarket. Over one-fourth of the vacancy in the Inglewood Submarket can be found in the city. Two buildings in particular—9800 S. La Cienega Blvd. (413,610 SF) and the NFL Media Building (450,872 SF)—account for 25% of the total office market in the city and have a larger effect on office market trends. Table 4-5 provides a snapshot (as of Q2 2024) of the office market in the city compared to the Inglewood Submarket and the County.

Current Snapshot: Vacancy Rates and Rent Comparisons

As of Q2 2024, Inglewood's office vacancy rate is higher than both the Submarket and the County, indicating a relatively weak demand for office space in the city. Excluding the two largest buildings in the office rental space—9800 LA Cienega and the NFL Media Building—existing office vacancy would drop from 26.7% to 21.1%. Office rents in Inglewood ($43.00 PSF) are lower than those in the Submarket ($48.16 PSF), though they are comparable to rents in the County ($41.57 PSF).

Class A office space accounts for the largest portion of the market at 38%, with six buildings comprising a total of 1.3 million SF. These properties face significant challenges with a high vacancy rate of 50.5%, translating to 665,805 square feet of unoccupied space. The NFL Media Building in Hollywood Park only accounts for 26% of the total Class A office vacancy. Excluding this building from the overall SF, Class A office vacancy would increase to 58%. This suggests oversupply or low demand for premium office space. Despite this, there has been positive net absorption (38,667 SF), indicating some tenant interest in higher-end spaces. Rents for Class A properties are the highest at $50.58 per SF, reflecting the premium nature of these offices. The high vacancy rate, coupled with strong rental rates, may suggest that these premium spaces are not fully aligning with current market demand or that tenants are still navigating post-pandemic recovery in terms of occupancy.

Class B properties make up 33% of the market with 35 buildings, totaling 1.15 million SF. This segment has a vacancy rate of 16.6%, with 191,295 SF of space available. The rental rate for Class B properties is $39.43 per SF, offering a more affordable option compared to Class A spaces, while still providing desirable office amenities. Net absorption in Class B properties is nearly flat, at 300 SF, which may indicate stability in demand but a lack of significant expansion or contraction in tenant activity.

Class C Properties comprise a substantial 29% of the market and include 198 buildings totaling 1,001,930 SF. Class C properties have the lowest vacancy rate at 7.1%, with just 70,661 SF vacant. These buildings, which typically offer more affordable and less modern office space, have a rental

rate of $37.16 per SF. Net absorption in this segment stands at 5,703 SF, reflecting steady demand for these lower-cost options. Class C's combination of low vacancy and moderate absorption suggests that there is sustained demand for more budget-friendly office space, especially as businesses seek cost-effective solutions.

In summary, while Class A properties dominate the market in terms of quality and rental rates, they face significantly higher vacancy challenges. On the other hand, Class B and C properties, though less premium, are performing more steadily, with lower vacancy rates and more stable net absorption, making them attractive to cost-conscious tenants. As the market evolves, particularly in response to economic shifts and new development, these trends will be key in shaping the future distribution and demand for office space across the city.

Table 4-5 Office Market Snapshot (Q2 2024)

	City of Inglewood	Inglewood Submarket	Los Angeles County
Availability			
Market Asking Rent $PSF/Yr.	$43.00	$48.16	$41.57
Vacancy Rate	26.7%	20.5%	16.0%
Vacant SF	927,761	3,477,915	71,020,125
Net Absorption	44,670	41,797	(605,201)
Inventory			
Existing SF	3,475,271	16,973,219	443,347,516

Source: CoStar (accessed September 2024).
Note: Vacant space refers to all space that is not occupied by a tenant regardless of availability or lease obligation. Available space is the amount of space currently being marketed as available for lease or sale in a given time period. It includes any space that is vacant, occupied, or available at a future date.

Historical Trends Over the Past 10 Years

Over the last decade, Inglewood's office vacancy has been volatile, largely influenced by external factors such as the COVID-19 pandemic. The pandemic caused a significant shift in the way people work—offices were shut down and employees began working remotely. Office vacancy in the city rose from 20.7% in 2019 to 26.1% by the end of 2023. The broader Inglewood Submarket experienced a similar trend but with more dramatic increases; vacancy more than doubled from 8.4% in 2019 to 20.3% in 2023. Comparatively, vacancy rates in the County in the ten-year span did not rise beyond 15.5%. Although Inglewood has overall higher levels of vacancy compared to the surrounding Submarket, it is important to note that more than half of the vacant space in the city can be attributed to three buildings, one of which is the aforementioned NFL Media Building.

Despite the rise in vacancies, office rents in Inglewood have steadily increased, growing by 43% over the past decade, from $30.05 per SF in 2013 to $42.90 in 2023. This trend suggests that while occupancy challenges persist, landlords have been able to maintain or even increase rental prices, possibly due to the quality of space or specific market conditions. Comparatively, rents in the broader Inglewood Submarket grew at a slightly slower rate of 35%, $35.72 per SF to $48.15, reflecting less pressure on pricing in the Submarket. The difference in rent growth between

Inglewood and the Submarket may point to a stronger demand for office space in Inglewood prior to the pandemic, though recent vacancy trends indicate a potential mismatch between rental expectations and current demand (see Tables 4-6 through 4-8 and Figures 4-4 and 4-5).

Inglewood's office development has been modest compared to the Submarket. While Inglewood added 452,471 SF of office space across two buildings over the past decade, the Submarket saw an expansion of 2.86 million SF across 51 buildings, indicating a much more robust development pipeline in surrounding areas. The most significant stretch of construction during this period was in 2021 with the completion of the NFL Media Headquarters, a Class A property adding 450,872 SF of office space. A smaller project was also completed in 2017 (one small office of 1,599 SF). No new office space has been constructed in the city since the opening of the NFL Media Headquarters. Furthermore, the higher rate of demolitions in the broader Submarket (215,080 SF demolished versus 40,000 SF in Inglewood) implies a faster turnover of aging office stock in other parts of the region, potentially leading to newer, more competitive office spaces.

Table 4-6 Office Market History (2013-2023), City of Inglewood

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	3,475,271	907,836	26.1%	3,859	$42.90
2022	3,475,271	911,695	26.2%	(68,717)	$43.19
2021	3,475,271	842,978	24.3%	247,071	$43.10
2020	3,052,399	667,177	21.9%	(45,737)	$43.41
2019	3,064,399	633,440	20.7%	19,237	$44.63
2018	3,064,399	652,677	21.3%	58,826	$42.01
2017	3,064,399	711,503	23.2%	1,598	$40.20
2016	3,062,800	711,502	23.2%	44,834	$38.13
2015	3,062,800	756,336	24.7%	551	$35.53
2014	3,062,800	756,887	24.7%	(16,118)	$32.22
2013	3,067,188	745,157	24.3%	(54,543)	$30.05

Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-7 Office Market History (2013-2023), Inglewood Submarket

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	16,846,776	3,421,679	20.3%	(849,583)	$48.13
2022	16,360,836	2,086,156	12.8%	16,290	$48.83
2021	16,178,120	1,919,730	11.9%	615,122	$48.80
2020	15,168,315	1,525,047	10.1%	(214,457)	$49.47
2019	15,121,745	1,264,020	8.4%	396,240	$51.71
2018	14,892,143	1,430,658	9.6%	415,404	$49.16
2017	14,671,844	1,625,763	11.1%	(43,127)	$47.61
2016	14,285,360	1,199,852	8.4%	64,002	$45.66
2015	14,259,081	1,238,575	8.7%	(62,201)	$42.78
2014	14,256,269	1,173,562	8.2%	250,550	$38.83
2013	14,229,339	1,396,282	9.8%	136,201	$35.72

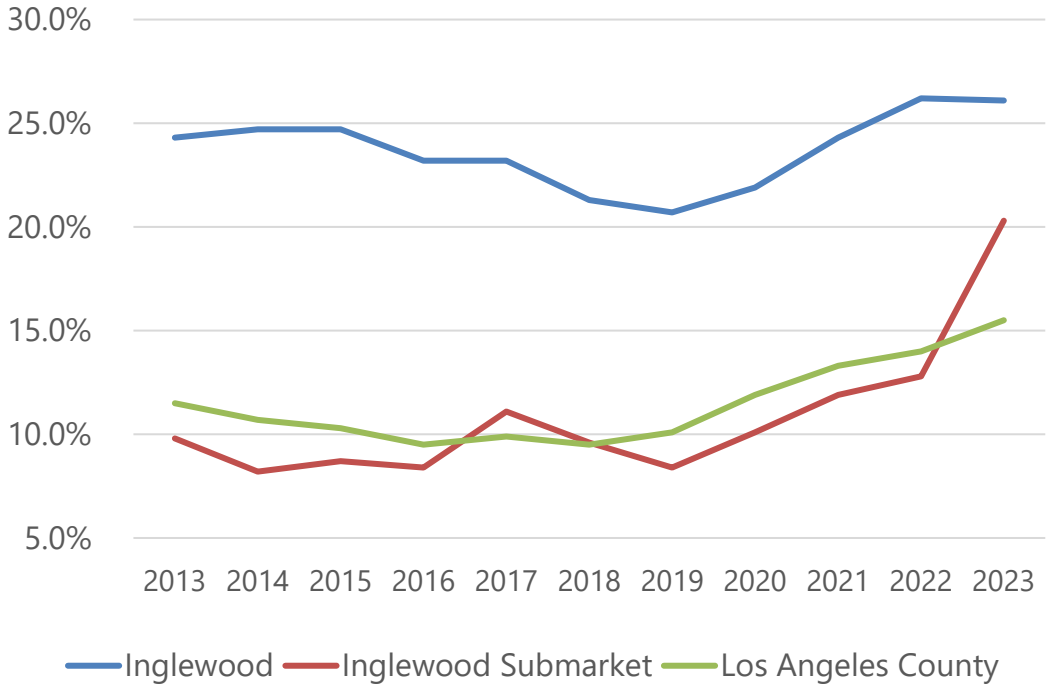
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-8 Office Market History (2013-2023), Los Angeles County

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	443,495,485	68,754,906	15.5%	(5,370,617)	$41.43
2022	441,842,367	61,723,971	14.0%	(1,896,137)	$41.60
2021	440,408,542	58,464,753	13.3%	(3,347,338)	$41.43
2020	437,535,551	52,165,424	11.9%	(7,552,665)	$41.25
2019	437,035,774	44,032,351	10.1%	(1,502,384)	$41.77
2018	435,969,651	41,566,679	9.5%	1,170,366	$39.76
2017	436,207,925	42,968,188	9.9%	(86,501)	$38.31
2016	434,522,909	41,198,967	9.5%	4,006,777	$36.82
2015	433,903,290	44,562,031	10.3%	2,299,042	$34.92
2014	433,410,051	46,388,813	10.7%	2,794,649	$32.38
2013	433,869,147	49,867,510	11.5%	1,040,584	$30.49

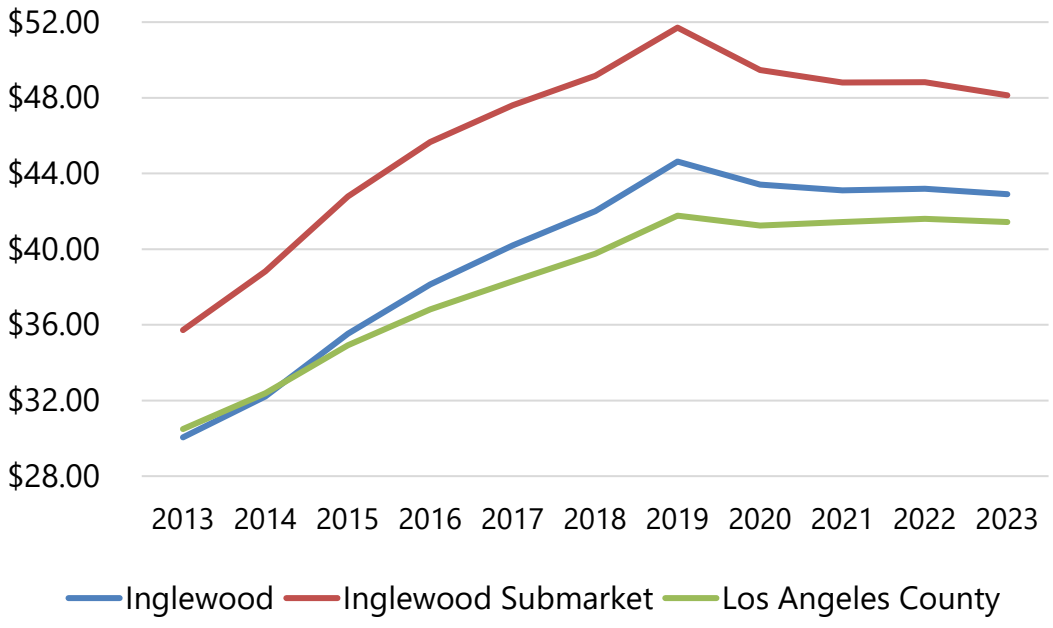
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 4-4 Office Vacancy (2013-2023)



Source: CoStar (accessed September 2024).

Figure 4-5 Office Market Asking Rents PSF/Year (2013-2023)



Source: CoStar (accessed September 2024).

Future Office Development

Looking forward, several developments are in the proposal phase in Inglewood, but currently, no office buildings are under construction. The City has three proposed buildings at Hollywood Park, totaling 545,718 SF. These planned developments are significant but remain in early stages, contributing to a lack of immediate growth in the office market. If they were to be built, however, these buildings would add significant office space to the market.

In contrast, the broader Inglewood Submarket is experiencing more construction activity. Four buildings are currently under construction, adding 332,413 SF, and 11 proposed developments are in the pipeline (including the three in Inglewood's Hollywood Park/sports-entertainment complex), five in Culver City, and three in LA, totaling 2.22 million SF of office space. This suggests that while Inglewood is preparing for growth, neighboring areas like Culver City and parts of Los Angeles are more actively expanding their office markets. Given that more people are working from home, in-home office type amenities will be important to consider for future development.

Approximately 82% of Inglewood's office space is over 40 years old, totaling 2.85 million SF. Given the limited demand for additional office space, it is anticipated that up to 20% of the older office space, about 570,000 SF, has the potential to be reimagined or redeveloped as part of a mixed-use commercial/residential development. A large portion of that space could be turned into a higher-demand office use, such as medical office. This presents an opportunity to reposition older properties to meet modern demands, potentially incorporating a blend of uses to attract tenants and improve occupancy.

4.2.3 Industrial/Flex Market

E-commerce is accelerating growth of industrial use. Retail and industrial are merging, with space being used for Buy Online Pick Up in Store, fulfillment, last-mile logistics, and warehousing (including flex space such as research and development). This analysis compared key variables in the industrial and flex space market (hereafter, "industrial market") in the city, the Submarket, and the County.

The industrial market in Inglewood encompasses a total of 5.5 million SF spread across 348 buildings. This market represents 44% of the industrial and flex space in the Submarket. The industrial sector is primarily composed of Class B and Class C properties, with Class B buildings accounting for 31% (67 buildings) and Class C buildings representing the majority at 65% (272 buildings). The city has only one Class A building, which comprises 0.3% of the industrial space.

The flex space market in the city includes 20 buildings totaling 203,000 SF and maintains a relatively low vacancy rate of 5.0%. Meanwhile, the industrial-only portion of the city's market consists of 328 buildings with 5.3 million SF and a slightly higher vacancy rate of 5.6%. These figures highlight the relative stability of the industrial sector, with only modest fluctuations in vacancy.

Current Snapshot: Comparison of Vacancy and Rent

As of Q2 2024, Inglewood's industrial vacancy rate stood at 5.6%, significantly lower than the 8.0% vacancy rate observed in the broader Inglewood Submarket. Additionally, rents in Inglewood were reported at $22.54 per SF, below the Submarket's average of $27.82. While this indicates that Inglewood offers more affordable options within the region, the slight increase in vacancies and rents compared to the County indicates that the City faces moderate competition in the broader market. See Table 4-9.

Class A industrial properties in Inglewood represent just 0.3% of the market, with one building offering 18,650 square feet. With no vacancy and a rental rate of $25.76 per square foot, Class A space is fully occupied, reflecting its high demand. However, the scarcity of premium Class A facilities may indicate a missed opportunity for attracting larger businesses seeking modern, high-tech amenities.

Class B buildings account for 31.4% of the City's industrial market, but they face higher vacancy rates (12.5%) and negative net absorption (-138,558 square feet). This suggests weaker demand, as tenants may prefer the cost-effectiveness of Class C or require the higher quality of Class A. Despite rents being relatively competitive at $23.52 per square foot, the oversupply of Class B space suggests a need for upgrades or repurposing to remain attractive to tenants.

Class C properties dominate the City's industrial market, comprising 64.9% of the total space and a low vacancy rate of 2.6%. The affordability of these older buildings, with rents at $22.28 per square foot, makes them highly attractive to cost-conscious businesses. While Class C spaces are older, their high occupancy suggests ongoing demand for functional, lower-cost industrial spaces.

Class A space, although limited, shows a strong demand, while Class B properties struggle with vacancies due to their mid-range positioning. Class C properties thrive due to affordability, appealing to businesses prioritizing cost over modern facilities. There is clear market potential for upgrading portions of Class B and C spaces to meet the rising demand for modern facilities, driven by the e-commerce boom.

Table 4-9 Industrial Market Snapshot (Q2 2024)

	City of Inglewood	Inglewood Submarket	Los Angeles County
Availability			
Market Asking Rent $PSF/Yr.	$22.54	$27.82	$18.73
Vacancy Rate	5.6%	8.0%	5.4%
Vacant SF	306,446	1,000,426	51,568,113
Net Absorption	(106,822)	(50,673)	(3,040,079)
Inventory			
Existing SF	5,466,388	12,481,147	963,767,566

Source: CoStar (accessed September 2024).
Note: Vacant space refers to all space that is not occupied by a tenant regardless of availability or lease obligation. Available space is the amount of space currently being marketed as available for lease or sale in a given time period. It includes any space that is vacant, occupied, or available at a future date. Negative net absorption refers to the fact that more tenants vacated retail space as opposed to renewing or expanding.

Historical Trends Over the Past 10 Years

Inglewood's industrial market has remained relatively stable over the past decade. The City's industrial vacancy rates have consistently been lower than those of the broader Submarket. While the Submarket has seen fluctuations, including higher vacancy rates peaking at 8.0% in recent years, Inglewood has managed to maintain tighter control over its vacancies. This pattern reflects the City's steady demand for industrial space, particularly for Class C properties.

Over the last ten years, industrial vacancy in the city fluctuated, experiencing a low of 1.4% (2015) and highs up to 6.0% (2020), while industrial rents steadily grew (110% overall increase). In the same period, industrial vacancy in the Submarket and the County saw more fluctuation, with vacancies as high as 7.8% (2020, Submarket) and rents growing by 101% and 118%, respectively. Although industrial vacancy increased across all observed geographies between year-end 2019 and year-end 2020, in light of the COVID-19 pandemic, changing consumer behaviors and the growing presence of e-commerce saw an increase in the demand for industrial / flex space, and vacancies declined (see Tables 4-10 through 4-12 and Figures 4-6 and 4-7).

In the last ten years, 291,400 SF of industrial space have been added in Inglewood across three major buildings, while 100,298 SF were removed through the demolition of 10 buildings. Notable developments include the 143,400 SF Class B FedEx Distribution Facility completed in 2017 and the 144,400 SF Extra Space Storage building finished in 2021. The majority of the new construction activity in the Submarket occurred in Inglewood. In the ten-year span, six buildings totaling 364,120 SF were added in the Submarket, while 66 buildings totaling 870,378 SF were demolished.

Table 4-10 Industrial Market History (2013-2023), City of Inglewood

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	5,466,388	141,607	2.6%	(61,179)	$23.03
2022	5,466,388	80,428	1.5%	112,847	$22.03
2021	5,466,388	193,275	3.5%	223,917	$19.97
2020	5,369,386	320,190	6.0%	(260,964)	$18.16
2019	5,433,728	123,568	2.3%	26,464	$16.96
2018	5,440,787	164,150	3.0%	(68,901)	$15.92
2017	5,440,787	95,249	1.8%	133,081	$14.86
2016	5,293,826	81,369	1.5%	(8,583)	$13.75
2015	5,296,529	75,489	1.4%	44,867	$12.69
2014	5,300,615	124,442	2.3%	107,759	$11.71
2013	5,300,615	232,201	4.4%	(63,399)	$10.96

Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-11 Industrial Market History (2013-2023), Inglewood Submarket

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	12,483,997	857,543	6.9%	(444,583)	$28.31
2022	12,520,092	449,055	3.6%	210,099	$27.27
2021	12,544,028	683,090	5.4%	320,519	$24.94
2020	12,512,748	972,329	7.8%	(642,396)	$22.82
2019	12,746,730	572,782	4.5%	(234,625)	$21.49
2018	12,938,241	536,727	4.1%	(285,040)	$20.26
2017	12,976,034	289,480	2.2%	118,202	$18.94
2016	12,973,418	405,066	3.1%	(105,602)	$17.52
2015	13,020,683	346,729	2.7%	59,698	$16.26
2014	13,097,672	483,416	3.7%	(28,054)	$15.06
2013	13,169,187	526,877	4.0%	(149,877)	$14.07

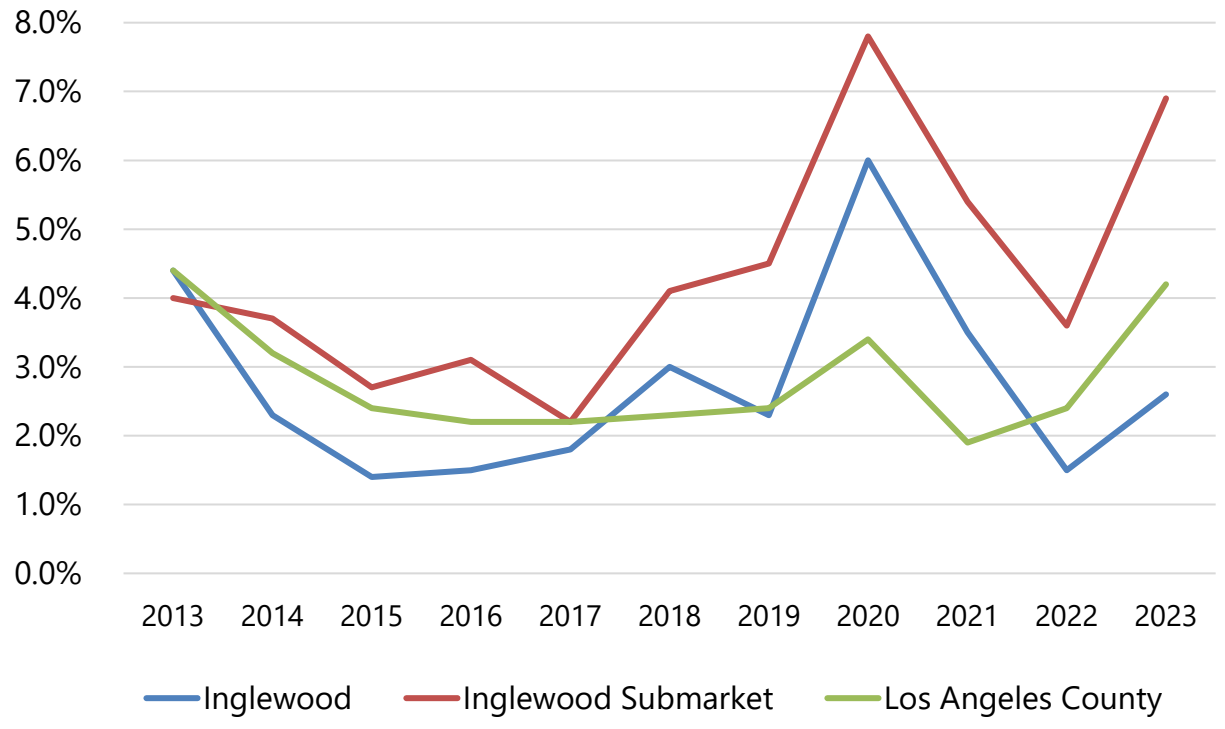
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-12 Industrial Market History (2013-2023), Los Angeles County

Year	Inventory SF	Vacant SF Total	Vacant % Total	Net Absorp. SF Total	Market Asking Rent PSF
2023	960,939,893	40,474,443	4.2%	(15,228,813)	$19.15
2022	958,255,575	22,575,272	2.4%	(2,464,937)	$18.27
2021	956,077,693	17,943,677	1.9%	15,017,598	$16.42
2020	955,392,078	32,273,777	3.4%	(7,037,693)	$14.76
2019	953,160,966	23,084,591	2.4%	(1,696,252)	$13.75
2018	953,446,724	21,720,571	2.3%	1,006,077	$12.88
2017	951,991,896	21,348,034	2.2%	3,918,943	$11.99
2016	947,425,488	20,857,961	2.2%	469,990	$11.06
2015	948,878,003	22,701,011	2.4%	7,798,085	$10.22
2014	948,302,580	30,005,736	3.2%	11,711,829	$9.43
2013	948,339,128	41,841,767	4.4%	5,284,184	$8.80

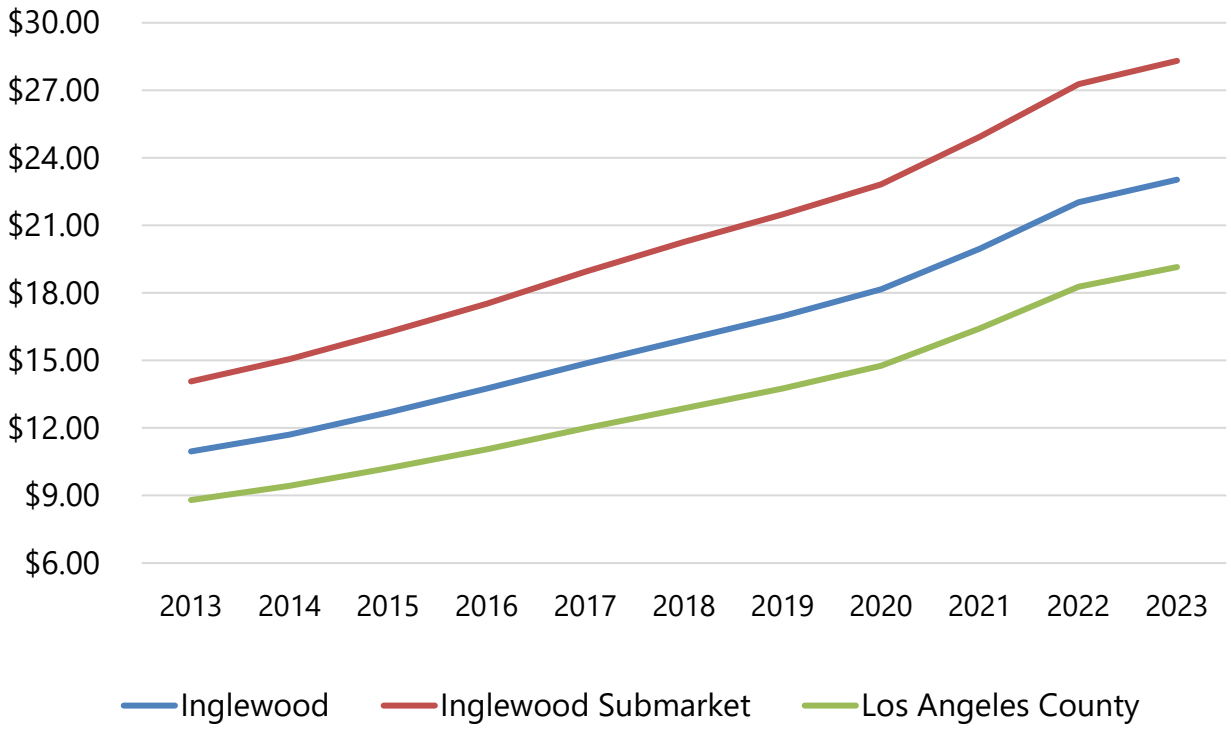
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 4-6 Industrial Vacancy (2013-2023)



Source**:** CoStar (accessed September 2024).

Figure 4-7 Industrial Market Asking Rents PSF/Year (2013-2023)



Source**:** CoStar (accessed September 2024).

Future Outlook

Despite the strong demand for industrial space driven by e-commerce, logistics, and last-mile delivery needs, there are currently no new industrial or flex projects planned, proposed, or under construction in Inglewood or the Submarket. This lack of future development may indicate potential opportunities for the City to capitalize on emerging trends in warehouse and sorting facilities as well as flex space for tech and medical industries by re-envisioning or redeveloping its existing space. Further, Inglewood's strategic location near Los Angeles International Airport ("LAX") and the 405 and 105 Freeways may entice prospective developers and tenants.

Approximately 79% of Inglewood's industrial and flex space is over 40 years old, totaling almost 4.3 million SF. Observing the last ten years of construction and demolition of industrial space, the City saw a 200,000 SF net gain of industrial space, or 20,000 SF new space per year. Presuming similar construction trends, growing demand for modern industrial facilities, and given most of the industrial space in the Submarket is being absorbed by Inglewood, there is roughly 20,000 to 25,000 SF of industrial demand in the City per year (between 500,000 and 625,000 SF over 25 years). The replacement or redevelopment of older industrial buildings could encompass a significant portion of future industrial space. This could include transforming outdated buildings into more efficient warehouses, logistics hubs, or flex spaces that cater to the evolving demands of e-commerce and other industries.

While Inglewood's industrial market has shown stability in the face of broader regional trends, there is a clear need for strategic reinvestment in its aging industrial stock. By embracing redevelopment opportunities and responding to the increasing demand for modern industrial space, the city could continue to thrive as a hub for industrial activity.

4.2.4 Multifamily Residential Market

Over time, residential has evolved into multifunctional spaces where people live, work, and play, a shift that was accelerated by the widespread adoption of remote work during the COVID-19 pandemic. As a result, suburban markets have strengthened, with home offices becoming a sought-after feature in both single-family and multifamily housing developments, designed to support modern work-from-home lifestyles.

In Inglewood, the multifamily residential market plays a crucial role in meeting housing demand, offering 12,934 units across 540 buildings. These units represent approximately 20% of the overall multifamily market in the Inglewood Submarket. The city's multifamily stock provides a diverse range of housing options, including market-rate, affordable, and senior units spread across Class A, B, and C buildings, ensuring a variety of options for residents.

Current Snapshot: Vacancy and Rent Comparison

As of Q2 2024, the multifamily vacancy rate is 5.6%, reflecting strong demand for housing in the area, though slightly higher than the Inglewood Submarket (5.3%) and the County (4.8%). Inglewood's vacancy rate, although modestly higher than in previous years, reflects the influx of new housing stock, particularly in Class A properties. These new developments have created a temporary surge in vacancies as units enter the market but are anticipated to be absorbed in the coming quarters (see Table 4-13).

Table 4-13 Multifamily Market Snapshot (Q2 2024)

	City of Inglewood	Inglewood Submarket	Los Angeles County
Availability			
Asking Rent Unit/Mo.	$1,833	$2,100	$2,256
Avg. SF	779	780	806
Asking Rent PSF	$2.35	$2.69	$2.80
Vacancy Rate	5.6%	5.3%	4.8%
Total # of Vacant Units	720	3,417	47,159
Net Absorption	(106,822)	(50,673)	(3,040,079)
Inventory			
# of Buildings	540	2,491	29,618
Total # of Units	12,934	64,153	974,605

Source: CoStar (accessed September 2024).
Notes: Data represents the average asking rents across all unit types (studio, 1BR, 2BR, etc.) and only observes buildings with 10 or more units. Inventory does not include condos, co-ops, dormitories, or mobile homes. Negative net absorption refers to the fact that more residents vacated as opposed to moving into residential units. Numbers in parentheses and in red indicate a negative number.

Inglewood's Class A segment, accounting for 4.7% of the market, includes five buildings with a total of 602 units, commanding premium rents averaging $2,953 per month ($3.52 per SF). Class A units have experienced higher vacancy levels (17.8%) compared to Class B and C properties. This higher vacancy is largely a function of recent supply expansion, particularly in high-end properties like Astra, The Wesley at Hollywood Park, and Sora. These properties, built between 2021 and 2023, collectively added 461 units between 2021 and 2023. With average rents reaching $2,953 per month, Class A units cater to high-income residents, reflecting broader trends in the Los Angeles Metro Area where premium housing construction is growing. However, the elevated vacancy rate may suggest that rental price points are slightly misaligned with local demand in the short term or there is a lag in absorption as new units are leased.

Class B buildings account for 15.1% of the market and provide a more balanced mix of market-rate and affordable housing options. The vacancy rate for this category is significantly lower at 4%, reflecting strong demand for mid-tier housing. With average rents at $2,452 per month ($2.80 per SF), these properties are more accessible to middle-income households. Class B units occupy a sweet spot in the market, offering a more affordable alternative to Class A units while still maintaining relatively modern amenities and good locations. The stable vacancy rates and modest net absorption figures suggest steady demand, especially as these units serve as a bridge between luxury Class A and the more affordable Class C options.

The majority of Inglewood's multifamily housing stock (80%) falls into the Class C category, which comprises older, more affordable units. These properties exhibit a vacancy rate of 5.1%, close to the Citywide average, and rent levels averaging $1,573 per month ($2.11 per SF). Class C buildings tend to have lower vacancies due to their affordability, especially as rising housing costs across Los Angeles County have driven more residents to seek lower-cost rental options. Despite their age, these properties remain crucial to addressing housing needs for lower-income families. The consistent demand for Class C units highlights the pressing need for affordable housing in the city and indicates that preserving and upgrading this housing stock could be a vital strategy moving forward.

Market Segmentation

Inglewood's multifamily market is composed of 82.9% market-rate units, 16.3% affordable units, and a small share (0.8%) of units are in buildings that feature a hybrid of market-rate and affordable units. Each segment displays distinct vacancies and rent dynamics, which offer further insights into current housing trends.

With an average rent of $1,972 per month ($2.50 per SF), market-rate units account for the vast majority of Inglewood's multifamily housing stock (82.9%). The vacancy rate for market-rate units stands at 5.8%, in line with the overall city average. This stable performance suggests a healthy level of demand for standard market units, particularly in the Class B and C categories where rents are more affordable compared to high-end Class A buildings. Net absorption in this segment (34 units) indicates steady leasing activity, though demand may be shifting to more affordable and mid-tier properties given economic conditions and the cost of living in the broader region.

Affordable housing represents a smaller but critical portion of Inglewood's market, comprising 16.3% of total units. With an average rent of $1,164 per month ($1.63 per SF) and a notably low vacancy rate of 3.1%, affordable units are in high demand. The segment's lower vacancy reflects an acute need for affordable housing in Inglewood, mirroring a trend across the Los Angeles area, where limited availability underscores the growing affordability crisis and indicates that the existing affordable stock is insufficient to meet demand. Lastly, all senior housing in the city falls within affordable housing buildings. These buildings feature reduced rents for seniors (average rent of $1,233 per month or $1.94 per SF) and an extremely low vacancy rate of 0.7%.

A small segment of the market (0.8%) is composed of units in buildings with a mix of market-rate and affordable units. Despite their relatively small presence, these units show the highest vacancy rate at 27.2%. While the relatively high rents—averaging $2,284 per month ($3.50 per SF)—may contribute to elevated vacancies, this could also be due to new construction in 2023, which may not yet have been fully absorbed by the market. Rent for this segment of the market is notably higher than the market rate units, likely contributing further to the high vacancy rate. Additionally, the small size of this segment could cause greater fluctuations in vacancy rates.

Inglewood's multifamily market is characterized by strong demand, particularly for affordable and mid-tier housing, as evidenced by the relatively low vacancy rates in Class B and C properties. Class A units, while expanding rapidly, face temporary challenges in absorption as new supply enters the market. Rent and vacancy data suggest that affordability remains a key concern for residents. Inglewood's future development should focus on keeping a diverse housing stock, including preserving Class C properties and addressing the pressing need for more affordable housing to sustain long-term growth and residential stability.

Historical Trends Over the Past 10 Years

Inglewood's multifamily market has experienced a dynamic evolution over the last ten years, with vacancy rates typically below 4.7%, except for a spike to 6.0% in 2023, coinciding with the completion of several new developments. Across both the Submarket and the County, multifamily vacancy has been at or below 5.7% in the last ten years.

Rental rates in the city have also seen consistent growth, with a 32% increase from 2013 to 2023. This upward trend mirrors broader market forces, including rising land and construction costs, as well as increasing demand for housing in proximity to Los Angeles' economic hubs. The strongest rent increases have occurred in Class A properties, where new developments offer modern amenities and appeal to higher-income tenants, pushing average rents to nearly $3,000 per month. Rental rates have also increased over time by 33% and 35% in the Submarket and County, respectively. See Tables 4-14 through 4-16 and Figures 4-8 and 4-9.

Table 4-14 Multifamily Res. Market History (2013-2023), City of Inglewood

Year	Inventory Units	Vacant Units Total	Vacant % Units	Net Absorp. Units	Market Asking Rent Per Unit
2023	12,934	776	6.0%	366	$1,832
2022	12,281	486	4.0%	137	$1,822
2021	12,180	524	4.3%	135	$1,777
2020	12,063	542	4.5%	(79)	$1,728
2019	12,073	473	3.9%	(75)	$1,718
2018	12,073	398	3.3%	45	$1,673
2017	12,033	403	3.3%	160	$1,622
2016	12,033	562	4.7%	66	$1,552
2015	11,769	364	3.1%	69	$1,480
2014	11,749	414	3.5%	(23)	$1,426
2013	11,779	421	3.6%	120	$1,390

Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number. The numbers represent the City of Inglewood market area as defined by CoStar.

Table 4-15 Multifamily Res. Market History (2013-2023), Inglewood Submarket

Year	Inventory Units	Vacant Units Total	Vacant % Units	Net Absorp. Units	Market Asking Rent Per Unit
2023	63,921	3,422	5.4%	1,096	$2,079
2022	62,368	2,962	4.7%	1,381	$2,070
2021	61,119	3,048	5.0%	2,298	$2,006
2020	58,992	3,210	5.4%	76	$1,936
2019	58,396	2,692	4.6%	252	$1,939
2018	57,706	2,246	3.9%	358	$1,893
2017	57,263	2,160	3.8%	5	$1,838
2016	57,215	2,118	3.7%	202	$1,767
2015	56,900	2,007	3.5%	322	$1,691
2014	56,838	2,266	4.0%	213	$1,618
2013	56,656	2,298	4.1%	551	$1,569

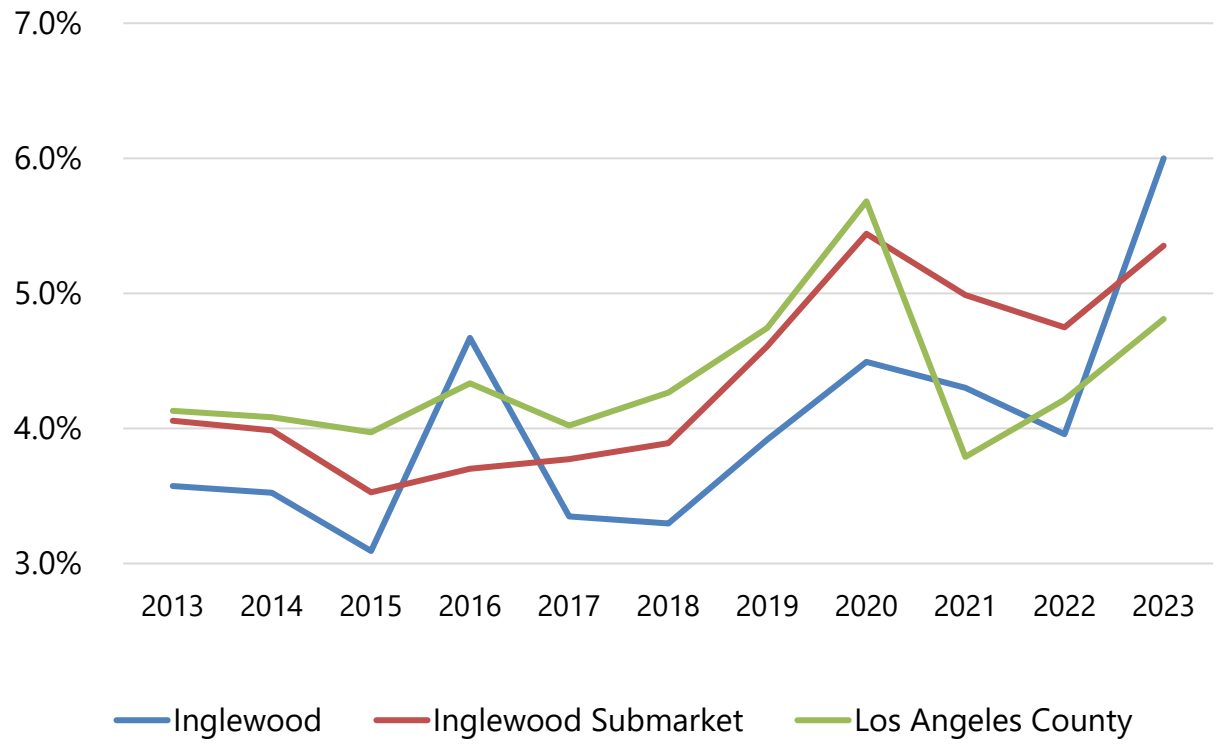
Source CoStar: (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Table 4-16 Multifamily Res. Market History (2013-2023), Los Angeles County

Year	Inventory Units	Vacant Units Total	Vacant % Units	Net Absorp. Units	Market Asking Rent Per Unit
2023	968,492	46,581	4.8%	8,886	$2,228
2022	953,125	40,168	4.2%	6,895	$2,217
2021	941,887	35,694	3.8%	30,217	$2,145
2020	928,210	52,739	5.7%	3,857	$2,027
2019	914,956	43,416	4.7%	7,008	$2,034
2018	903,153	38,523	4.3%	8,262	$1,989
2017	892,221	35,891	4.0%	8,963	$1,928
2016	885,779	38,398	4.3%	7,939	$1,863
2015	874,154	34,712	4.0%	10,409	$1,792
2014	864,084	35,281	4.1%	8,469	$1,708
2013	855,940	35,359	4.1%	6,367	$1,656

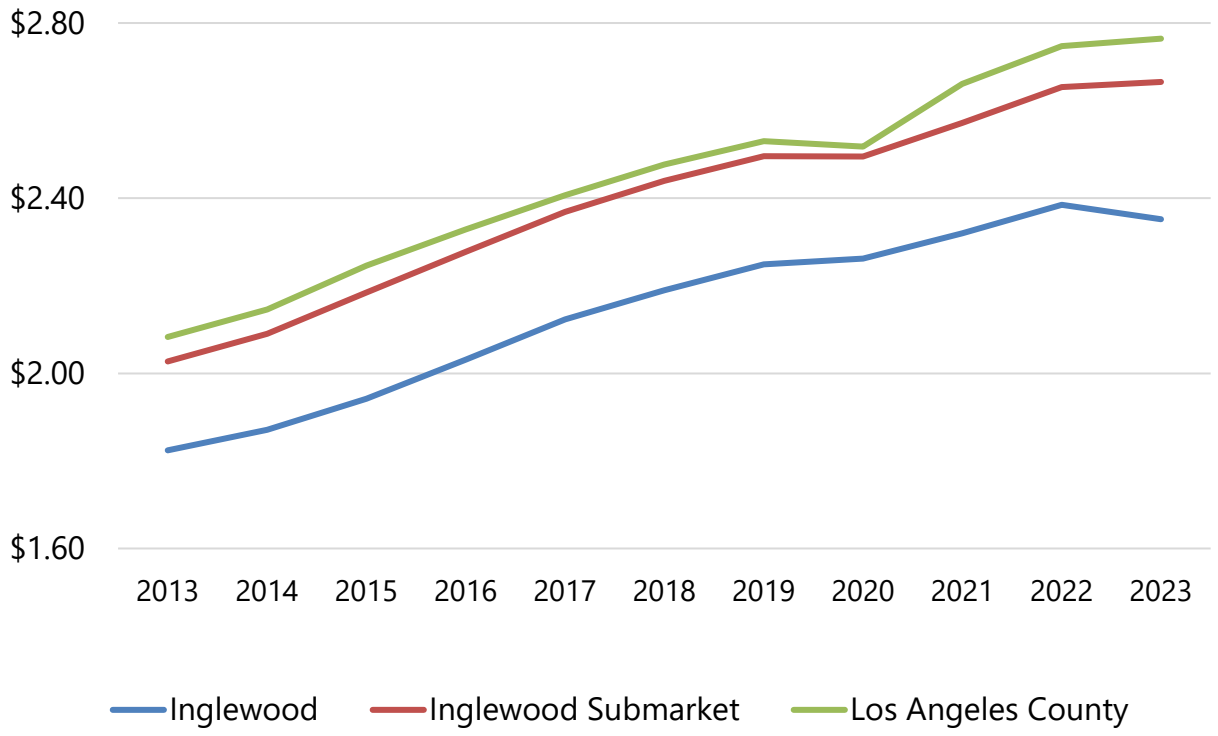
Source: CoStar (accessed September 2024).
Note: Numbers in parentheses and in red indicate a negative number.

Figure 4-8 Multifamily Res. Vacancy (2013-2023)



Source: CoStar (accessed September 2024).

Figure 4-9 Multifamily Res. Market Asking Rents PSF/Year (2013-2023)



Source: CoStar (accessed September 2024).

Between 2013 and 2023 815 new residential units across six buildings have been added to the City's multifamily market. This construction surge has been led by notable projects such as Astra (243 units), The Crosby at Hollywood Park (213 units), and The Wesley at Hollywood Park (101 units). The latter two buildings were the first housing units added to the Hollywood Park/sports-entertainment complex. See Table 4-17.

Table 4-17 Multifamily Residential Construction Since Year-End 2013

Address	Total Units	Class	Apartment Type	Density (du/acre)	Year Built
PATH Villas Eucalyptus (240 Lime St.)	40	A	Mid-rise, senior affordable	54	2018
Sora (417 Centinela Ave.)	117	A	Mid-rise market-rate	137	2021
Fairview Heights Apts (923 E. Redondo Blvd.)	101	A	Mid-rise affordable, rent-restricted	N/A	2022
The Wesley at Hollywood Park (3988 E. Hardy St.)	101	A	Low-rise market-rate	51	2023
The Crosby at Hollywood Park (3988 E. Hardy St.)	213	B	Mid-rise market-rate	108	2023
Astra (215 E. Regent St.)	243	A	Mid-rise market-rate	88	2023

Source: CoStar (accessed September 2024).

Future Outlook

Going forward, Inglewood's multifamily market is poised for continued growth, with several projects under construction and proposed. Two significant developments, The DeMilo (144 Class B market/affordable units) and Jefferson Westchester (222 Class A market/affordable units), are currently under construction and are set to add a combined 366 units by 2026. Additionally, proposed projects, including Sankofa Place (120 Class C affordable units) and Hollywood Park Residential (2,186 Class A market-rate units), signal a substantial influx of new housing.

These planned and proposed developments align with the City's broader goal to meet its RHNA allocation. According to the SCAG 6th Cycle RHNA Allocation Plan, Inglewood was allocated to add 7,439 new housing units by 2029, of which 37% are allocated for very-low and low-income affordable units (see Table 4-18). Should the proposed developments get built, particularly the additional 2,186 units at Hollywood Park, Inglewood will be well positioned to meet its RHNA numbers.

Although Inglewood represented just 16% of residential unit construction in the Submarket over the last 10 years, the further buildout of the Hollywood Park sports/entertainment complex and the additional need for housing will likely increase this share of future residential construction to nearly 50%. The Submarket added approximately 7,271 units over the last 10 years or 727 units per year. Using this growth rate, it is estimated that the City could potentially add between 350 and 400 units per year going forward (totaling 8,750 to 10,000 units over the next 25 years).

Furthermore, with 78% of existing multifamily units over 40 years old, Inglewood faces the challenge of modernizing its housing stock while addressing affordability concerns. Higher density developments may offer a viable solution to balance the needs for increased housing capacity and affordability, particularly as the City seeks to maintain its competitiveness within the regional housing market.

Table 4-18 RHNA Allocation (City of Inglewood)

RHNA Allocation	Number of Units
Very-Low Income (<50% AMI)	1,813
Low-Income (50-80% AMI)	955
Moderate Income (80-120% AMI)	1,112
Above-Moderate Income (>120% AMI)	3,559
Total Units	**7,439**

Source: Southern California Association of Governments, "6th Cycle Regional Housing Needs Allocation 2021-2029" (accessed September 2024).

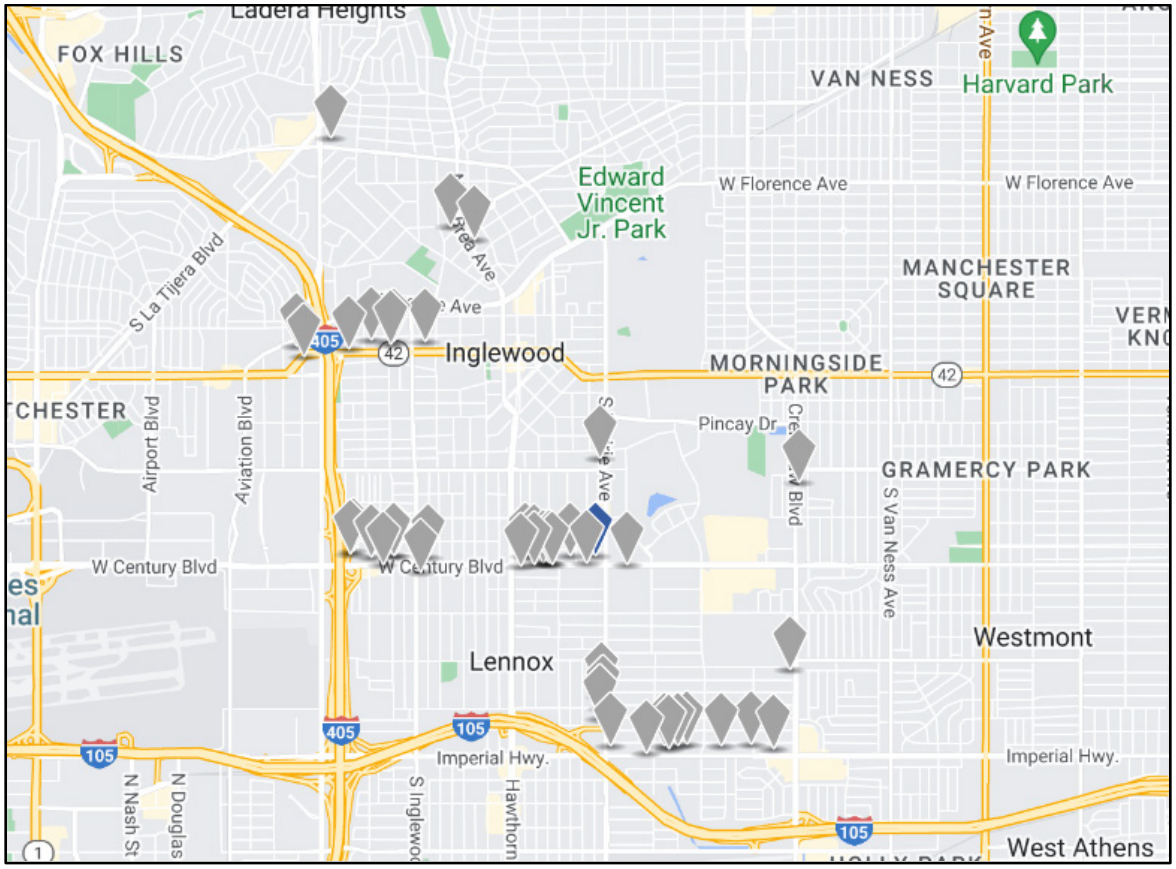
4.2.5 Hospitality Market

The COVID-19 pandemic dealt a severe blow to the global hospitality industry, and its effects were clearly reflected in Inglewood's hotel market. The sector, particularly dependent on conventions, business travel, and large-scale events, experienced unprecedented disruption due to travel restrictions, social distancing mandates, and a sharp decline in both leisure and business travel. Occupancy rates plummeted, ADR (Average Daily Rate) shrank, and RevPAR (Revenue per Available Room) declined dramatically, pushing many hotels into financial distress.

To better understand the hospitality market, what must be first understood is the different classes of hotels and how they correlate to service-type hotels. Hotels are categorized by class—economy, midscale, upper midscale, upscale, upper upscale, and luxury. Limited-service hotels typically fall under economy and midscale classes. These hotels are budget friendly, offering low-cost accommodations and minimal amenities, and usually do not offer a full-service restaurant. Select-service hotels offer more amenities than limited-service hotels, such as small meeting spaces, a fitness center, and a casual restaurant. Select-service hotels are the fastest growing type of hotels currently being developed and typically fall under upper midscale or upscale classes. Lastly, full-service hotels offer a wider array of services, including larger banquet/conference spaces, multiple restaurants and bars, shuttle services, expanded fitness centers, and spas. Full-service hotels may refer to different hotel types, including boutique hotels and resorts, and generally fall within upscale, upper upscale, and luxury classes.

Inglewood's hotel market is dominated by economy class hotels, most of which are independently operated. The City's hotel stock includes 45 operational hotels offering 2,309 rooms. Of these rooms, 66.3% are economy, 27.2% are midscale, and 6.5% are upper midscale hotels. The bulk of these hotels are in the southern part of the city along Century Boulevard and Imperial Highway, servicing LAX. While Inglewood's hotels provide lower-cost options, the more upscale hotel properties serving LAX are on the Los Angeles side, west of I-405. Figure 4-10 shows the location of these hotels in the city. Inglewood accounts for 48% of the hotel rooms in the Submarket. There are five hotels in the nearby unincorporated community of Lennox, adjacent to Inglewood in LA County. Of these, four are economy-class independent hotels, collectively offering 112 rooms. The fifth hotel is a 149-room upper midscale class Hampton Inn.

Figure 4-10 Hotels Currently Operating in the City of Inglewood



Source: ESRI Business Analyst Online; CoStar; STR (accessed September 2024).
Notes: Locations of currently operating hotels of all classes shown.

Current Snapshot: Hotel Breakdown by Type

Inglewood's hospitality landscape indicates a notable distinction between franchise and independent hotels, which reflects varying market strategies and consumer preferences. With a total of 45 hotels in the city, the data shows that 35 of these operate independently (1,533 rooms) and 10 are franchise hotels (776 rooms). Franchise hotels cater to travelers seeking reliability and brand recognition, offering a standardized service experience.

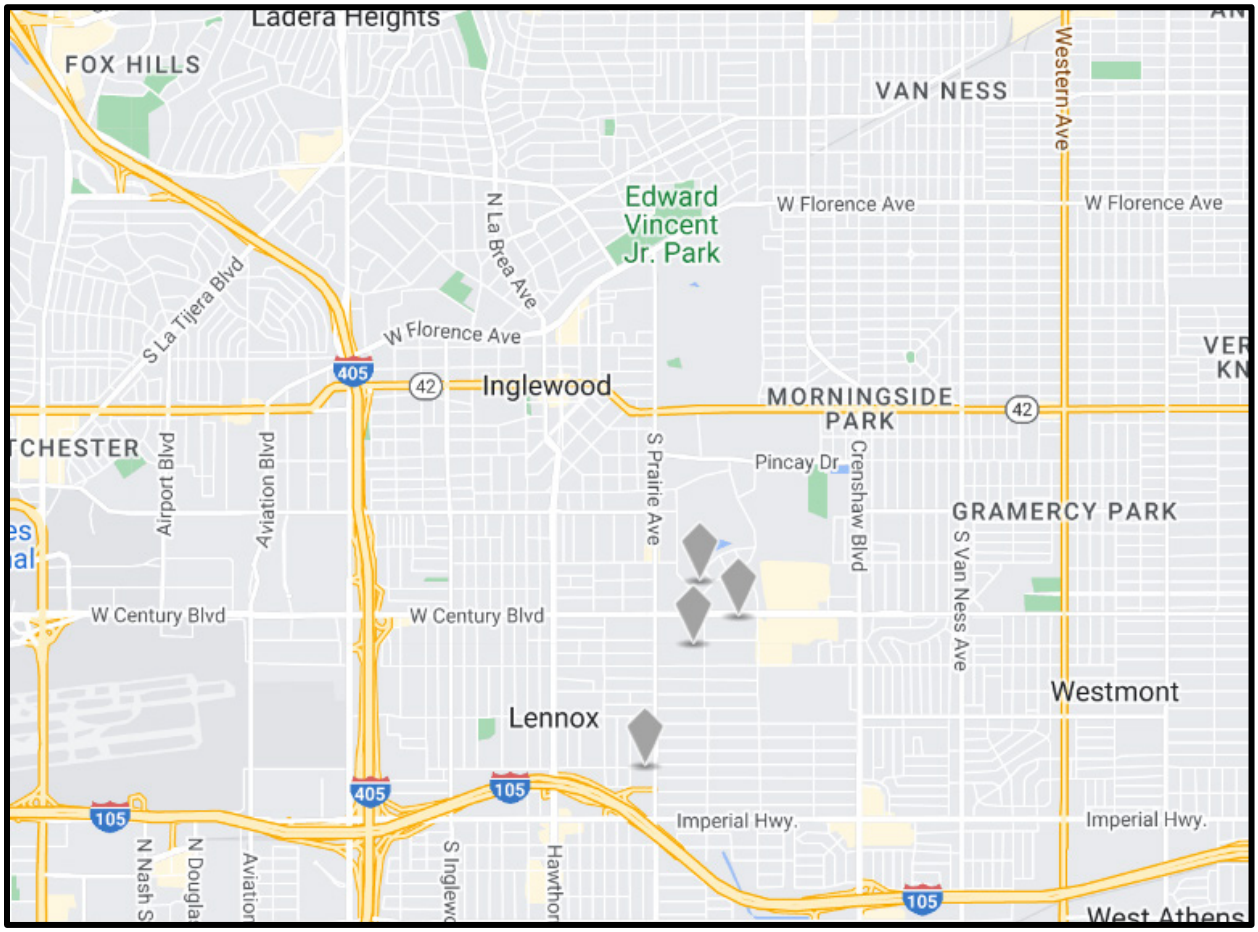
In terms of room class distribution, economy class hotels dominate the market, with 33 establishments—5 franchises and 28 independently-operated—providing a total of 1,531 rooms, which accounts for 66.3% of all rooms in Inglewood. This strong presence highlights the City's appeal to budget-conscious travelers, likely driven by proximity to LAX. Independently operated economy hotels alone account for 74.3% of the rooms in this category.

The midscale class segment, comprising 10 hotels (3 franchise and 7 independent), offers a total of 627 rooms, making up 27.2% of the market. The upper midscale class is represented by only two hotels totaling 151 rooms, just 6.5% of the market. This limited presence of select-service

product provides a potential for growth in this segment with the expected increase in demand from new and existing entertainment attractions at the Hollywood Park/sports-entertainment complex.

Figure 4-11 shows the hotels in the city that are in final planning stages and proposed. The three points near Hollywood Park and the Intuit Dome are hotels in final planning, meaning they are supposed to break ground within a 12-month period. These three hotels will provide newer options for visitors to Inglewood, including a 150-room upper midscale Fairfield Inn & Suites by Marriott, a 300-room upper upscale Autograph Collection, and a 174-room luxury class Arya Hotel. The proposed hotel on the southern end of the city is a 120-room midscale Tru by Hilton.

Figure 4-11 Hotels Planned and Proposed



Source: ESRI Business Analyst Online; CoStar; STR (accessed September 2024).
Notes: Locations of planned and proposed hotels of all classes shown.

Hotel Market Performance

Table 4-19 shows hotel market performance among Inglewood hotels over the last six years. Although occupancy dropped due to the pandemic, it has still not returned to pre-pandemic levels. Conversely, the ADR and RevPAR have increased over this period, primarily to offset losses incurred during the pandemic.

Table 4-19 Hotel Market Performance Summary, City of Inglewood

Year	Occupancy	Average Daily Rate (ADR)	Annual Supply of Room Nights	Annual Demand for Room Nights	Change in Occupied Room Nights	Revenue per Available Room (RevPAR)	Change in RevPAR
Sept. '18 - Aug. '19	75.1%	$101.37	840,230	631,006	-	$76.41	-
Sept. '19 - Aug. '20	64.9%	$92.00	824,004	536,240	(15.0%)	$60.25	(21.1%)
Sept. '20 - Aug. '21	65.5%	$97.01	840,230	550,968	2.7%	$64.28	6.7%
Sept. '21 - Aug. '22	68.4%	$112.58	840,230	574,787	4.3%	$77.16	20.0%
Sept. '22 - Aug. '23	70.1%	$120.12	842,338	590,637	2.8%	$84.51	9.5%
Sept. '23 - Aug. '24	69.4%	$118.44	840,044	582,508	(1.4%)	$82.31	(2.6%)
Total Growth (%)	(7.6%)	16.8%	(0.0%)*	(7.7%)	-	7.7%	-

Source: Smith Travel Research (accessed September 2024).
Notes: Numbers in parentheses and in red indicate a negative percentage change. Data represented in this section reflects CoStar's weighted submarket average. Each hotel in the set is given the performance of the industry segment and weighted by its own rooms supply and does not include data reported directly from hotels in the area. *Indicates a minor decrease in annual supply of room nights.

Hotel performance (Occupancy, ADR, and RevPAR) is compared by month between both a pre-pandemic year and the most recent post-pandemic year to date (see Tables 4-20 and 4-21).

Before the COVID-19 pandemic, Inglewood's hotels performed well year-round, particularly during the summer months, when average occupancy rates peaked at 80.7% between June and August. July consistently showed the highest occupancy, ADR, and RevPAR, driven by strong leisure and business travel demand. Conversely, late fall and winter months, specifically November through January, exhibited the lowest occupancy rates, averaging 67.0%.

The post-pandemic recovery has been slower, with hotel performance trends deviating from pre-pandemic patterns. While occupancy and revenue metrics have gradually improved, they remain below pre-pandemic levels. Notably, fall months, particularly October, have shown stronger performance, surpassing even pre-pandemic numbers in occupancy and RevPAR. August continues to record the highest ADR, and winter months remain the least successful, with January showing the lowest metrics across all categories. Between November and January, the average occupancy stands at 63.2%, reflecting ongoing challenges in the slower travel season.

Table 4-20 Hotel Performance by Month, City of Inglewood (09/2018-08/2019)

Month	Avg. Occupancy	ADR	RevPAR
September 2018	75.1%	$102.20	$76.74
October 2018	76.6%	$100.79	$77.21
November 2018	69.1%	$96.28	$66.56
December 2018	65.4%	$94.05	$61.49
January 2019	66.4%	$92.17	$61.18
February 2019	74.9%	$96.26	$72.12
March 2019	79.6%	$99.53	$79.18
April 2019	77.5%	$100.95	$78.24
May 2019	74.5%	$102.42	$76.27
June 2019	80.0%	$108.85	$87.09
July 2019	82.1%	$112.23	$92.14
August 2019	80.1%	$110.70	$88.65
Average	**75.1%**	**$101.37**	**$76.41**

Sources: CoStar; Smith Travel Research (accessed September 2024).

Table 4-21 Hotel Performance by Month, City of Inglewood (09/2023-08/2024)

Month	Avg. Occupancy	ADR	RevPAR
September 2023	72.9%	$125.12	$91.15
October 2023	75.0%	$124.29	$93.17
November 2023	65.2%	$115.02	$74.97
December 2023	62.6%	$111.63	$69.84
January 2024	61.9%	$107.38	$66.45
February 2024	70.6%	$112.48	$79.46
March 2024	72.4%	$119.35	$86.44
April 2024	69.6%	$113.50	$79.04
May 2024	72.3%	$117.39	$84.85
June 2024	71.2%	$122.60	$87.35
July 2024	68.4%	$126.09	$86.27
August 2024	70.2%	$126.40	$88.73
Average	69.4%	$118.44	$82.31

Sources: CoStar; Smith Travel Research (accessed September 2024).

Future Outlook and Development Trends

Inglewood's hospitality industry is poised for significant growth, driven in part by the opening of SoFi Stadium in September 2020, a cornerstone of the Hollywood Park/sports-entertainment complex. Along with YouTube Theater, The Shops at Hollywood Park, and the recently opened Intuit Dome, these developments are expected to increase both local and out-of-town visitation,

stimulating demand for hotel rooms. Major international events such as the 2026 FIFA World Cup, the 2027 Super Bowl, and the 2028 Summer Olympics will further contribute to this demand.

Since 2003, the City has seen limited hotel development, with only three new hotels added, two midscale hotels, and one upper midscale hotel. However, with increased demand expected from these large-scale, demand-driving events and entertainment venues, developers are now more likely to position new projects closer to the sports and entertainment district. Inglewood is already seeing movement in the hotel pipeline, with four projects in final planning or proposed, totaling 744 rooms. Three hotels in final planning are concentrated around the sports/entertainment area and will bring 624 rooms to the market by early 2027. The fourth proposed hotel is a 120-room midscale Tru by Hilton, which will be in the southern part of the city along S. Prairie Avenue, close to existing economy hotels.

If the proposed hotels get built, Inglewood will add 744 rooms over the next three years, which will support the City's growing role as a regional hub for sports, entertainment, and tourism. In the broader submarket, neighboring communities like Hawthorne and Del Aire have two hotels under construction, adding 209 rooms, but Inglewood accounts for approximately 62% of future hotel rooms in the Submarket, underscoring its leading role in the region's hospitality sector growth.

Future developments may shift to higher-density hotels, particularly on the west side of Prairie Avenue and along Century Boulevard. Based on the availability of sites along Century Blvd., older economy class hotels could be redeveloped into upper midscale or higher class hotels servicing both tourist and business travelers arriving into LAX. This positioning will allow Inglewood to capture more of the demand from high-profile events and growing leisure and business travel associated with the new entertainment facilities. With these projects on the horizon, Inglewood's hospitality industry is set to capitalize on the city's evolving identity as a premier destination for domestic and international visitors.

4.3 Findings

4.3.1 Community Outreach Feedback

One of the key categories examined in community and stakeholder outreach process was land use. During the outreach sessions and surveys, feedback was solicited as to what people appreciate about the city today, what is currently missing or needed in the city, things that need improvement, and a vision for the city's future. Below is a summary of those findings that relate to the market categories described above.

Appreciate About the City

Commenters provided positive feedback about the City's new sports and entertainment venues, new developments, and increasing home values. Stakeholders expressed an appreciation for their neighborhoods and the diversity of housing types present in the city. Commenters also like the city's proximity to amenities such as the beach and LAX.

Missing / Need More of in the City

There is a significant emphasis on the need for more affordable housing, particularly housing for seniors, low-income families, teachers, veterans, and Section 8 housing. Concerns about homelessness and the need for long-term solutions for both short-term and long-term homeless populations were highlighted as well.

Additionally, the desire for improved community amenities is evident, with suggestions for facilities such as a skating rink, affordable gymnastics studios, and water parks. There is also interest in creating more quality spaces for social interactions, such as sit-down restaurants, which would enhance the quality of life for residents.

As far as retail is concerned, the community is particularly interested in adding higher-end grocery options, such as Trader Joe's and Whole Foods, along with healthy food options to further improve the quality of life and the local shopping experience.

Need for Improvement

There is a strong call for improvements in the city's infrastructure, with specific attention to revitalizing Market Street, enhancing public spaces, and developing more community-centric areas. Suggestions included the beautification of streets, mixed-use developments (e.g., residential and commercial), and creating more accessible community spaces that residents can easily navigate without encountering significant traffic. Comments also suggest a demand for more community services such as youth centers, public parks, and facilities like the YMCA. Such enhancements to existing community spaces and better support for families and children were seen as vital for strengthening the social fabric of the area.

Vision for the City

The community envisions a future where urban development is balanced with a focus on livability, inclusivity, and sustainability. There is a strong desire to transform major streets like Century Blvd, Imperial Hwy., and Market St. into areas with more mixed-use development and vibrant local businesses that serve both residents and visitors. Revitalizing Downtown Inglewood to create a thriving, pedestrian-friendly center filled with locally owned businesses is a core aspiration.

The community values preserving the character of their neighborhoods by promoting small-scale urban farming, sustainable land use, and ensuring that development remains consistent with the surrounding areas. Commenters also express a clear preference for preserving the integrity of their neighborhood by capping building sizes and focusing on moderate growth that respects the existing landscape.

4.3.2 Implications for Planning

The data in the Market Analysis section of the report demonstrates that the Hollywood Park/sports-entertainment complex has driven significant construction in the area, including 320,000 square feet of retail, 451,000 square feet of office space, and 314 new rental housing units.

While most of the new retail and office space added in the last ten years is at Hollywood Park, another 881 housing units were added in the city within the last ten years (including 339 units in 2023). Additionally, 291,400 SF of industrial space were added in the city over the last ten years, highlighting the growing demand for industrial uses. Despite the recent growth, there appears to be limited commercial construction in the near future, with limited retail, office, and industrial space in final planning and under construction. The asset classes exhibiting significant growth for the future include multifamily residential and hospitality.

An additional 366 units will be added to the multifamily residential market in the city by 2026. There are also approximately 2,300 additional units proposed in the city, many of which are expected to be added to the Hollywood Park/sports-entertainment complex. From a hospitality standpoint, there are currently three hotels varying from upper midscale to luxury class that will add 624 new rooms to the city. These hotels are in or within close proximity to Hollywood Park.

Projects in the development pipeline, along with historical vacancies and population trends, support future population growth in the City. Detailed summaries, along with demand projections are observed for each asset class below.

Retail

The Shops at Hollywood Park added 320,000 SF of retail space to the Inglewood retail market but it remains only 52% leased as of Q2 2024, driving higher vacancies. High vacancy and limited construction in the pipeline indicate less demand for future retail construction. To backfill existing space, the City could consider targeting retailers from categories that are exhibiting a retail sales leakage in the city and are complementary to the Hollywood Park/sports-entertainment complex, such as bars and pubs and full-service restaurants.

Based on stakeholder and community outreach feedback, there appears to be a strong desire for mixed-use developments, including the blending of residential and retail uses. Using the existing RHNA numbers, it is observed that the City needs to show capacity to build approximately 930 residential units per year. Given that in a mixed-use development, approximately 5 to 10 SF of retail/restaurant space would be built per residential unit, it was calculated that the City could potentially add between 4,650 and 9,300 SF of retail per year (or 116,250 to 232,500 SF over the next 25 years). It is important to note that this additional retail space may include the replacement or reimagination of existing retail space that is over 40 years old.

Lastly, community outreach findings also called for additional healthy and higher-end retail. As more upscale developments are built in and around the Hollywood Park/sports-entertainment complex, there could be potential to add such higher-end grocery options, such as a Trader Joe's or a Whole Foods.

Office

High office vacancy and lower office market rents compared to the Submarket and County along with trends in the office market indicate less demand overall for future office space. Although the City did add the 451,000 SF NFL Media Building in 2021, there has not been much else built in the last 10 years, and there are no office buildings currently in final planning or under construction.

However, there are three buildings totaling over half a million SF of office space proposed at the Hollywood Park/sports-entertainment complex. If built, these buildings will significantly increase office space and limit demand for newer office buildings.

Given the limited demand, it is anticipated that future office development would likely replace or reimagine existing office space. Roughly 82% of the city's office space is over 40 years old. Over the next 25 years, approximately 20% of that space (570,000 SF) has the potential to be reimagined or redeveloped, particularly into high-demand office uses, such as medical office.

Industrial

E-commerce, logistics, and last-mile delivery needs drive demand for industrial space. The majority of new industrial construction in the Inglewood Submarket over the last ten years was in the city, including a 143,000 SF FedEx distribution facility and a 144,000 SF Extra Space Storage building. Despite these significant additions, there are currently no new industrial projects planned, proposed, or under construction.

Over the last ten years, the City added approximately 20,000 SF of industrial space per year. Given the high demand for industrial uses and assuming similar construction trends, there is demand for approximately 20,000 to 25,000 SF of industrial space per year (or 500,000 to 625,000 SF over the next 25 years). Since there is not much vacant land in the city, much of this demand will be satisfied by reimagining or replacing existing industrial space that is over 40 years old. Approximately 79% of existing industrial space is over 40 years old, and approximately 20% of that space (860,000 SF) could be updated to accommodate the needs and demands of future tenants.

Multifamily

The multifamily market in the city is strong and is growing significantly. Approximately, 1,195 units were built in the last ten years (653 of which were in 2023 alone). There are two buildings currently under construction that will add a combined 366 units by 2026. Additionally, there are another approximately 2,300 units proposed in the city. If all of the proposed units are built, the City would be well on its way to achieve its RHNA numbers. Higher density developments may provide a balance for additional units and affordability.

The further buildout of the Hollywood Park/sports-entertainment complex, along with the additional need for housing statewide and to meet residents' desires for more housing, particularly mixed-use developments with residential uses, it is anticipated that the share of future housing growth in the Submarket will increase from 16% to nearly 50%. The growth rate of housing production in the Submarket over the last 10 years was observed to be approximately 727 units per year. Going forward, the City could potentially add 350 to 400 units per year (or between 8,750 and 10,000 units over the next 25 years). Ensuring proper mixed-use zoning in key corridors throughout the city, such as Century Blvd., Imperial Hwy., and Market St., is critical to meet that future demand.

Lastly, near-term population estimates were made based on housing units currently under construction. Assuming a 5% vacancy rate across units currently under construction,

approximately 348 units will be occupied. Per ESRI, the average household size in Inglewood has slowly declined over the last 13 years and is expected to decline slightly in the next 5 years from 2.80 in 2023 to 2.76 in 2028. Applying the 2028 estimate, we can see that the 348 new units will likely add 960 new residents to the city.

Hospitality

There have not been new hotels added in the city in last ten years, and hotel performance numbers from existing hotels indicate that while ADR and RevPAR have increased, occupancy remains below pre-pandemic levels. However, the venues at the Hollywood Park/sports-entertainment complex draw a significant number of visitors and thus attract newer hotel development of a much more upscale class than the city has seen in several decades. There are three hotels in final planning, ranging from upper midscale to luxury class, and are expected to break ground within a 12-month period. These hotels alone will add 624 new rooms to the market by early 2027. Further hotel developments will continue to benefit being close to Hollywood Park as the city becomes a top destination in the Los Angeles region for high-profile demand driving events. Future development may likely shift towards higher-density and higher-class hotels along Century Blvd. west of Prairie Ave. as older economy-class hotels get replaced. Such hotels would not only service tourists, but business travelers arriving via LAX as well. Replacing older hotels will allow Inglewood to be more competitive with hotels west of the city servicing LAX and capture more of the growing leisure and business travelers associated with the new sports/entertainment facilities.

Near-term guest projections were made based on hotels currently in final planning. New hotel development can be warranted when the market reaches approximately 75% to 80% occupancy. Using an ideal 80% occupancy rate, an estimated nearly 500 of the new 624 rooms in final planning (soon to be constructed) will be occupied throughout the year. The number of visitors per room can vary greatly based on business or leisure travel and the class of hotel. If anywhere between 1 and 4 guests stay per room is assumed, an estimated between 500 and 2,000 overnight guests will stay in Inglewood in these hotels in the future.

The new guests and residents will likely bring additional spending power to the City, presuming the City can provide these guests with experiential and essential retail offerings that support the entertainment attractions within the City. It is important to note that the influx of new guests and residents can put a strain on existing infrastructure and contribute to additional traffic congestion and emissions. The planned Inglewood Transit Connector project connecting the Hollywood Park/sports-entertainment complex with the Downtown Inglewood K Line station in the northern part of the City, can aid in reducing congestion and emissions.

This page intentionally left blank.

5

Built Environment

5 BUILT ENVIRONMENT

5.1 Land Use

The following sections describe Inglewood's existing land uses, current General Plan and Zoning Ordinance land use designations, pending or approved development projects, and sites identified to meet the County's Regional Housing Needs Allocation by the City's adopted Housing Element. It also includes an overview of the City's land use planning context, including Specific Plans and other relevant planning documents, and a description of the City's significant places and urban form characteristics and implications. This information establishes a baseline of on-the-ground uses and existing policies to which potential changes in the land use plan can be compared.

5.1.1 Existing Land Use

As depicted in Table 5-1 and Figure 5-1, *Existing Land Use*, the City of Inglewood is a largely residential community consisting primarily of multi-family and single-family residences, which are intermixed in many areas of the city. Commercial uses are concentrated in the downtown and along several major streets, including Centinela Avenue, La Brea Avenue, Market Street, Manchester Boulevard, Century Boulevard, and Prairie Avenue. Though they occupy a smaller proportion of the city's land area, commercial uses are growing, and several key projects, including SoFi Stadium, the Intuit Dome, and Hollywood Park Casino are drawing regional visitors. Inglewood's largest open space and recreational use areas, which include a cemetery and public park, are in the northern part of the city, and industrial uses are concentrated in the west, along Florence Avenue and adjacent to Interstate 405 (I-405).

Table 5-1 Acreage by Existing Land Use:

Existing Land Use	Acreage	% of Existing Land Use
Single Family Residential	1,557.5	34.0%
Multi-Family Residential	1,141.6	24.9%
Mixed Residential and Commercial	25.8	0.6%
Mobile Homes and Trailer Parks	4.5	0.1%
Commercial and Services	676.7	14.8%
General Office	60.8	1.3%
Industrial	213.1	4.6%
Transportation, Communications, and Utilities	25.2	0.5%
Public and Quasi-Public Facilities	187.0	4.1%
Open Space and Recreation	389.8	8.5%
Education	205.9	4.5%
Under Construction	21.6	0.5%
Vacant	74.8	1.6%
	4,584.3	100.00%

Source: Southern California Association of Governments, 2019 (updated 2023).

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Existing Land Use

- Commercial and Services
- Education
- Facilities
- General Office
- Industrial
- Mixed Residential and Commercial
- Mobile Homes and Trailer Parks
- Multi-Family Residential
- Open Space and Recreation
- Single Family Residential
- Transportation, Communications, and Utilities
- Under Construction
- Vacant

- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: SCAG, Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 5-1
EXISTING LAND USE

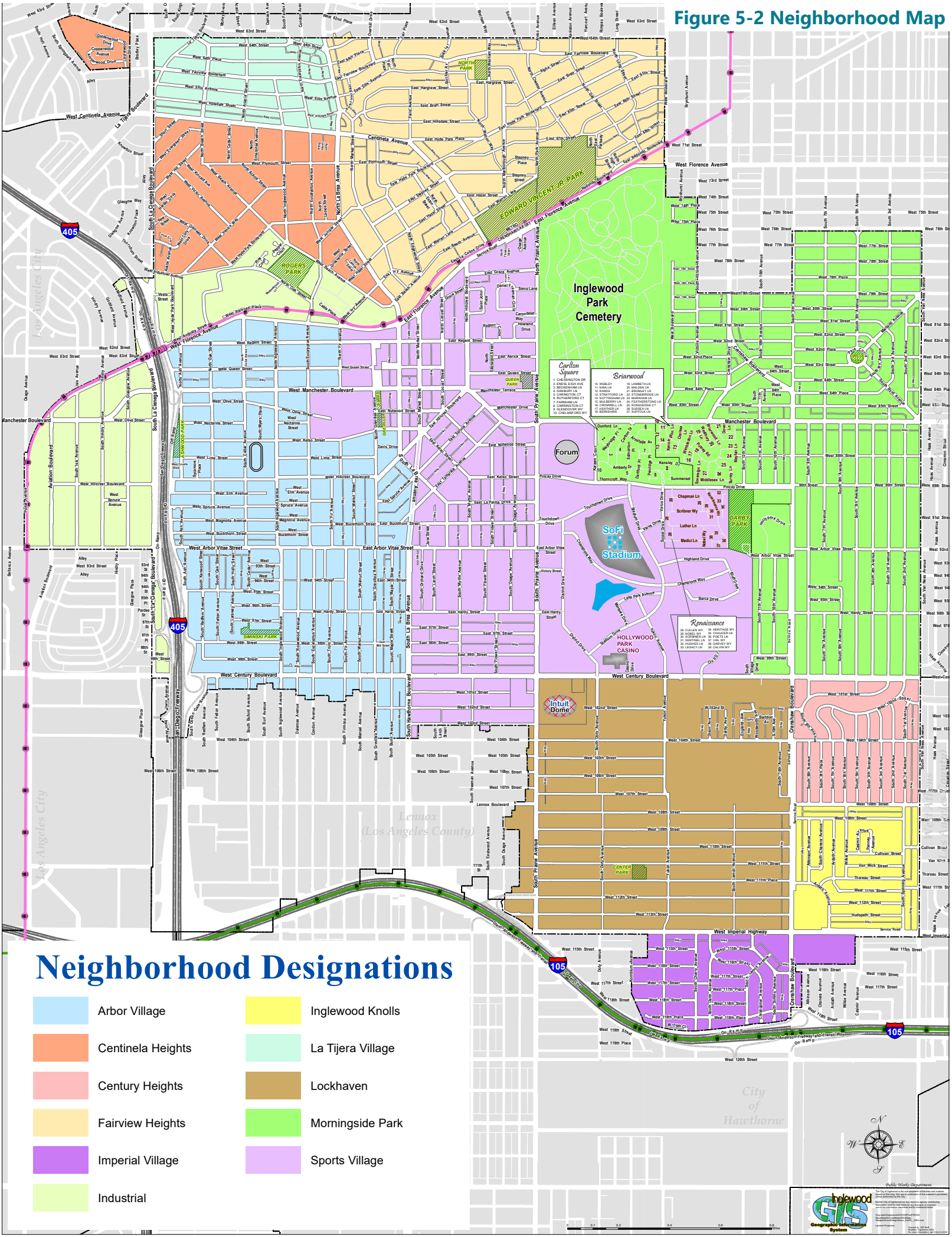
Residential

Inglewood's largest existing land use is residential, comprising approximately 60% of the total land area. Of this, 1,558 acres (34%) are developed with single-family residences and 1,142 acres (25%) are single family residences. Mixed residential and commercial residences encompass 26 acres (0.6%), and five acres (0.1%) are developed with mobile homes and trailer park residences.

Single-family residence in Inglewood

Much of the City is developed with neighborhoods containing a mix of single- and multi-family housing units, largely developed in the early and mid-20th century, particularly in the Arbor Village and Lockhaven neighborhoods. See Figure 5-2, *Neighborhood Map*, for the locations of the city's neighborhoods. La Tijera Village, Morningside Park, Century Heights, Fairview Heights, and parts of the Sports Village mostly consist of single-family homes. Neighborhoods developed almost exclusively with single-family detached housing are generally limited to the eastern side of the city (east of Inglewood Park Cemetery and the Hollywood Park Entertainment and Sports complex) and a small pocket in the northwest adjoining the unincorporated View Park-Windsor Hills neighborhood. Multi-family housing is scattered throughout the community, but significant clusters are northeast of the Hollywood Park project, north of Florence Avenue, along Crenshaw Boulevard, and along streets extending north from 104th Street behind Village Shopping Center.

Figure 5-2 Neighborhood Map



Neighborhood Designations

- Arbor Village
- Centinela Heights
- Century Heights
- Fairview Heights
- Imperial Village
- Industrial
- Inglewood Knolls
- La Tijera Village
- Lockhaven
- Morningside Park
- Sports Village

Mixed residential and commercial uses, which are mostly distributed horizontally with commercial use at the front of the property and residential use at the back, are scattered throughout the city but concentrated in the western portion of the city, particularly along W. Arbor Vitae Street and W. Manchester Boulevard. Mobile homes and trailer parks are largely south of Century Boulevard.

Commercial and Services

Commercial and services uses, including individual retail stores, multitenant shopping centers, and big-box retailers, occupy 677 acres, or approximately 15% of the land in Inglewood—the third largest land use in the City.

Commercial uses are largely located along the city's primary transportation corridors, including portions of Manchester Boulevard, La Brea Avenue, Century Boulevard, Crenshaw Boulevard, Imperial Highway, Arbor Vitae Street, and Prairie Avenue. Typically, these are developed with community and neighborhood-serving uses in mostly low-rise buildings on shallow-depth properties with small-scale single use and multi-tenant shopping centers at key intersections along their length. Inglewood's historic downtown area along and adjoining Market Street contains a mix of retail, restaurant, and similar buildings along well-landscaped and pedestrian-oriented frontages serving local residents. Larger multi-tenant commercial centers are located along Century Boulevard between Prairie Avenue and Crenshaw Boulevard (The Village at Century),the intersection of Crenshaw Boulevard and Imperial Highway (Crenshaw/Imperial Shopping Center), and at Hollywood Park (The Marketplace).

The most significant concentration of commercially oriented and mixed-use development is the expanding Entertainment and Sports District northeast of the intersection of Prairie Avenue and Century Boulevard. Much of the area's development is anchored by major destination uses such as SoFi Stadium, Kia Forum, and Intuit Dome, with supporting office, retail, entertainment, and residential uses. SoFi Stadium hosts the Los Angeles Rams and Los Angeles Chargers of the National Football League as well as other large-scale sporting events and concerts. Kia Forum hosts large concerts and other performances. Intuit Dome hosts the Los Angeles Clippers of the National Basketball League as well as concerts and other performances.

General Office

Office uses comprise 61 acres in the community, accounting for about 1% of its land area. These are located throughout the city, with concentrations along Centinela Avenue, North Prairie Avenue adjacent to Inglewood Park Cemetery, and along North La Brea Avenue near Inglewood City Hall.

Inglewood City Hall

Some large footprint, multi-tenant professional offices are found along major streets like La Cienega Boulevard, Prairie Avenue, and La Brea Avenue. Most office uses, however, are characterized by small, individual tenant buildings.

Industrial

Approximately 5% of the area (213 acres) is developed with industrial uses. These are clustered in the city's western area, with a concentration that is bounded by Florence Avenue to the north, I-405 to the east, West Arbor Vitae Street to the south, and Portal Avenue to the west. Lighter industrial uses such as trucking, freight, and mailing services are found in the area. Many buildings are multi-tenant and host a variety of entities. There is minimal warehousing in the area.

Additional industrial land uses are located north of Florence Avenue, south of Hyde Park Boulevard and North Oak Street, and between I-405 and West Ivy Avenue.

Transportation, Communications, and Utilities

Transportation, communications, and utilities land uses generally consist of infrastructure and easements supporting the various functions of these systems. These comprise 25 acres, or approximately 0.5% of land in Inglewood.

Included in this category are properties and facilities owned by the Los Angeles County Metropolitan Transportation Authority (namely the Metro K Line fixed rail infrastructure), Inglewood Unified School District (a maintenance facility), and Southern California Edison (an electrical substation).

Public and Quasi-Public Facilities

Inglewood's public and quasi-public facilities are operated by federal, state, and local-level (city and county of Los Angeles) entities. This land use category includes police, sheriff, and fire stations; major healthcare and medical centers (e.g., Centinela Hospital Medical Center); some educational institutions (St. Mary's Academy); post offices; religious institutions; and more. Properties developed for these uses occupy 187 acres, or approximately 4% of the total land area.

St. John Chrysostom Church in Inglewood

Open Space and Recreation

Open space and recreation land uses generally consist of local parks and other reserved open spaces and recreation areas. These uses occupy 390 acres, representing approximately 9% of Inglewood's land—the fourth-largest land use in the city.

Open space and recreation acreage consists of Inglewood Park Cemetery, which was founded in 1905 and occupies 200 acres. Directly north, on the opposite side of East Florence Avenue from the cemetery, is Edward Vincent Jr. Park, the city's largest municipal park at 55 acres.

The remainder of the open space and recreation land use areas include smaller parks such as Ashwood Park, Center Park, Centinela Adobe Park, Circle Park, Grevillea Park, Queen Park, Siminski Park, North Park, Rogers Park, and Darby Park.

Education

Education uses occupy 206 acres or approximately 5% of the City's land area, and consist of both public and private grade and technical schools and institutions of higher education that are located across the city. These include but are not limited to Bennett/Kew Academy, Morningside High School, Inglewood High School, Crozier Middle School, Centinela Elementary School, Frank D. Parent Elementary School, and University of West Los Angeles.

Under Construction

Approximately 22 acres of Inglewood's land was under construction at the time this data was published in 2019, representing about 0.5% of the total land area. These projects included SoFi Stadium. The acreage and types of uses in this category will change over time as construction is completed and new projects undertaken.

Building under construction at intersection of La Brea Avenue and Regent Street in Inglewood

Vacant

Approximately 75 acres of Inglewood's land is vacant, representing close to 2% of the total land area. This acreage primarily consists of small, scattered parcels and greenbelts and rights-of-way within residential project areas.

Some larger parcels, though identified as vacant in the most recent data, have since been developed. This is the case at the intersections of North Inglewood Avenue and Beach Avenue and North Eucalyptus Avenue and Beach Avenue.

5.1.2 Current General Plan Land Use

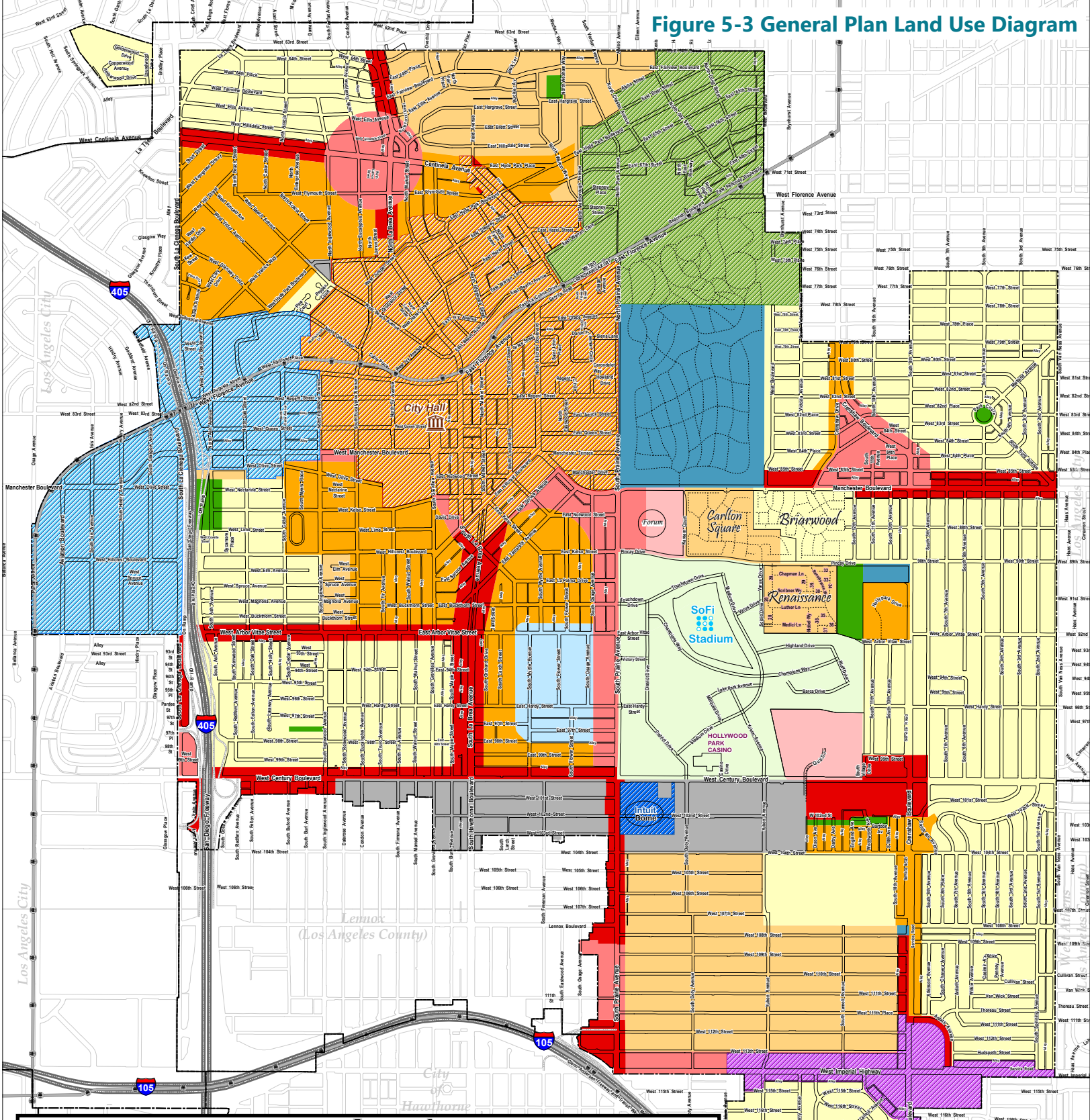
The General Plan Land Use Diagram (Figure 5-3), published in 2023, represents the City's policy for the distribution and intensity of use that is permitted for development. Table 5-2 describes the types of use, their total acreage, and their percentage of Inglewood's overall land area. It should be noted that the diagram in Figure 5-3 is generalized, and boundaries of land use designations do not correspond precisely to parcels lines, streets, or other geographic references. This generality makes it difficult for the City to comply with legislation requiring consistency of zoning with the General Plan and recent housing legislation (AB 821, 2023) establishing the Land Use Plan's designations as the default for determining housing development approvals. In addition, the diagram may not accurately reflect as-built conditions.

Table 5-2 Acreages by Current General Plan Land Use

General Plan Land Use	Acreage	% of Total Area
Commercial	213.2	4.7%
Commercial/Recreational	59.6	1.3%
Commercial/Residential	168.7	3.7%
*Crenshaw/Imperial TOD	74.7	1.6%
Downtown TOD	444.0	9.7%
Fairview Heights TOD	290.1	6.3%
Hospital-Medical/Residential	55.0	1.2%
Industrial	143.7	3.1%
*Inglewood Basketball Entertainment Center	18.4	0.4%
Low Density: 0–6 du/ac	1,292.7	28.2%
Low Medium Density: 7–22 du/ac	531.3	11.6%
*Major Mixed-Use	310.2	6.8%
Medium Density: 23–43 du/ac	482.6	10.5%
Open Space	26.4	0.6%
Public/Semi-public	202.1	4.4%
*Westchester/Veterans TOD	271.5	5.9%
	4,584.3	100.00%

Source: City of Inglewood.
Note: du/ac = dwelling unit per acre
*Indicates General Plan Land Use designations that are not described in the City's existing Land Use Element.

Figure 5-3 General Plan Land Use Diagram



Legend

General Plan Designation

- CRENSHAW/IMPERIAL TOD
- DOWNTOWN TOD
- FAIRVIEW HEIGHTS TOD
- WESTCHESTER/VETERANS TOD
- INGLEWOOD BASKETBALL ENTERTAINMENT CENTER
- MAJOR MIXED-USE
- LOW DENSITY:0-6 D.U./AC.
- LOW MEDIUM DENSITY:7-22 D.U./AC.
- MEDIUM DENSITY:23-43 D.U./AC.
- COMMERCIAL
- COMMERCIAL/RESIDENTIAL
- COMMERCIAL/RECREATIONAL
- INDUSTRIAL
- PUBLIC/SEMI-PUBLIC
- HOSPITAL-MEDICAL/RESIDENTIAL
- OPEN SPACE

General Plan Land Use Designations, Intensities, and Descriptions

The Land Use Element of Inglewood's General Plan was comprehensively updated in 1980 and most recently amended in 2016. Some of the current land use designations on the City's General Plan Land Use Diagram are not included in the Land Use Element.

Residential

The element calls for a pattern of regulation which allows flexibility for the future yet maintains a framework that is consistent with good land use and the retention of single-family neighborhoods. It notes that higher intensity uses should be located around the civic center and along major arterials, thus facilitating mass transit and preventing the large traffic volumes associated with multi-family housing from passing through and disrupting less intensely developed residential areas.

- **Low Density.** The density standards for this class, which is largely single-family neighborhoods, provide for from one to six units to the acre. The element designates that these neighborhoods be preserved and maintained.
- **Low-Medium Density.** These areas are presently developed primarily as single-family residences and are intended to be well located with respect to convenience and access to the regional transportation network and serve as buffers or transition areas between more intensive development and areas of less intensive use. This category has a relatively flexible density standard of from seven to twenty-two dwelling units to the acre.
- **Medium Density.** Medium density residential development is generally proposed for those areas surrounding the downtown business district and Civic Center, which provides ideal access to the regional freeway network and close-in convenience to the major shopping facilities of the downtown business district. The density range for this designation is twenty-three to forty-three dwelling units per acre.

Commercial Land Use

There are three categories of commercial usage in the Land Use Element: commercial, which represents all forms of commercial enterprise; commercial/residential, which represents areas where planning and development standards can be used to allow mixed commercial and residential use; and commercial/recreational, which is the area where both commercial and private recreation and similar uses would be allowed.

Building intensity standards for commercial uses are already controlled by the City's zoning ordinance, and no additional regulations are proposed by the element.

The Land Use Element describes "regional" commercial facilities as being located in the Central Business District and Crenshaw-Imperial Shopping Center; "community" facilities providing retail and services along most major traffic arterials; and "neighborhood" convenience shopping areas dispersed throughout the city at locations in or adjacent to the neighborhoods served. In addition, the element proposes areas for "mixed use," especially commercial-residential and commercial-

recreational. Such areas of mixed use are intended to promote the most efficient use of the city's land resources.

Major Mixed Use

The Major Mixed Use land use designation was added to the Land Use Element effective July 8, 2009. The category encompasses approximately 238 acres of land at the site of the former Hollywood Park racetrack that has been and continues to be developed with various commercial, open space, civic, recreation, and residential uses. The combination of residential and non-residential land uses is permitted consistent with the Hollywood Park Specific Plan. Residential development is not to exceed 85 dwelling units per acre, except as specified in the California Government Code Section 65915-65918 or as established in the City's Municipal Code or an adopted plan amendment. The height limitation in the Major Mixed Use category is 75 feet for residential structures and 150 feet for commercial uses, excluding architectural or sign elements**.**

Industrial Land Use

The element designates only one category of industrial use, which encompasses both light and heavy industrial. Generally, Inglewood's industrial areas feature light manufacturing, assembly, and wholesale/warehousing facilities and activities.

Public/Semi-public Land Use

The Land Use Element describes Public/Semi-public Land Use as areas including city hall, library, police station, parking structure, health centers and hospitals, county building, fire station, and schools. The General Plan Land Use Map does not reflect this, however, as several of those areas are considered part of the Downtown Transit Oriented Development category or another designation.

Open Space Land Use

This designation distinguishes lands and uses that should be reserved for open space and/or recreational activities.

Hospital-Medical/Residential Land Use

As stated in the Land Use Element, this classification was an outgrowth of a specialized land use situation. At the time, Inglewood had two regional medical centers that were a dominating influence on the land pattern in the area in which they were located. One has since closed. The areas designated on the map include related uses in proximity to those centers, which might include offices, pharmacies, and nursing homes. In these areas, hospital-related uses and residential uses are permitted.

Downtown Transit Oriented District

The Downtown Transit Oriented District consists principally of the half-mile radius around the Downtown Inglewood Metro Station and is divided into seven subdistricts: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest, and Queen Street. It is intended

to contain a variety of complementary uses, including residential, office, retail, government, and light industrial/creative office in a pedestrian-friendly environment that facilitates transit usage.

Fairview Heights Transit Oriented District

The Fairview Heights Transit Oriented District consists principally of the Inglewood side of the half-mile radius around the Fairview Heights Metro Station. Much of the TOD is the historic, low-density residential neighborhood of Fairview Heights. The station-adjacent area that fronts West Boulevard, Redondo Boulevard, and Florence Avenue is intended to be a gateway to the city for transit riders and drivers entering from the east and provide an appropriate connection to Vincent Park. The Fairview Heights TOD land use category allows for institutional, residential, and/or retail uses.

General Plan Land Uses Not Described in Land Use Element

Inglewood's General Plan land use diagram was most recently updated in September 2023 and now includes four categories that are not described in the land use element.

Inglewood Basketball Entertainment Center corresponds to the recently constructed Intuit Dome. Descriptions of the Crenshaw/Imperial TOD and Westchester/Veterans TOD categories can be found in Section 5.4, *Approved Specific Plans*.

5.1.3 Existing Zoning

The City of Inglewood's zoning categories are defined in Chapter 12 of the Inglewood Municipal Code and depicted on the City's Zoning Map (Figure 5-4). The zoning categories are the City's codes and regulations by which it controls and permits development and prescribes standards regulating the physical form of structures on each parcel (e.g., density/intensity, building height and setbacks, parking requirements, and so on). The zoning districts provide specificity and greater detail regarding the categories of use delineated by the General Plan, while maintaining consistency with its uses and densities.

Acreages by Zoning Designation:

Inglewood's Municipal Code identifies nine residential zoning categories, nine commercial zoning categories, seven mixed-use zoning categories, and three manufacturing zoning categories, as depicted in Figure 5-4. The City has several unique categories, including Airport Campus (A-C), Special Cemetery (S-1, S-2), and Hollywood Park Specific Plan Zone (HPSP). The City also applies combined zoning designations to many parcels, as shown in Table 5-3. In Figure 5-4, these combined zones are depicted by their primary zoning category.

Table 5-3 Acreages by Zoning Designation:

Zoning Category	Zoning Description	Acreage	% of Existing Land Use
A-C	Airport Campus	25.5	0.6%
C-1	Limited Commercial	0.5	0.0%
C-2	General Commercial	166.4	3.6%
	• C-2, P-1: General Commercial, Parking	16.1	0.4%
	• C-2, R-2 General Commercial, Res Limited Multi Family	0.2	0.0%
	• C-2, R-3: General Commercial, Res Multiple Family	8.2	0.2%
	• C-2, MU-1A General Commercial, TOD Mixed Use 1a Overlay	42.7	0.9%
C-2A	Airport Commercial	99.7	2.2%
	• C-2A, P-1: Airport Commercial, Automobile Parking	1.5	0.0%
C-3	Heavy Commercial	23.1	0.5%
C-C	Civic Center	37.6	0.8%
C-N	Neighborhood Commercial	3.6	0.1%
C-R	Commercial and Recreation	167.0	3.6%
C-S	Commercial Service	28.8	0.6%
	• C-S, C-2A: Commercial Service, Airport Commercial	2.1	0.0%
H-C	Historic Core	45.0	1.0%
HPSP	Hollywood Park Specific Plan	311.0	6.8%
M-1	Light Manufacturing	141.5	3.1%
	• M-1, R-2: Light Manufacturing, Limited Multiple-family	1.3	0.0%
M-1L	Limited Manufacturing	78.7	1.7%
M-2	Heavy Manufacturing	0.0	0.0%
MED	Median	1.3	0.0%
MU-1	TOD Mixed Use 1	24.1	0.5%
MU-2	TOD Mixed Use 2	73.9	1.6%
MU-2A	TOD Mixed-Use 2A	10.2	0.2%
MU-3	TOD Mixed Use 3	3.7	0.1%
MU-4	TOD Mixed Use 4	4.5	0.1%
MU-A	TOD Mixed Use Arts Cluster	22.3	0.5%
	• MU-A, M-1: TOD Mixed Use Arts Cluster, Light Manufacturing	3.2	0.1%
MU-C	TOD Mixed Use Corridor	65.6	1.4%
	• MU-C, R-3: TOD Mixed Use Corridor, Multiple-family	3.0	0.1%
O-S	Open Space	95.0	2.1%
P-1	Automobile Parking	72.6	1.6%
	• P-1, C-2: Automobile Parking, General Commercial	2.3	0.1%
	• P-1, C-S: Automobile Parking, Commercial Service	0.2	0.0%
	• P-1, R-3: Automobile Parking, Multiple-family	3.5	0.1%
R-1	One-family	1,076.8	23.5%
	• R-1, R-3: One-family, Multiple-family	0.2	0.0%

Table 5-3 Acreages by Zoning Designation:

Zoning Category	Zoning Description	Acreage	% of Existing Land Use
R-1.5	Limited Two-family	4.6	0.1%
R-1Z	One-family/Zero-lot-line	5.5	0.1%
R-2	Limited Multiple-family	765.2	16.7%
	• R-2, P-1: Limited Multiple-family, Automobile	0.4	0.0%
	• R-2A, R-3: Limited Multiple-family, Multiple-family	4.6	0.1%
	• R-2, R-1: Limited Multiple-family, One-family	2.9	0.1%
R-3	Multiple-family	732.1	16.0%
	• R-3, C-2: Multiple-family, General Commercial	2.2	0.0%
	• R-3, C-2A: Multiple-family, Airport Commercial	0.4	0.0%
	• R-3, MU-1A: Multiple-family, TOD Mixed-Use 1A Overlay	2.2	0.0%
	• R-3, P-1: Multiple-family, Automobile Parking	2.2	0.0%
	• R-3, R-1: Multiple-Family, One Family	1.4	0.0%
	• R-3, R-2: Multiple-family, Limited multiple-family	0.4	0.0%
R-M	Residential and Medical	79.2	1.7%
	• R-M, R-3: Residential and Medical, Multiple-family	0.6	0.0%
S-1, S-2	Special (Cemetery(	294.0	6.4%
TBD	To Be Determined	0.5	0.0%
T-C	Transportation Corridor	22.8	0.5%
	TOTAL	4,584.28	100.00%

City of Inglewood.

Overlay Zones

In addition to a Sign Overlay Zone located in and around the Hollywood Park development, Inglewood's Municipal Code includes six other overlay zones with specific objectives, regulations and standards related to land use and overall character.

Art Deco Overlay Zone

The Art Deco Overlay Zone is guided by Art Deco Design standards in the City's municipal code, which address architectural features, lighting, landscaping, signage, and more. The overlay applies to General Commercial zoned properties in the northeast portion of the city along Manchester Boulevard.

Classic/Vintage Car Sales Overlay Zone

This overlay zone is associated with uses where fine or distinctive automobiles over twenty-five years of age are sold or displayed. The Classic/Vintage Car Sales Overlay Zone is located along portions of Centinela and North La Brea Avenues in the northwest part of Inglewood.

Live-Work Overlay Zone

As stated in the City's Code of Ordinances, the objectives of the live-work overlay zone and live-work regulations are to 1) allow accessory residential uses in existing nonresidential structures, in areas of the City that are appropriate locations for live-work uses, 2) allow live-work units that function primarily as workspaces that also contain ancillary residential space in each unit, 3) allow for the architecturally appropriate incorporation of residential uses into existing nonresidential structures, to ensure that any modifications seamlessly enhance the structures and are compatible with the surrounding commercial or industrial area's design character, and to maintain the physical characteristics that are typical for areas of commerce (e.g., business signage, commercial street frontage), and 4) protect existing or potential commercial and industrial uses from displacement and/or conflicts that can arise from the introduction of residential uses.

Applicable to the conversion of existing structures in a commercial or manufacturing zone within the overlay, the zone's design standards address unit size, floor area, height, and more. The overlay applies in several areas of the city, including Downtown Inglewood and the Fairview Heights and La Tijera Village neighborhoods.

Medical Enterprise Overlay Zone

The Medical Enterprise Overlay is applicable to the Residential and Medical (R-M) and General Commercial (C-2) zoned properties adjacent to Inglewood Park Cemetery and in the areas surrounding Centinela Hospital Medical Center.

Mixed-Use Overlay Zone (Morningside Park)

The objective of the Mixed-Use Overlay Zone in the Morningside Park neighborhood is to provide for residential/retail mixed-use development opportunities suitable for the center of the South Inglewood Gateway District. Permitted uses are identified in the Crenshaw Imperial Transit Oriented Development Plan as well as accessory dwelling units, and restaurants.

Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone was put in place to ensure orderly development of expanded transportation facilities, specifically the Metro K Line, and the nearby employment, housing, and activity hubs. The area is unique as the transit project spans multiple underlying zones and requires integration with public rights-of-way. The overlay generally follows the path of the future Inglewood Transit Connector connecting the Downtown Inglewood Metro station to major sports and entertainment destinations: Kia Forum, SoFi Stadium, Hollywood Park Casino, and the Intuit Dome.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Existing Zoning

- R-1, Res Single Family
- R-1.5, Res Limited Two Family
- R-1Z, Res One Family
- R-2, Res Limited Multi Family
- R-3, Res Multiple Family
- R-4, Res Multiple Family
- R-M, Res Medical
- C-1, Limited Commercial
- C-2, General Commercial
- A-C, Airport Campus
- C-2A, AIrport Commercial
- C-3, Heavy Commercial
- C-N, Neighborhood Commercial
- C-R, Commercial Recreation
- C-S, Commercial Service
- M-1, Light Manufacturing
- M-1L, Limited Manufacturing
- M-2, Heavy Manufacturing
- P-1, Parking
- C-C, Civic Center
- O-S, Open Space
- S-1, S-2, Special Cemetery
- T-C, Transportation Corridor
- H-C, Historic Core
- MU-1, Mixed Use 1
- MU-2, Mixed Use 2
- MU-2A, Mixed Use 2A
- MU-3, Mixed Use 3
- MU-4, Mixed Use 4
- MU-A, , Mixed Use-Art Cluster
- MU-C, Mixed Use Corridor Zone
- HPSP, Hollywood Park Specific Plan
- TBD, To Be Determined

- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 5-4
ZONING MAP

5.1.4 Approved Specific Plans

Inglewood International Business Park Specific Plan

Prepared in 1993, the Inglewood International Business Park Specific Plan establishes land use, infrastructure requirements, and the design character for the 44-acre area bounded by 102nd Street to the north, Yukon Avenue to the east, 104th street to the south, and Prairie Avenue to the west. The area, which was designated "Industrial" in the City's Land Use Element at the time, was envisioned as an aesthetically pleasing business park to facilitate large-scale corporate users while benefitting the City and the residents who live in the surrounding neighborhood.

The plan's land use development standards provide for the continued existence and new development of compatible uses that facilitate large-scale corporate users and generate employment and revenue base for the City, outlining two zoning designations: General Commercial (C-2) and Limited Manufacturing (M-1L). A small parcel concept, large parcel concept, and proposed circulation system are included in the plan as well.

The urban development standards address siting, massing, height, and architectural character to provide a framework and create visual unity. The plan also discusses visitor parking areas, parking structures, building design and architecture signage, site furniture, sidewalks, and landscaping. Circulation, site access, and parking development standards provide an on-site circulation system and introduce measures to minimally impact surrounding roadways.

In addition to land use development standards, the plan includes urban design development, circulation, public works and services, and environment development standards.

Village Specific Plan

Prepared in December 1998, the Village Specific Plan sought to "return a quality of life and neighborhood livability" to Inglewood's Darby-Dixon neighborhood, which is at the southwest corner of West Century Boulevard and South Crenshaw Boulevard. The plan's major strategies are a physical overhaul of public and private spaces, new framework within the neighborhood with the City commitment to turning the neighborhood around, and a broad ranging yet focused implementation plan.

To achieve the vision of a neighborhood that is balanced with commercial, residential, educational, and recreational opportunities, the plan outlines a shift from residential to commercial land uses. Commercial expansion, improvements to the circulation system, the establishment of park and recreation spaces, and the creation of neighborhood identity through landscape changes were considered effective ways of revitalizing the neighborhood.

The specific plan includes primary and supporting concept plans, implementation strategies, and development regulations and guidelines, which address commercial building design and layout, residential uses, landscaping, signage, lighting, and more.

Hollywood Park Specific Plan

The Hollywood Park Specific Plan provides a land use framework for the redevelopment of the 238-acre Hollywood Park site, creating a pedestrian oriented regional retail destination with a mix of parks, retail, housing, entertainment, and more. The plan addresses development location and intensity, land use categories, and building heights. Preparation of the specific plan included community involvement and resulted in development standards, design guidelines, proposed infrastructure improvements, and methods for implementation and administration. First adopted in July 2009, the plan was amended in September 2014 and February 2015.

Hollywood Park Specific Plan cover page

The Specific Plan's sixth chapter, "Stadium Alternative Project Standards," was written to be applied if a development applicant elected to build a stadium at Hollywood Park. The chapter was adopted through a voter initiative process, and the applicant ultimately elected to build the stadium (now known as SoFi Stadium), making Chapter 6 the applicable zoning standards for land uses in the Hollywood Park Specific Plan area.

Chapter 6 identified the land uses within the Hollywood Park Specific Plan area:

- Open Space
- Mixed-Use
- Residential
- Commercial and Recreation
- Civic
- Sports and Entertainment
- Interim Land Uses

Chapter 6 also specified development limitations and permitted housing types. As seen in Table 5-4, the specific plan permits a maximum amount of development according to land use categories. In terms of area, retail development is allowed the most acreage. Under an equivalency program detailed in the specific plan, land uses can be converted from one use to another but must apply certain equivalency factors. For example, 1 residential unit may be converted to 97 square feet of retail, 270 square feet of office, or 0.58 of a hotel room.

Table 5-4 Development Limitations Table

Land Use Type	Maximum Aggregate Development
Residential*	2,500 dwelling units
Retail*	890,000 square feet
General Office*	780,000 square feet
Hotel**	300 rooms
Casino	120,000 square feet
Civic	Use and intensity to be determined***

Source: Hollywood Park Specific Plan, 2009 (amended September 2014 and February 2015).

* Live/Work or Shopkeeper units are considered one (1) dwelling unit. The work area within these units does not count toward retail or office square footage.

** May include up to 100,000 square feet of ancillary meeting space.

*** The 2009 certified EIR analyzed impacts of an 800-pupil school, library, and community center for purposes of assessing a "worst-case scenario." As part of its approval of the ultimate uses for the Civic site, the City will determine if the environmental impacts of the use are adequately addressed in the 2009 certified EIR or whether supplemental environmental review is required under applicable CEQA standards. The developer of the Civic site shall be responsible for implementing any additional mitigation for the final selected use, if required, provided, however, that if such final use approved by the City is a component of the Stadium Alternative Project (i.e. parking, ancillary office, practice fields, or transit center), then the Stadium Alternative Mitigation Measures (defined in the Amended and Restated Development Agreement) shall apply.

Table 5-5 outlines permitted housing types and their minimum and maximum densities, with the greatest maximum densities for Mixed-Use Residential and Wrap/Podium housing types. If there are multiple uses on a block, density is calculated as an average over the block.

Table 5-5 Residential Development Table

Housing Type	Minimum Density (gross)	Maximum Density (gross)
Mixed-Use Residential*	N/A	85.0 du/ac**
Single-Family	N/A	15.0 du/ac
Townhome	15.0 du/ac	30.0 du/ac**
Wrap/Podium*	15.0 du/ac	85.0 du/ac

Source: Hollywood Park Specific Plan, 2009 (amended September 2014 and February 2015).

* Includes Live/Work and Shopkeeper unites.

** If developed as a senior citizen development, the maximum density may be increased in accordance with Chapter 12, Article 33 of the IMC and State Density Bonus Law.

The specific plan's development limitations section addresses land uses, circulation, minimum building setbacks, building height standards, residential zone development standards, mixed-use and non-residential land use development standards, setback encroachments, parking standards, wall and fence standards, and Hollywood Park identity elements such as signage. Additional Chapter 6 content discusses design guidelines, infrastructure, and implementation.

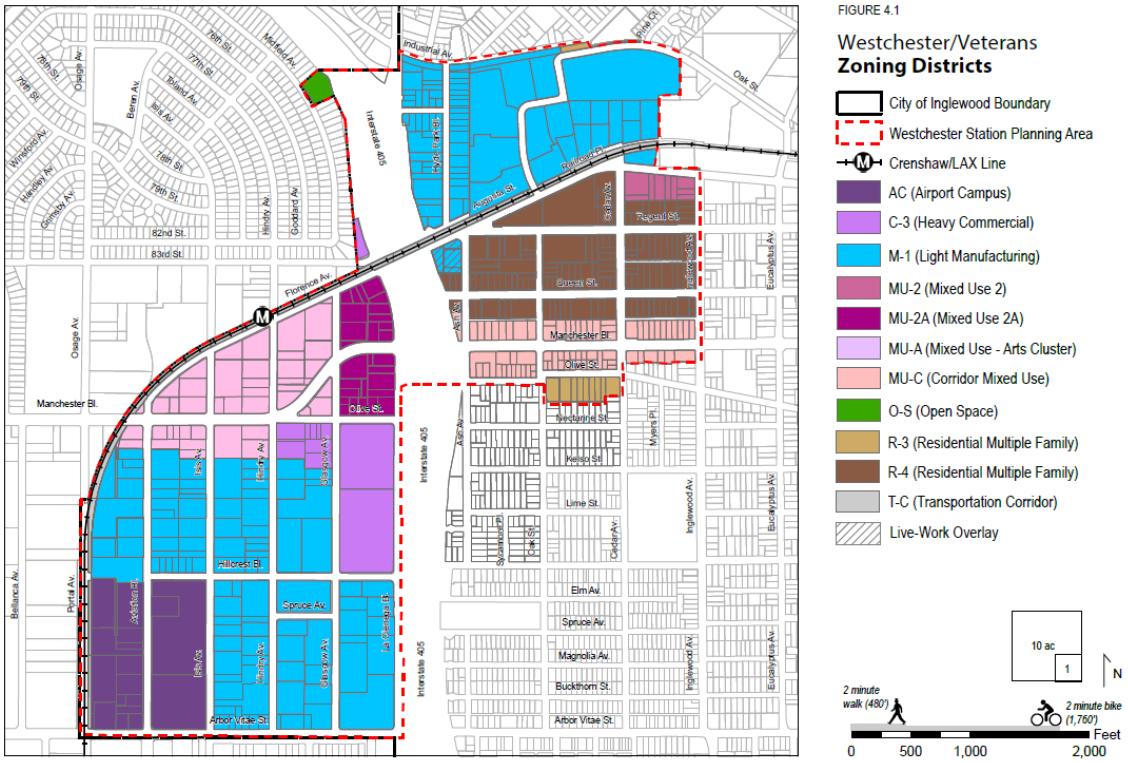
Westchester/Veterans Transit Oriented Development Plan

The Westchester/Veterans Transit Oriented Development Plan area encompasses approximately 379 acres in the western area of Inglewood. As described in the TOD Plan Vision, the Westchester/Veterans TOD will be:

- A source of quality employment opportunities for residents of Inglewood based on access to transit, LAX, TechTown and Downtown Inglewood.
- A western gateway to the City of Inglewood that is friendly to pedestrians (including the disabled), cyclists, transit users, automobiles and trucks.
- A revenue-generating TOD area that supports the City's economy and the delivery of public services.
- An area for makers of art and technology.
- An area with unique open space resources serving both nearby employees and residents of the City.

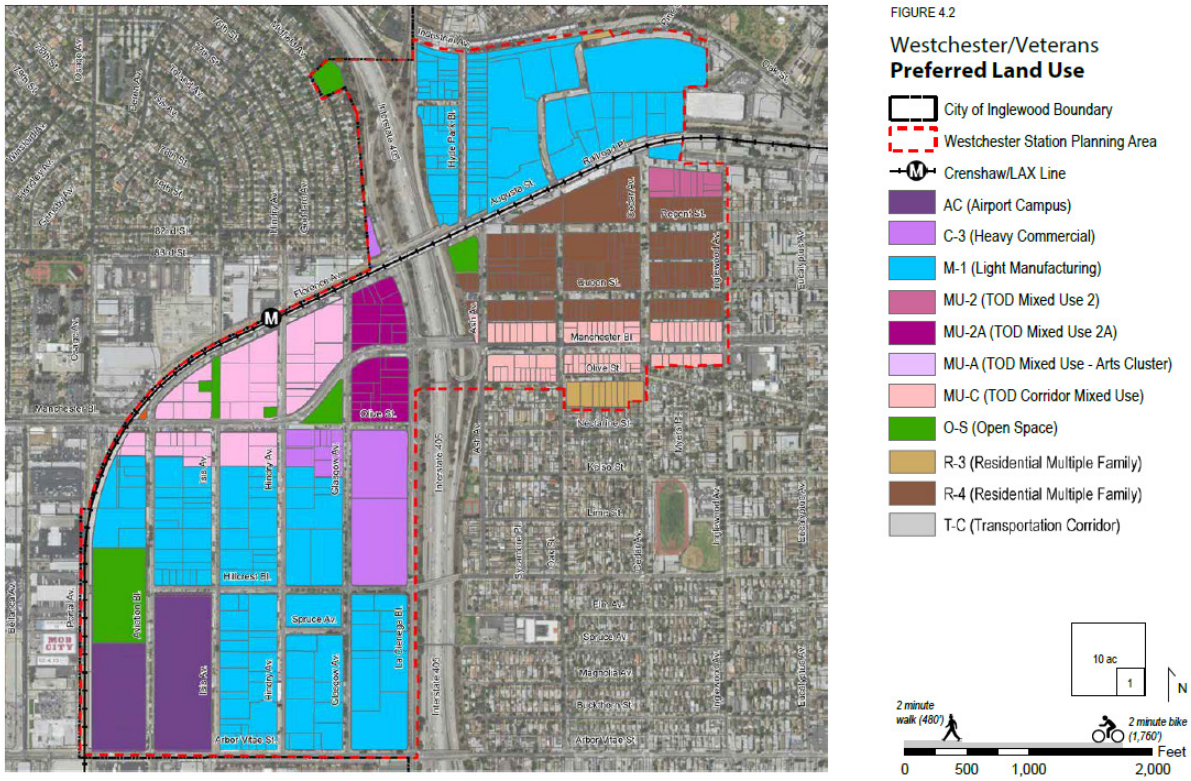
Included in the plan are the zoning districts, depicted on Figure 5-5, for the TOD Plan area. Their intent is to support the community's vision by creating an employment-generating Airport Campus in the southwest, an arts-based Station Area, and an economically vibrant Freeway Corridor and preserving important existing uses. Figure 5-6, *Preferred Land Use Map*, shows the recommended future locations for public open space and facilities on top of the Zoning Districts map.

Figure 5-5 Westchester/Veterans TOD Zoning Districts Map



Source: Westchester/Veterans TOD Plan, 2021.

Figure 5-6 Westchester/Veterans TOD Preferred Land Use Map



Source: Westchester/Veterans TOD Plan, 2021.

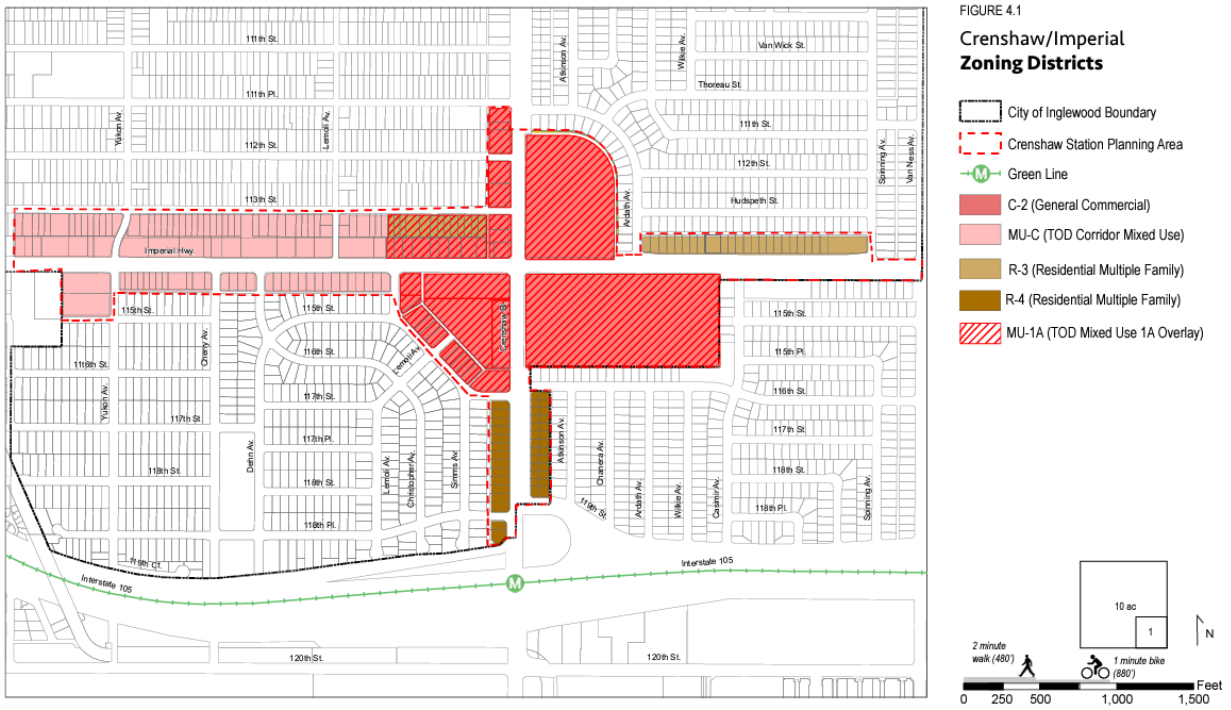
Crenshaw/Imperial Transit Oriented Development Plan

The Crenshaw/Imperial TOD Plan area is approximately 103 acres and located in the southern area of Inglewood. As described in the TOD Plan Vision, the Crenshaw/Imperial TOD will be:

- A complete neighborhood hub providing housing, shopping, education and recreation for residents of all ages and households of all types.
- A southern gateway to the City of Inglewood for transit users, pedestrians, cyclists and drivers facilitating safe and easy access to destinations by foot or bike.
- A safe, well-maintained, unified and attractive community center with a unique sense of place.

Included in the plan are the zoning districts depicted in Figure 5-7 for the TOD plan area. Their intent is to support the community's vision for the area by providing flexibility to create a vibrant and upgraded district center, encouraging flexible, sensitive redevelopment along Imperial Highway and preserving existing neighborhoods.

Figure 5-7 Crenshaw/Imperial TOD Zoning Districts Map



Source: Crenshaw/Imperial TOD Plan, 2021.

New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan

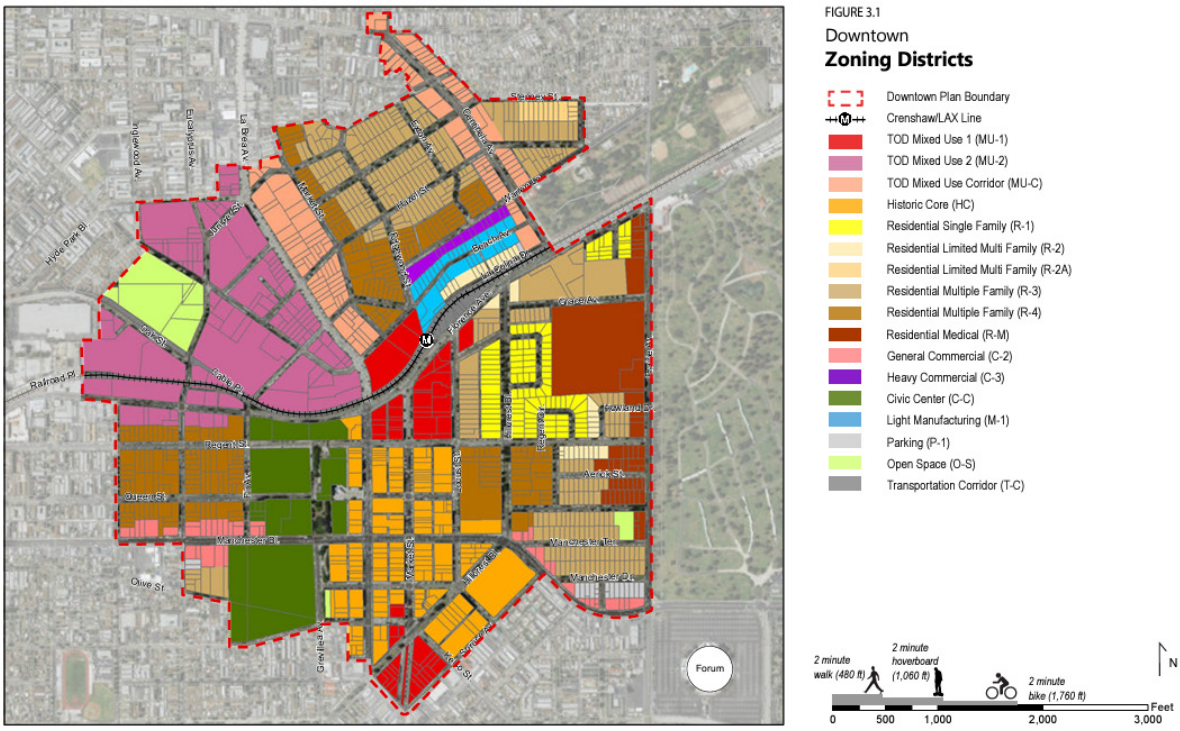
The New Downtown Inglewood TOD Plan area is approximately 585 acres in the center of Inglewood along the Crenshaw/LAX line, extending about half of a mile from the Downtown Inglewood Metro station in all directions. The vision for the TOD is:

- Downtown is a place to live, work, shop and be entertained.
- Downtown is a revitalized yet forward-looking gathering place for the community.
- Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses and advanced technology local transit.
- Downtown is a major economic engine providing jobs, sales tax and other revenues.
- Downtown is a model for sustainable development.
- Downtown expresses the unique culture of Inglewood.

Included in the plan are the zoning districts, depicted on Figure 5-8, for the TOD Plan area. Their intent is to support the community's vision for the area by creating a pedestrian-friendly, mixed-use Historic Downtown with new centers in the immediate station area and at the south terminus of Market Street and a re-energized Historic Core; catalyze TechTown as a generator of quality

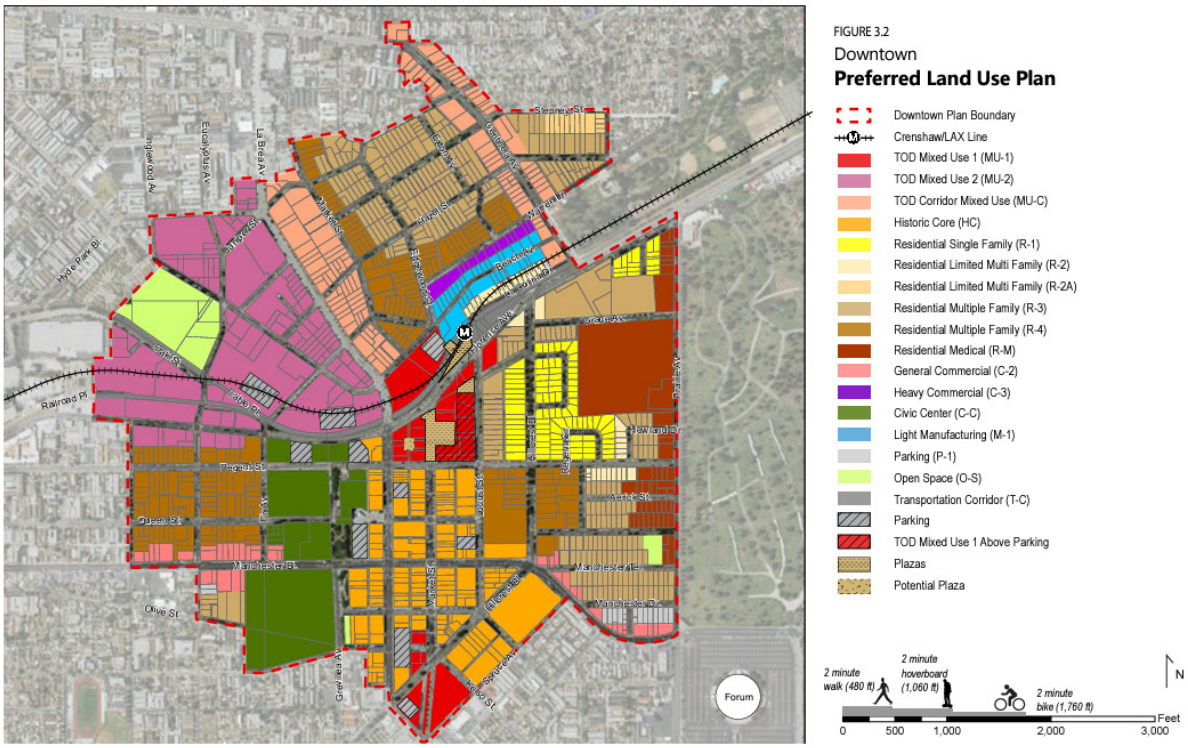
employment; and preserve unique areas such as Beach Avenue and Hillcrest. Figure 5-9, Preferred Land Uses Map, shows the recommended future locations for public open space and parking structures on top of the Zoning Districts map.

Figure 5-8 Downtown TOD Zoning Districts Map



Source: New Downtown and Fairview Heights TOD Plan, 2016.

Figure 5-9 Downtown TOD Preferred Land Uses Map



Source: New Downtown and Fairview Heights TOD Plan, 2016.

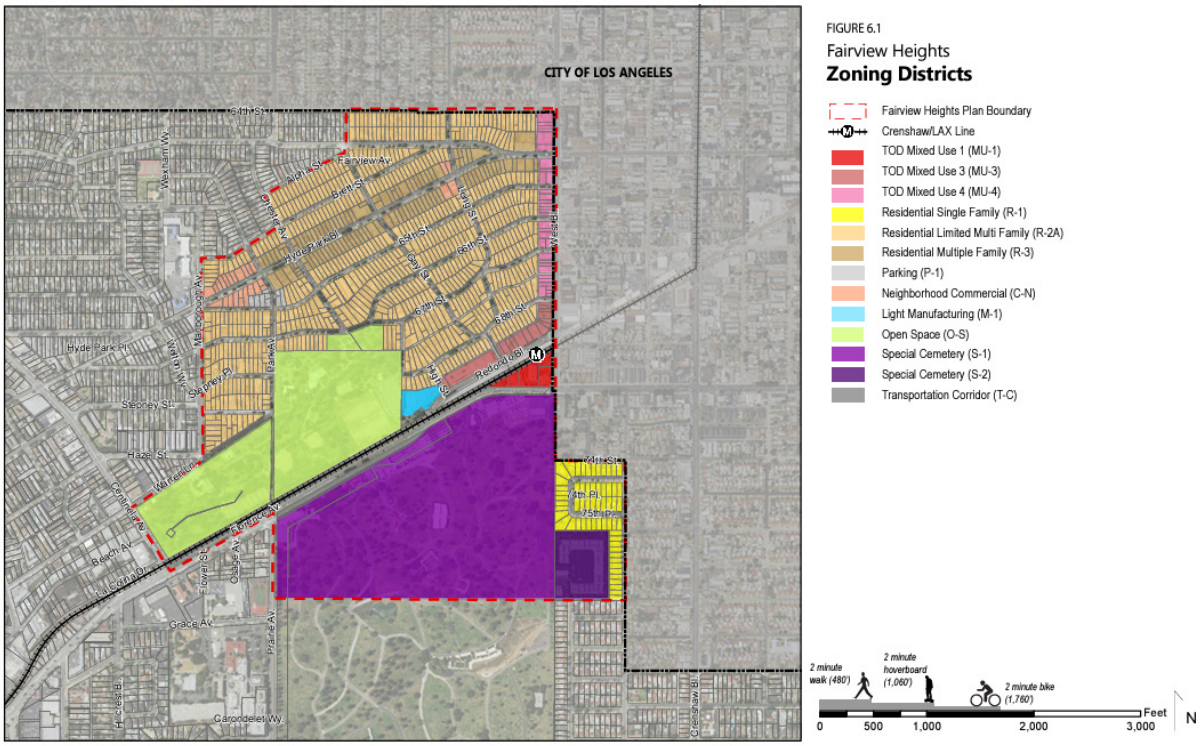
The Fairview Heights TOD Plan area is about 328 acres and, like the Downtown TOD, also extends about half of a mile in all directions from the Fairview Heights Metro station. The vision for the TOD is:

- Fairview Heights is a special, historic residential neighborhood.
- Fairview Heights is connected to the region via transit.
- Fairview Heights is a historic place for artists to live and work.
- Fairview Heights enjoys a special connection to Vincent Park.

Included in the plan are the zoning districts for the TOD Plan area. These are depicted in Figure 5-10. Their intent is to support the community's vision for the area by ensuring development is complementary in scale and character with the historic Fairview Heights neighborhood and creating a pedestrian-friendly environment along the Redondo Boulevard Promenade and near the Fairview Heights Metro station. Figure 5-11, *Preferred Land Uses Map*, shows the recommended future locations for public open space and new streets on top of the Zoning Districts map.

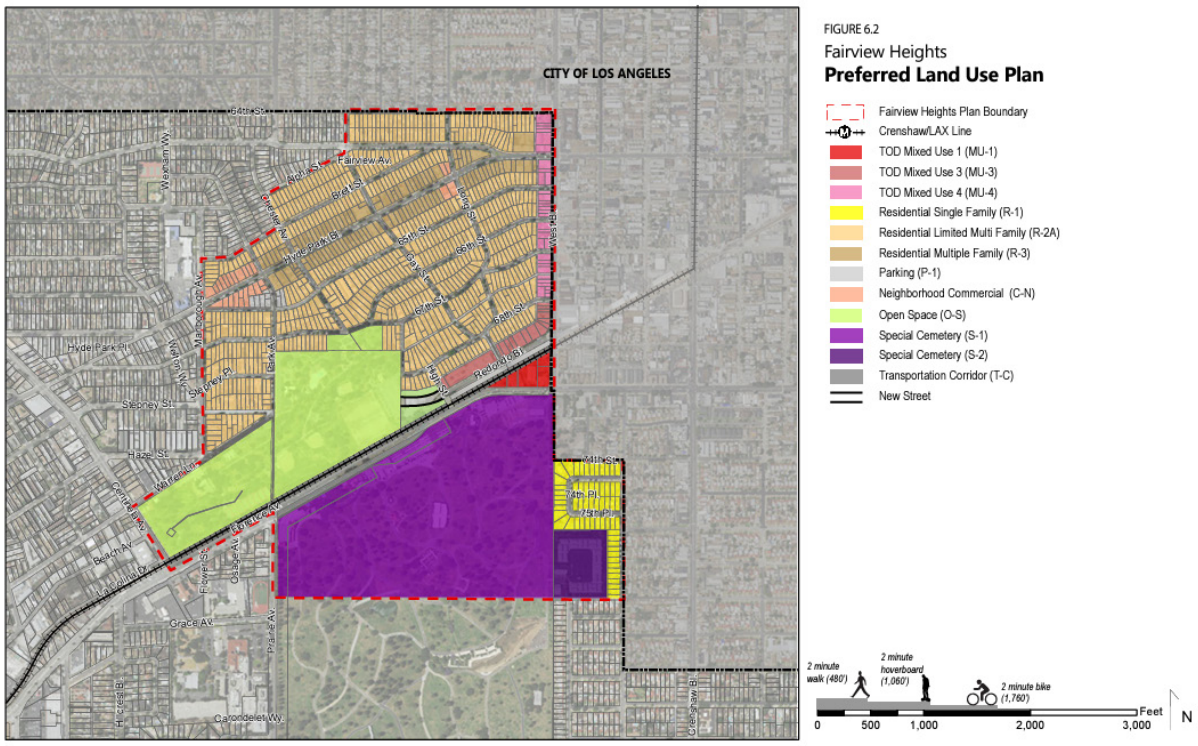
The New Downtown and Fairview Heights TOD Plan and Design Guidelines were adopted in November 2016.

Figure 5-10 Fairview Heights TOD Zoning Districts Map



Source: New Downtown and Fairview Heights TOD Plan, 2016.

Figure 5-11 Fairview Heights TOD Preferred Land Uses Map



Source: New Downtown and Fairview Heights TOD Plan, 2016.

5.1.5 Pending or Approved Projects

As of October 2024, the City of Inglewood has 75 projects in various stages of the application and entitlement process. These range from multi-family residential and mixed-use development projects to warehouses and commercial destinations. Of these, 33 have had building permits issued or finalized. The City's largest projects (large hotel projects, residential developments with more than 50 units, and commercial, mixed-use, or office developments over 100,000 square feet) and the available descriptions associated with them is presented in Table 5-6 and depicted in Figure 5-12. Of these 31 projects, 11 have had permits issued or finalized.

Table 5-6 List of Significant Pending or Approved Projects

	Address	Project Description	Project Type	Most Recent Entitlement
1	11227 S Prairie Avenue	440 units	Multi Family Development	Exclusive Negotiating Agreement
2	101,125,139,140,150 Market Street	50 dwelling units 40,000 square foot retail 150 parking spaces	Retail Space	Exclusive Negotiating Agreement

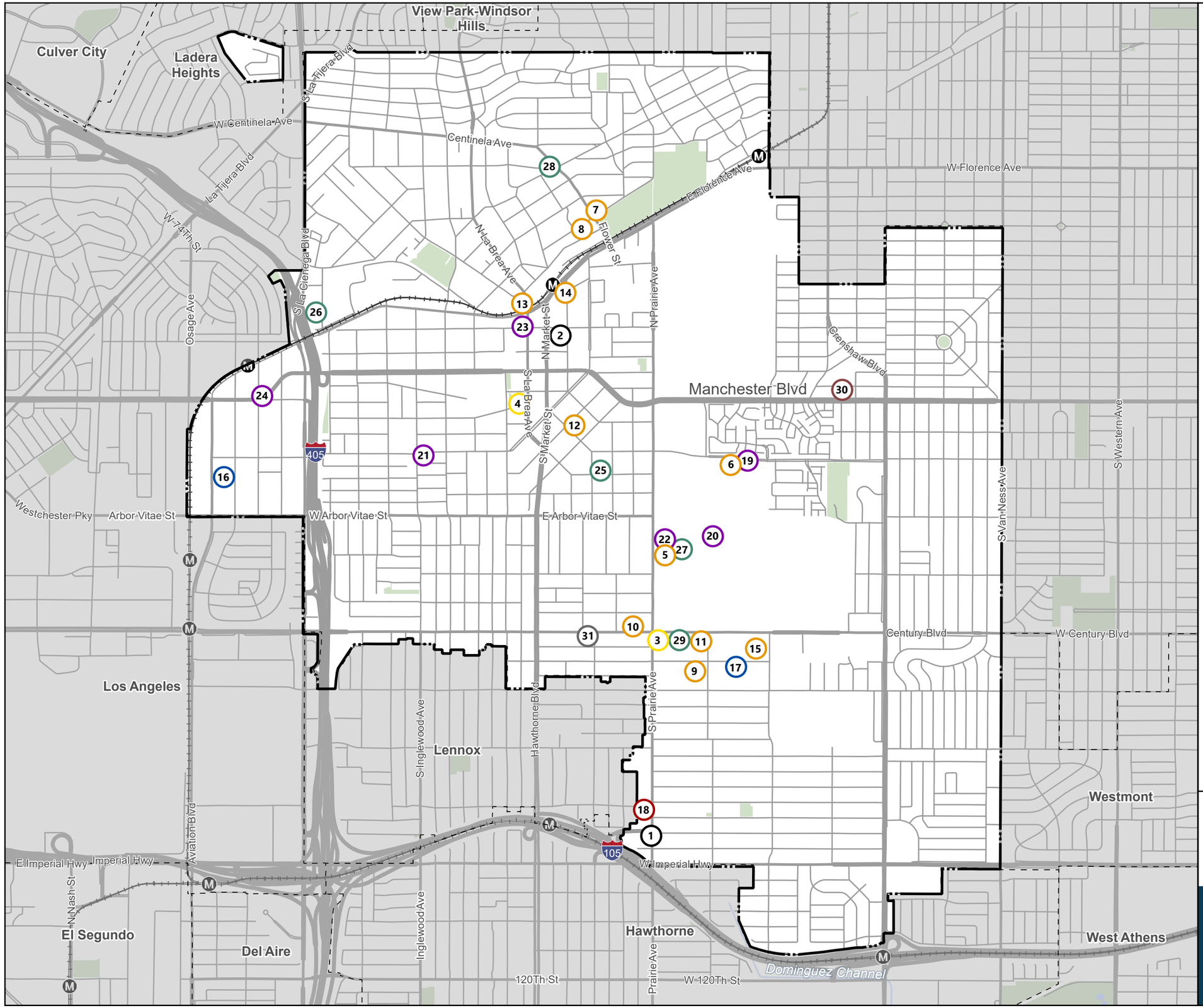
Table 5-6 List of Significant Pending or Approved Projects

	Address	Project Description	Project Type	Most Recent Entitlement
3	Prairie Avenue/Century Boulevard	915,000 square foot basketball venue (18,500-seats) 150 room hotel and associated ancillary uses, including 4,129 parking spaces	Murphy Bowl Project (Clippers)	Design Review
4	317 S La Brea	311 units (32 affordable, 5 live-work) 22,000 square foot commercial/retail 361 parking spaces	Mixed-Use Project	Design Review
5	1050 S. Prairie Avenue	534,000 square foot office building (MU-11)	Hollywood Park Project	Plot Plan Review
6	3500 - 3860 Stadium Drive	449,000 square foot film studio (14-acre)	Hollywood Park Project	Plot Plan Review
7	400 Centinela Ave	120-unit affordable housing development	Multi Family Development	Preliminary Site Plan Review
8	408 E Warren Lane	A new 2-story commercial office/warehouse	Commercial Building	Site Plan Review
9	3820 W 102nd Street	A 300 room, 14-story hotel 349 parking spaces	Hotel Project	Site Plan Review
10	4041, 4049-4055 W Century Blvd	PR to allow a 32,500 square foot hotel (142 rooms) 125 parking spaces	Hotel Project	Site Plan Review
11	3846 W Century Blvd	Site Plan Review for a 335,246 square foot self storage (6-story) facility in the M-1L zone 43 parking spaces	Storage Facility	Site Plan Review
12	411 E. Kelso St	SPR for converting existing northerly two-story building into 60 residential units (59 affordable studios and 1 manager unit) 1-2 story northwest building to be 2-story building with office uses and 2nd	Multi Family Dwelling Units	Site Plan Review
13	225 N La Brea	SPR to allow a 137 units (5 story multifamily dwelling) 69 on-site parking spaces	Multi Family Dwelling Units	Site Plan Review
14	330 Florence Ave	162-unit apartment development (17 affordable)	Multi Family Development	Site Plan Review
15	3624 W Century Blvd	Preliminary for construction of 6-story 150 room hotel 122 parking spaces	Hotel Project	Site Plan Review
16	9020 Aviation Blvd.	Site Plan Review for a new 215,455 square foot warehouse	Warehouse	Plan Check #2

Table 5-6 List of Significant Pending or Approved Projects

	Address	Project Description	Project Type	Most Recent Entitlement
17	3700 102nd Street	79,415 square foot self-storage facility (5-story)	Commercial Building	Plan Check Submittal
18	11111 S. Prairie Avenue	120-Room Hotel	Hotel Project	Plan Check Expired
19	3837 Stadium Drive	436,000 square foot hotel (13-story)	Hollywood Park Project	Building Permit Issued
20	920 S. District Drive	466,000 square foot office building (MU-4)	Hollywood Park Project	Building Permit Issued
21	336 W Hillcrest Boulevard	A 65-unit mixed use development, adaptive reuse of office building	Mixed-Use Project	Building Permit Issued
22	1050 S. Prairie Avenue	Approximately 5,750,000 square foot commercial use	Hollywood Park Phase II	Building Permit Issued
23	201 N La Brea Avenue	144 units (14 affordable) 72 parking spaces	Multi Family Development	Building Permits Issued
24	939 W Manchester Blvd	SPR for a 201,000 square foot mixed-used building 3,400 square foot retail 222 apartments 261 subterranean parking spaces	Mixed-Use Project	Building Permits Issued
25	1013 E La Palma Drive	A 3-story apartment units with on grade parking.	Multi Family Development	Building Permit Finaled
26	943-959 W Hyde Park Boulevard	5 Story Self Storage Facility	Self Storage Facility	Building Permit Finaled
27	1050 S. Prairie Avenue	516,094 square foot retail (Phase1)	Hollywood Park Project	Building Permit Finaled
28	705 Centinela	New 81,613 square foot self-storage facility	Self Storage Facility	Building Permit Finaled
29	3900 W Century Blvd	Hotel renovation	Hotel Project	Building Permit Finaled
30	3320 W 85th Street	SUP to allow a Pad for 65-unit senior mixed-use development	Planned Assembly Development	Building Permit Expired
31	4200 Century Boulevard	Preliminary PR to allow a 13-story mixed use building.	Mixed-Use Project	Zoning Code/ General Plan Amendment

Source: City of Inglewood



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- Exclusive Negotiating Agreement
  - **1** 11227 S. Praire Ave.
  - **2** 101,125,139,140,150 Market St.
- Design Review
  - **3** Prairie Ave./Century Blvd.
  - **4** 317 S. La Brea Ave.
- Plot or Site Plan Review
  - **5** 1050 S. Prairie Ave.
  - **6** 3500-3860 Stadium Dr.
  - **7** 400 Centinela Ave.
  - **8** 408 E. Warren Ln.
  - **9** 3820 W. 102nd St.
  - **10** 4041, 4049-4055 W. Century Blvd.
  - **11** 3846 W. Century Blvd.
  - **12** 411 E. Kelso St.
  - **13** 225 N. La Brea Ave.
  - **14** 330 Florence Ave.
  - **15** 3624 W. Century Blvd.
- Plan Check(s) Submitted
  - **16** 9020 Aviation Blvd.
  - **17** 3700 102nd St.
- Plan Check Expired
  - **18** 11111 S. Prairie Ave.
- Building Permit Issued
  - **19** 3837 Stadium Dr.
  - **20** 920 S. District Dr.
  - **21** 336 W. Hillcrest Blvd.
  - **22** 1050 S. Prairie Ave.
  - **23** 201 N. La Brea Ave.
  - **24** 939 W. Manchester Blvd.
- Building Permit Finaled
  - **25** 1013 E La Palma Dr.
  - **26** 943-59 W Hyde Park Blvd.
  - **27** 1050 S. Prairie Ave.
  - **28** 705 Centinela Ave.
  - **29** 3900 W. Century Blvd.
- Building Permit Expired
  - **30** 3320 W. 85th St.
- Zoning Code/General Plan Amendment
  - **31** 4200 Century Blvd.

City Boundary
Freeways
Roads
Parks and Open Space

Source: City of Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 5-12
SIGNIFICANT PENDING AND APPROVED PROJECTS

5.1.6 Airport Impacts

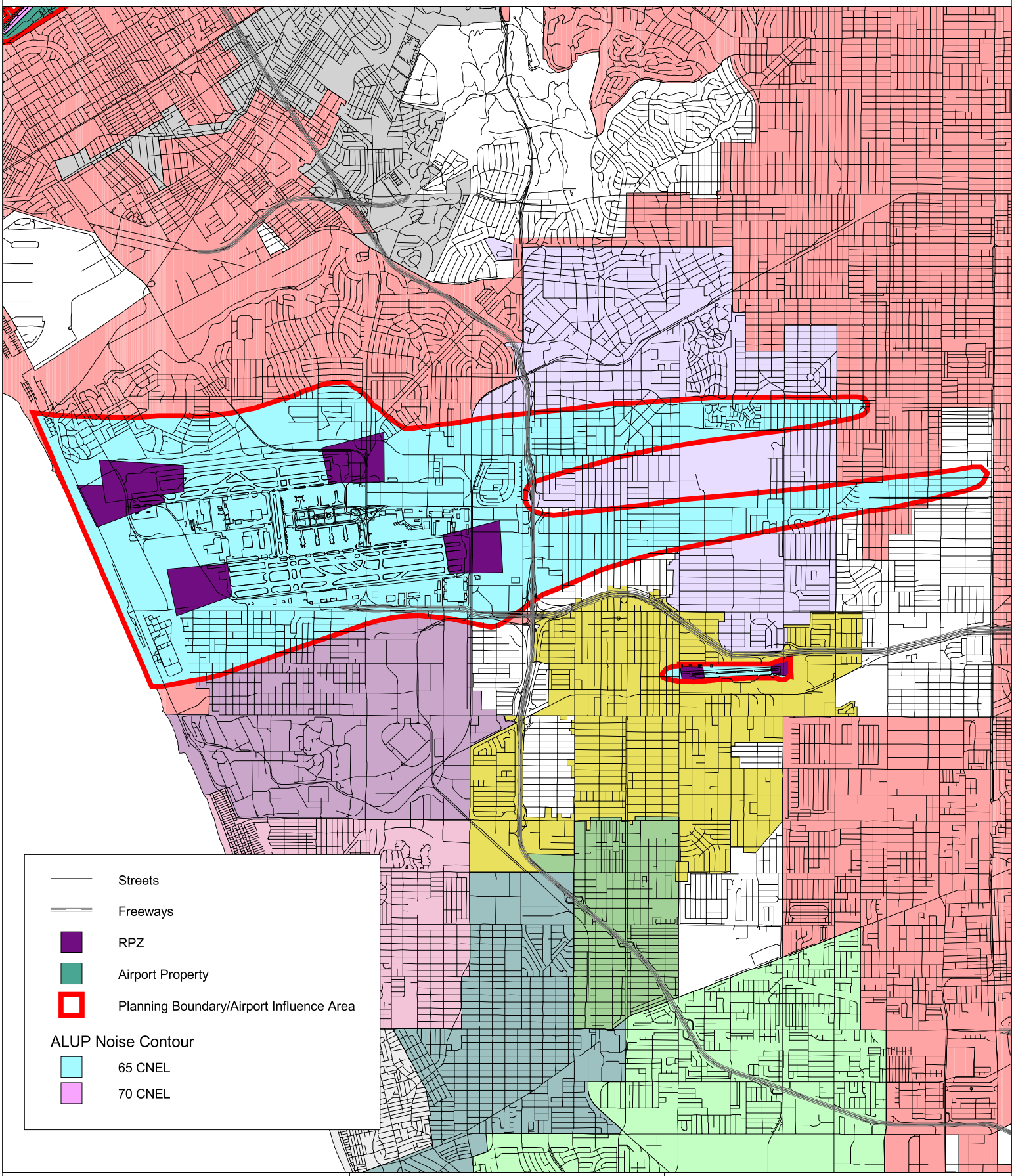
Several plans focusing on airport land use, particularly at Los Angeles International Airport (LAX), have implications for the City of Inglewood.

Published in 1991 and revised in 2004, the Los Angeles County Airport Land Use Commission's Comprehensive Land Use Plan establishes planning boundaries for the eleven general aviation airports in the region. Inglewood's southernmost boundary is separated from Hawthorne Municipal Airport's boundary by only I-105 and 120th Street, leaving less than 1,000 feet of separation. LAX's planning boundary crosses the City of Inglewood's, overlapping parts of the City with a variety of land uses, including industrial, commercial, and residential. The planning boundaries for both airports are shown in Figure 5-13.

Areas determined by the Airport Land Use Commission are subject to safety hazards, which warrant certain height restrictions and the establishment of approach surface and runway protection zones. Maximum building heights are specified by the Federal Aviation Administration regulations and restrictions, which generally limit building heights to 200 feet within 20,000 feet of an airport. Noise, which can have physiological, psychological, sociological, and economic effects, is also a significant factor within these planning boundaries.

The LAX Specific Plan divides into four land use subareas the area bounded by 88th Street, Manchester Avenue, and 91st Street on the north; Imperial Highway on the south; Pershing Drive on the west, and La Cienega Boulevard on the east. While none falls within the City of Inglewood's boundary, the Airport Landside and Airport Landside Support subareas are immediately adjacent to Inglewood along the city's western border, which follows La Cienega Boulevard to the west and Arbor Vitae Street to the north. These are primarily industrial and commercial areas of the city, with some scattered education facilities and multi-family residential uses. The purpose of the Airport Landside and Airport Landside Support subareas are to allow for the safe and efficient operation of airport facilities, primarily providing access to the airport and processing passengers. Uses in the Commercial (C2) and Light Industrial (M2) zoning categories in the LA Municipal Code are permitted. Aircraft under power and buildings containing dwelling units are prohibited.

Los Angeles International Airport and Hawthorne Municipal Airport



LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION
320 W. Temple Street
Los Angeles, CA 90012
(213) 974-6425

AIRPORT INFLUENCE AREA

0 3000 6000 9000 Feet

N

5/13/03

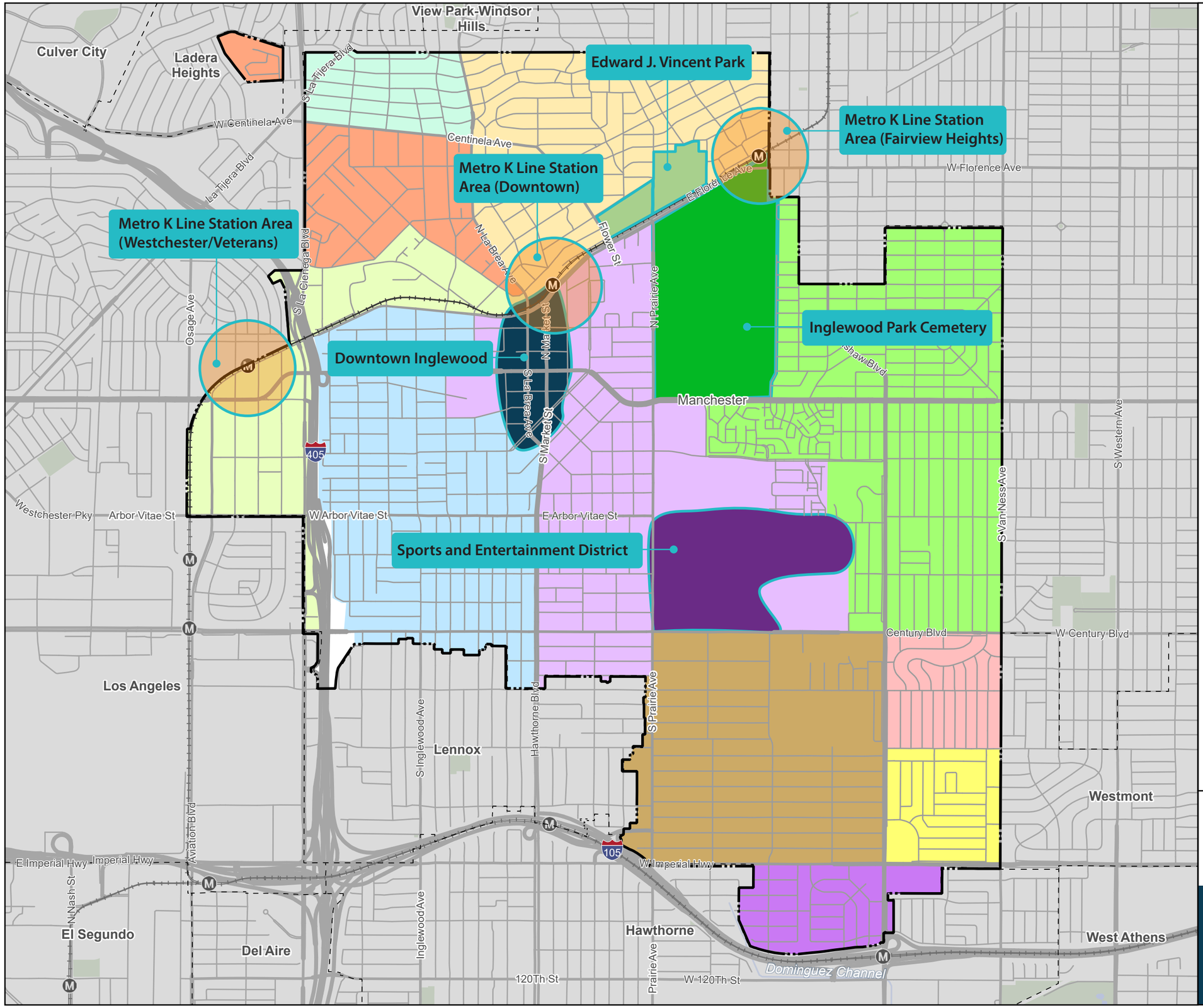
The LAX Specific Plan has been in effect since 2005. As part of the General Plan of the City of Los Angeles, the LAX Plan was prepared in 2017. Its goals are to:

- Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.
- Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.
- Optimize LAX's critical role in supporting the economy as a major generator of economic activity.
- Recognize the responsibility to minimize effects on the physical environment.
- Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.
- Improve ground access to LAX.

The LAX Plan and LAX Specific Plan are not independent documents, using the same categories of subareas. The LAX Plan specifies that the aspects of passenger and cargo movement in the Inglewood-adjacent Airport Landside area are the Central Terminal Area, Intermodal Transportation Facilities, the Consolidated Rental Car Facility, and the Automated People Mover system. The LAX Plan establishes a land use policy framework, and the LAX Specific Plan establishes zoning and development regulations and standards. The specific plan is a tool for achieving the goals and implementing the policies and programs of the LAX Plan and establishes the procedures for processing future specific projects and activities anticipated under the LAX Master Plan Program.

5.1.7 Community Places

Inglewood has many unique areas, as depicted on Figure 5-14, that create a sense of place for community members and distinguish it from surrounding neighborhoods. These places are made up of both built and natural environments and they serve as spatial reference points for those that live, work, and play there.



NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

Neighborhood Designations

- Arbor Village
- Centinela Heights
- Century Heights
- Fairview Heights
- Imperial Village
- Industrial
- Inglewood Knolls
- La Tijera Village
- Lockhaven
- Morningside Park
- Sports Village

- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source:

0 1/4 1/2 1 Miles

Figure 5-14
COMMUNITY PLACES AND NEIGHBORHOODS

Downtown Inglewood

Downtown Inglewood straddles three major thoroughfares—La Brea Avenue, Manchester Boulevard, and Florence Avenue. This area of the city encompasses the civic core and includes Inglewood City Hall, Inglewood Public Library, and other city and county facilities and buildings.

Building along Market Street in Inglewood

Market Street, a pedestrian-oriented commercial district established in 1908 and rehabilitated during the 1990s, was historically the site of community gathering and center of commercial activity for the city's Black residents. Its revitalization is a priority for the community, and steps toward that objective have been taken and are underway or planned, including streetscaping and placemaking improvements and mixed-use development projects.

Sports and Entertainment District/Hollywood Park Mixed-Use Development

SoFi Stadium, Kia Forum and Hollywood Park Casino anchor Inglewood's Hollywood Park sports and entertainment district, which was formerly home to the Hollywood Park Racetrack. This 300-acre master-planned development houses office space, condominiums, a movie theater, outdoor spaces, a hotel, YouTube Theater, restaurants, and other commercial uses. The objective for development in this district is to create a vibrant regional destination for tenants, residents, and visitors, harmonizing a variety of land uses. Hollywood Park construction began in 2014, and its retail district, which is fully built out to the maximum area of 890,000 square feet, opened in Fall

2024. Although not part of Hollywood Park, Intuit Dome, which is south of SoFi Stadium, is an integral part of this newer district.

Metro K Line Station Areas

Several Metro K Line stations are within the Inglewood's boundaries: Fairview Heights Station, Downtown Inglewood Station, and Westchester/Veterans Station.

Westchester/Veterans is off Florence Avenue along the city's western boundary. Its surrounding land uses are primarily industrial and commercial. Of the three Metro K Line stations in the city, Westchester/Veterans is less integrated with its immediate surroundings. However, it is proximate to local restaurants like Randy's Donuts and the historic Centinela Adobe. It provides transit connections to the Metro C and K Line Link, which provides free bus service between the Westchester/Veterans and Aviation/LAX Station (C Line) running on the same schedule as trains.

Downtown Inglewood Metro K Line Station

Downtown Inglewood Station is proximate to entertainment destinations such as the Miracle Theater. Station amenities include bike lockers and bike racks. From the Downtown Inglewood Station, transit riders can connect to Metro 40, 111, 211, 212, and 215 and Torrance Transit 10. Land uses surrounding the station are a mix of Commercial, Industrial, and Multi- and Single-Family Residential, and it is near pedestrian-oriented areas like Market Street.

Fairview Heights Station is along Inglewood's eastern boundary, east of Edward Vincent Jr. Park and north of Inglewood Park Cemetery. The land uses closest to the station are primarily categorized as Industrial, General Office, Multi-Family and Single Family Residential, and Open Space and Recreation. Station amenities include bike lockers and bike racks. From the Fairview Heights Station, transit riders can connect to Metro 40, 111, and 857; to Metro C Line Aviation/LAX Station; and Santa Monica's Big Blue Bus 14.

Major Open Spaces

Edward Vincent Jr. Park

Edward Vincent Jr. Park, a 55-acre municipal park, is the city's largest and hosts a wide variety of facilities and amenities. Other major Open Space and Recreation destinations include Darby Park, Ashwood Park, Center Park, Centinela Adobe Park, Circle Park, Grevillea Park, Queen Park, Siminski Park, North Park, and Rogers Park. Inglewood's parks provide opportunities for community gathering, indoor and outdoor recreation, and events.

Visitors at Edward Vincent Jr. Park basketball courts

Inglewood Park Cemetery

Founded in 1905, Inglewood Park Cemetery is the city's largest land use area in the Open Space and Recreation category. The cemetery's 200 acres make it a uniquely large green space in the city. The cemetery is open to the public from sunrise to sunset. While recreation such as jogging and walking is permitted in the cemetery, visitors are asked not to intrude on funerals, cremation services, or graves.

Residential and Mixed-Use Neighborhoods

Many of Inglewood's residential neighborhoods, including La Tijera Village, Fairview Heights, and Morningside Park, consist primarily of single-family detached homes on small lots with scattered apartment and multi-family buildings.

Mixed-use neighborhoods are small in comparison and located on the edges of neighborhoods like Centinela Heights, Arbor Village, Morningside Park, Lockhaven, and Sports Village close to commercial corridors along major streets such as Centinela Avenue, Manchester Boulevard, South Prairie Avenue, and W. Imperial Highway.

5.1.8 Land Use/Urban Form Implications for Greenhouse Gas Emissions and Climate Change

In California in 2021, approximately 39 percent of greenhouse gas emissions, the primary contributor to climate change, were attributable to transportation sources.[1] Vehicle trips generated and miles traveled are directly related the distribution and densities of land use.

In Inglewood, uses are segregated and low to medium density—single family neighborhoods, multifamily apartment communities, and multitenant commercial centers. Consequently, most trips away from home for jobs, shopping, entertainment, and recreation are by car. Most commercial centers have uses that serve as single-point destinations—a grocery store for example—unlike newer, pedestrian-active "experiential" centers where people walk among and patronize multiple stores, dine, and enjoy music and the presence of their friends in an environment designed with pleasant outdoor spaces and amenities. Travel to and from multiple single-point destinations worsens air quality and increases greenhouse gas emissions, exacerbating the effects of climate change.

As new development in Inglewood proceeds as infill or replaces underutilized and economically obsolete uses, there will be opportunities to create a greater mix and intensity of land uses that reduce vehicle trips and make areas attractive for walking, bicycling, and other forms of personal and public transit. Land use patterns that lessen the need for the automobile can have a significant benefit by reducing Inglewood's greenhouse gas emissions and climate change impacts. Recent and proposed transit improvements such as the K Line extension, Inglewood Transit Connector, and the implementation of various TOD Plans can have a beneficial impact in reducing vehicle miles traveled as well.

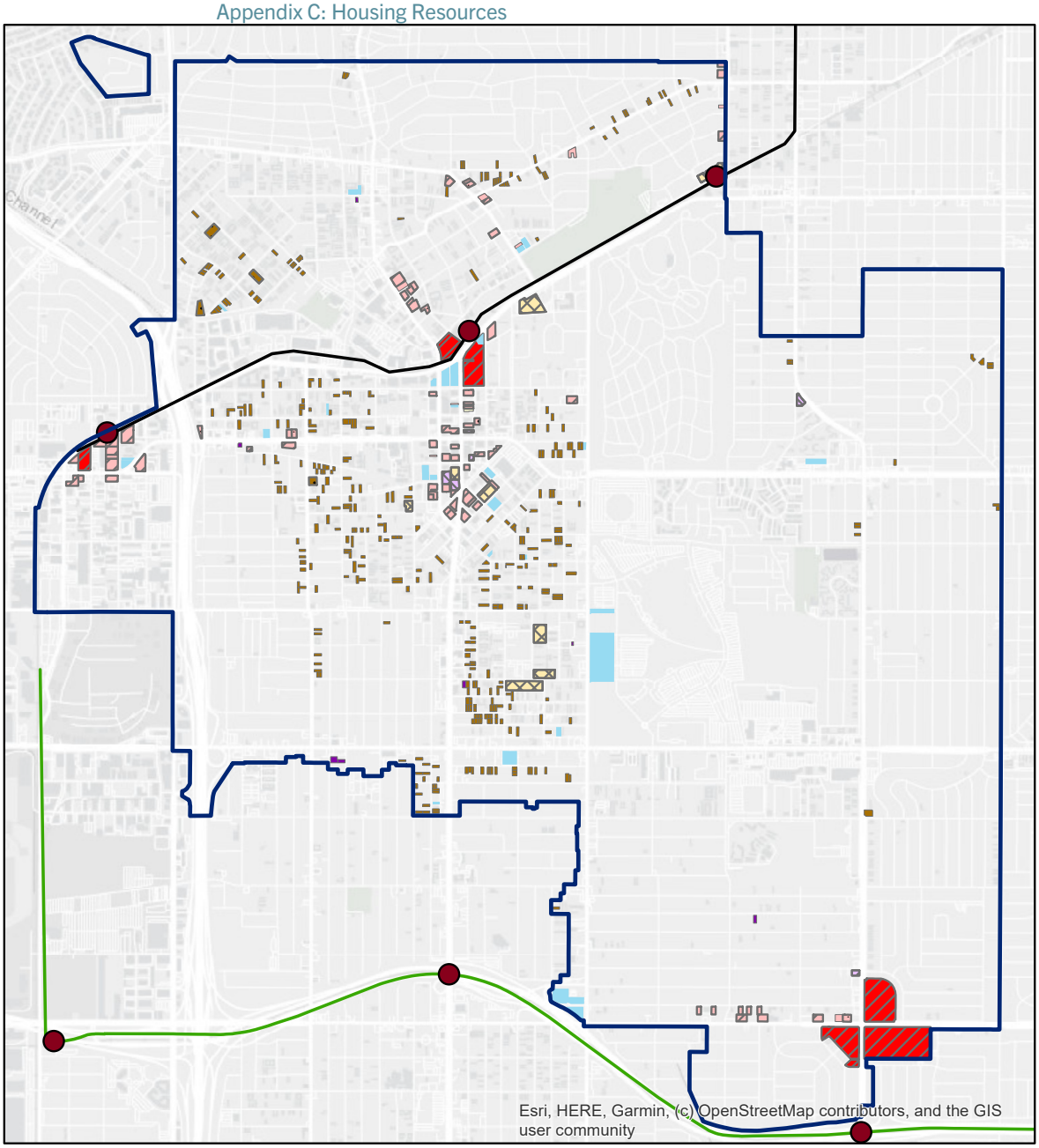
[1] *See* https://ww2.arb.ca.gov/ghg-inventory-data.

5.1.9 Housing Element Sites

The City's 6th Cycle Housing Element covers the 2021-2029 planning period and contains the City's plan and policies to provide opportunities for (and not unduly constrain) housing development sufficient to meet the housing needs of everyone in the community. As a part of this plan, the Housing Element includes an inventory of sites suitable for the development of housing that will accommodate projections described in the Regional Housing Needs Allocation (RHNA). The identification of the housing element sites utilizes the zoning regulations in place at the time of adoption, thus rezoning to meet RHNA is unnecessary.

The City of Inglewood's required 7,439 RHNA units are split across four income levels—very low, low, moderate, and above moderate. The extremely low income need can be calculated as 50% of the very-low income RHNA, or 906 units.

Figure 5-15 depicts the sites utilized to satisfy the jurisdiction's RHNA. The sites, including projects which have constructed housing units since the beginning of the 6th cycle or which have approved or pending housing projects, demonstrate a total realistic capacity of 11,453 units, 14.4% of the City's total buildout capacity and 54% greater than the RHNA.



Inglewood Site Inventory Map

- City Boundary
- Metro Stations
- K Line
- C Line
- City Owned, 100% Lower
- Institutional, 100% Lower
- Pending
- Vacant, No Lower
- Macro TOD, 37% Lower
- R3 R4, No Lower
- R3 R4, 10% Lower
- Other TOD, No Lower
- Other TOD, 10% Lower
- Other TOD, 37% Lower

0 1,250 2,500 5,000 7,500 10,000 Feet

N

Figure C-3a. Citywide Sites Inventory Map.
Source: City of Inglewood Sites Inventory 2022.

5.1.10 Findings

Community Insights Regarding Land Use

Common concerns and desires related to land use emerged in conversations with community members during the public outreach activities described in Chapter 1. Many people expressed feeling positive about new development in the city while some asked that local government officials engage residents proactively about future land use changes. In addition, there is a desire for better compatibility between local existing businesses and residences with regional entertainment activity. Commenters were effusive in appreciation for their neighborhoods, the City's parks, the responsiveness of City staff, and the sense of community.

For many, a priority is the restoration and reinvigoration of Market Street and Downtown Inglewood with greater commercial activity at an appropriate scale. Several corridors were similarly identified by community members as being optimal for mixed-use development, including Imperial Boulevard, Century Boulevard, and Prairie Avenue. A greater mix of land uses is sought in multiple areas of the city. Objections to "high rises" were also raised by some.

Some community members shared that existing land use regulations, zoning designations, and permitting processes have sometimes created obstacles in the case of opening businesses, establishing urban agriculture sites, and more. Concerns were also raised with visual blight, with some expressing an interest in improving vacant buildings and empty lots and the appearance of warehouses along Century Boulevard.

A desire for additional housing choices was also noted in several comments. Specific housing types mentioned include low-income housing and affordable homes, housing for seniors and veterans, accessory dwelling units (ADU) and workforce housing. Stakeholders are also interested in more single-family housing, preserving existing housing and being attentive to the impacts of ADUs, particularly on parking supply.

The inclusion of more public park space and enhancement of existing public park space were popular requests. Improving streetscapes was also a priority. Finally, community members posed questions about how land use designations might change for Inglewood Unified School District school sites that face future closure.

Planning Implications

As a highly urbanized and built-out area, the City of Inglewood has few parcels remaining for development. Future development will need to be infill or replace existing uses. A number of major infill projects are underway and have set a precedent for this type of development in the city, including Hollywood Park. The City's TOD Plans guide infill development in strategic areas to maximize access to the region's expanding transit network. However, changes to additional land use designations and/or policies may be warranted to support integration with the planned Inglewood Transit Connector.

The long term viability of Inglewood's linear commercial corridors is tenuous. They consist of a mix of uses but face a number of challenges, such as lack of parking and retail turnover and

uncertainty about maintenance, improvement, and appropriate uses over time. These corridors have the potential to serve as centers of neighborhood activity in the way that the Market Street District has in the past and aims to do again.

In terms of climate impacts, the City's current development pattern and reliance on automobiles as the primary means of transportation affect air quality and levels of greenhouse gas emissions, public health, and residents' quality of life. However, recent investments in transportation infrastructure—the construction of K Line transit stations and the planned Inglewood Transit Connector—and the integration of future development with this infrastructure provides opportunities to lessen negative climate impacts.

Inglewood's General Plan Land Use Diagram is challenging to utilize due to its generality and its incompatibility with geographic references. Its current format makes it difficult for the City to maintain consistency with the Zoning Map and comply with state legislation. For those reasons, an entirely new General Plan Land Use Diagram will be prepared through this General Plan Update effort. In addition, it is unclear if the land use designations described in the Land Use Element and utilized in the Land Use Diagram are appropriate to address the land use types found in the City today and desired in the future.

5.2 Urban Form

The following sections describe Inglewood's urban form. The City's physical form and design character speak to how people experience the community and their perceptions of the quality of life. Urban form plays a critical role in the creation of distinctive places and the establishment of a unique identity for the community and its neighborhoods. Urban form not only relates to aesthetic character but also impacts community vitality, stability and function. There are both beneficial and detrimental implications related to form for fundamental issues such as business activity, traffic congestion, transit use, air pollution, and climate change.

Much of the city is organized around an orthogonal street grid, meaning streets intersect at right angles. Areas in Inglewood with greater topographic diversity, however, have more discontinuous and curvilinear streets, particularly in the northern part of the city. Inglewood's continuous grid has gaps in several locations, including the Sports and Entertainment District, planned residential developments, large format commercial centers, and educational and medical campuses. The pattern also differs in Downtown Inglewood where a portion of the street grid is oriented at a 45 degree angle from surrounding, cardinally oriented streets.

Two major interstates, I-405 and I-105, partially form the City's western and southern boundaries. The northern and eastern edges divide Inglewood from the City of Los Angeles. However, the distinction between the two cities is subtle because the urban form along and surrounding the boundary lines have very similar residential typologies.

Inglewood's developed pattern is dominated by traditional and multi-family residential neighborhoods; commercial centers and corridors concentrated along arterial roads; industrial areas; a large sports and entertainment district; and dispersed open spaces and office, education, and medical campuses. Aside from undeveloped portions of Hollywood Park in the Sports and

Entertainment District and large swaths of open space in the northern part of the city that are occupied by Edward J. Vincent Park and Inglewood Park Cemetery, Inglewood is mostly built out.

5.2.1 Natural Elements

Topography and Vistas

Inglewood's topography has influenced the city's built environment and natural scenery. Certain areas have more pronounced elevation changes than others. Northern portions of the city, particularly around Centinela Heights, La Tijera Village, and Fairview Heights, have more varied terrain, with gently rolling hills that provide scenic views of the Los Angeles Basin. To the west and north, respectively, one can see the Pacific Ocean and skyline of downtown Los Angeles from the city's highest points. Areas in the western and southern parts of the city, closer to Los Angeles International Airport, are relatively flat, creating a more uniform topography in both commercial and residential areas.

Hydrology and Watershed

The City's hydrology is shaped by its position in the larger Ballona Creek watershed, which drains much of the surrounding urban area into the Pacific Ocean. The flatter western and southern portions of Inglewood contribute to surface water runoff that flows to Ballona Creek. Areas with more varied terrain create localized drainage patterns, which feed into smaller tributaries.

The City's stormwater systems direct water from streets and neighborhoods into concrete channels that connect to Ballona Creek and other regional waterways. Downstream from the Los Angeles River, Inglewood's regional water flow patterns are impacted during heavy rain events.

Open Space and Trails

Inglewood's largest parks—Edward Vincent Jr. Park, Rogers Park, and Darby Park—provide a range of facilities and recreational opportunities, such as sports fields, picnic areas, an aquatic center, tennis courts, and more. Uniquely, Inglewood Park Cemetery, with its parklike grounds, provides a place where visitors can enjoy walking paths. In addition, the Inglewood Civic Center and Hollywood Park development have incorporated open spaces.

There is no direct access in the city to regional trail networks such as the Park to Playa Trail, which connects the Baldwin Hills parklands to the Pacific Ocean. However, Inglewood is close to key trailheads in neighboring communities such as the Ballona Creek Bike Path. There is also an extensive trail network in nearby Kenneth Hahn State Recreation Area.

5.2.2 Urban Form Development Typologies

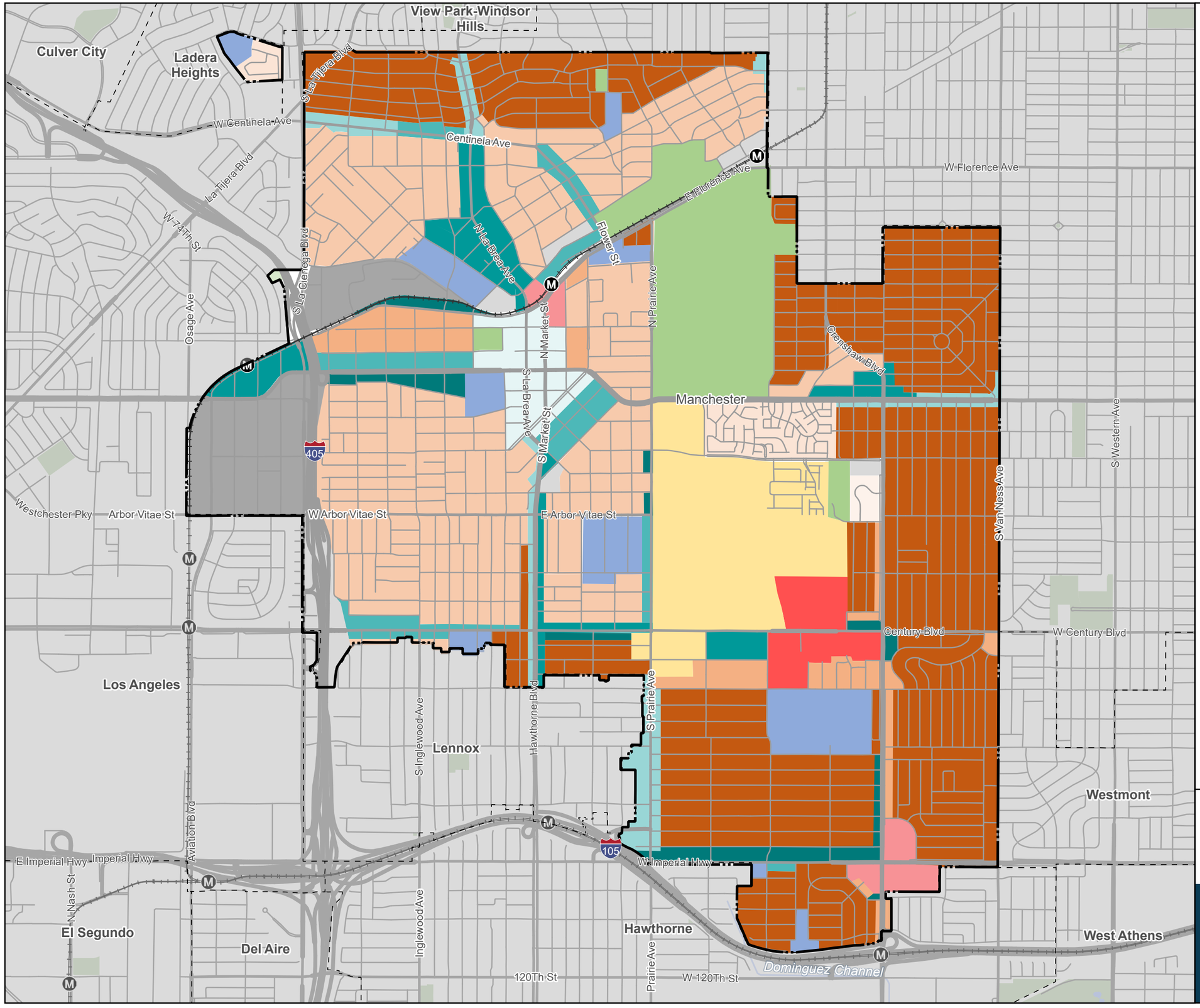
The patterns and form of built development in Inglewood are defined by the block and parcel, street, and building footprint and location. Five categories and sixteen distinct urban form typologies have been identified.

- Centers
  - Regional Commercial Center
  - Community Commercial Center
- Industrial
  - Traditional Industrial and Manufacturing District
  - Light Industrial and Office Park
- Commercial Corridors
  - Strip Commercial Corridor (shallow)
  - Strip Commercial Corridor (deep)
  - Strip Mixed-Use Corridor
  - Traditional Commercial Corridor (low-rise)
  - Traditional Commercial Corridor (mid-rise)
- Neighborhoods
  - Traditional Residential Neighborhood
  - Multi-family Residential Neighborhood
  - Mixed-Density Residential Neighborhood
  - Mixed-Density Planned Neighborhood
- Other
  - Sports and Entertainment Planned District
  - Open Space
  - Campus

The citywide distribution is depicted on Figure 5-16, and the characteristics of each are described in the ensuing subsections of this chapter.

Principle Urban Form Typology Elements: Blocks, Parcels, Streets, Buildings

Contributing man-made elements to urban form are defined by three broad categories—block and parcel sizes, streets and intersections, and building and site features. Block and parcel sizes are indicators of scale in the neighborhood or district. Street characteristics such as travel lanes, intersection location, parking, and street and sidewalk width contribute to the overall accessibility of a place and help define who gets where and how. Building features and structures, along with their relationships to streets and parking, form the spaces within which people interact with the built environment.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- Regional Commercial Center
- Community Commercial Center
- Traditional Industrial and Manufacturing
- Light Industrial and Office Park
- Strip Commercial Corridor (shallow)
- Strip Commercial Corridor (deep)
- Strip Mixed-Use Corridor
- Traditional Commercial Corridor (low-rise)
- Traditional Commercial Corridor (mid-rise)
- Traditional Residential Neighborhood
- Multi-family Residential Neighborhood
- Mixed-Density Residential Neighborhood
- Mixed-Density Planned Neighborhood
- Sports and Entertainment Planned District
- Open Space
- Campus

- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source:

0 1/4 1/2 1 Miles

Figure 5-16
URBAN FORM TYPOLOGIES

Each of these three categories are further distilled into subcategories. The typical characteristics for each of these elements are explained below.

Block and Parcel Size

- **Block Size.** Block size is one of the most important defining characteristics of a community. Typically, smaller blocks support more pedestrian activity.
- **Block Footprint.** Closely related to block size, the proportions of a block affect the character of a community. The length and width ratio of a block plays an important role in building types and the location of other elements such as parking. It may also affect pedestrian access, particularly across wide boulevards with few crosswalks.
- **Parcel Size.** Parcel size is an indicator of scale within a neighborhood or district. Large parcels are typically found in automobile-oriented environments. Smaller parcels typically result in a finer-grained development pattern that is more conducive to walking.

Streets and Intersections

- **Travel Lanes.** Roadways with multiple travel lanes accommodate higher traffic volumes and can act as barriers between the land uses on either side. Conversely, narrower streets with fewer travel lanes can create more comfortable environments that encourage pedestrian activities. The width of travel lanes also contributes to perceptions of safety and walkability.
- **Intersections.** Intersections are a good indicator of a neighborhood's internal level of accessibility and are related to block size. Typically, a higher number of intersections ensures many possible routes of travel by foot, bike, or automobile. Conversely, fewer intersections can indicate greater dependence on arterial and collector streets to accommodate automobile traffic.
- **Parking Location.** The location and distribution of off-street parking are indicated in the front, to the side, and/or to the rear of buildings. Parking may also be in an under- or above-ground parking structure.

Building and Site Features

- **Activity Based Model.** Buildings are mapped to show the relationship between built and unbuilt space. This shows spatially the size, arrangement, and configuration of buildings throughout the city.
- **Building Location and Frontage.** Frontage and building location describe the relationship of buildings to streets and distinguishes the various types of street character of an area. Building frontage may be a proxy for the quality of pedestrian experience, because buildings with greater connectivity to the street and sidewalk are more welcoming to those on foot.

Centers

Regional Commercial Center

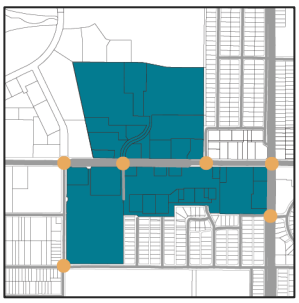
A regional commercial center is an area of economic activity that is typically located on a large lot. This typology is automobile oriented and has limited bicycle access. Buildings are typically large enough to accommodate big-box stores (Target, Costco, etc.) that attract shoppers from beyond the immediate area. There is little to no orientation to the public right-of-way and limited connectivity with the surroundings. Buildings are oriented around surface parking.

Blocks

- **Length:** 1,400 - 2,500 feet
- **Depth:** 600 - 1,200 feet

Parcels

- **Length:** 70 - 725 feet
- **Depth:** 170 - 1,190 feet
- **Size:** 8,620 - 683,510 square feet



Streets

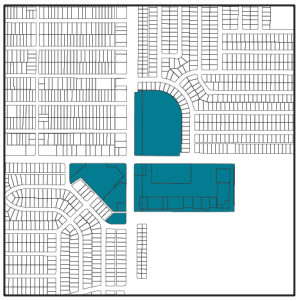
- **Street ROW Width:** 80 feet
- **Travel Lanes:** 6
- **Sidewalk Width:** 10 feet
- **Parking:** On-site surface parking
- **Intersections:**

Building and Site Character

- **Height:** 2-5 stories
- **Building Location:** Multiple buildings with variable size; oriented to surface parking in the development

Community Commercial Center

A community commercial center is an area of economic activity on a smaller lot than that of a regional commercial center. This typology is automobile oriented. Buildings are typically the same height and subdivided, allowing them to house multiple commercial tenants that mainly attract shoppers from the immediate area. There is little to no orientation to the public right-of-way and limited connectivity with the surroundings. Buildings are oriented around surface parking.

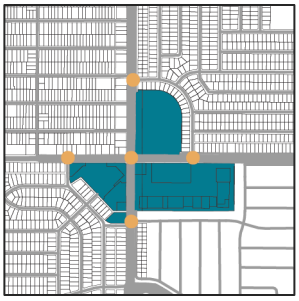


Blocks

- **Length:** 600 – 1,290 feet
- **Depth:** 600 - 845 feet

Parcels

- **Length:** 50 feet - 490 feet
- **Depth:** 150 feet - 815 feet
- **Size:** 4,961 - 390,185 square feet



Streets

- **Street ROW Width:** 60 - 70 feet
- **Travel Lanes:** 6
- **Sidewalk Width:** 12 feet
- **Parking:** On-site surface parking
- **Intersections:**

Building and Site Character

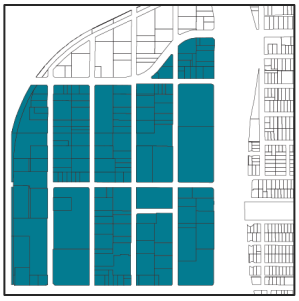
- **Height:** 1 - 4 stories
- **Building Location:** Multiple buildings with variable size; oriented to surface parking in the development

Industrial

Traditional Industrial and Manufacturing District

Traditional Industrial and Manufacturing typologies are characteristically large lots that have large footprint buildings and are oriented to on-site surface parking lots. These areas are not particularly pedestrian oriented. The street-facing side of the buildings is often an unarticulated blank wall.

Image courtesy of Google Street View

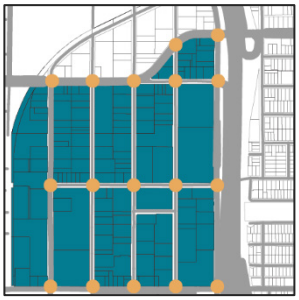


Blocks

- **Length:** 300 - 450 feet
- **Depth:** 300 - 1,280 feet

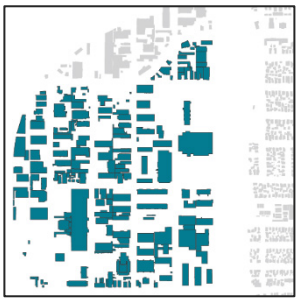
Parcels

- **Length:** 25 - 460 feet
- **Depth:** 80 - 710 feet
- **Size:** 1,670 - 322,425 square feet



Streets

- **Street ROW Width:** 35 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 12 feet
- **Parking:** On-site surface parking, on-street parallel parking
- **Intersections:**



Building and Site Character

- **Height:** 1 story - 5 stories
- **Building Location:** Multiple unarticulated buildings with variable size; oriented to surface parking. Some buildings are adjacent to the sidewalk; others are set back from the sidewalk.

Light Industrial and Office Park

Light Industrial and Office Park typologies are auto-oriented and consist of a series of smaller buildings or a low-rise single building with multiple tenants, typically facing a surface parking lot. Although they are street fronting, they are not necessarily street oriented. Other use types, such as commercial and residential, are sometimes mixed in.

Image courtesy of Google Street View

Blocks

- **Length:** 1,100 - 1,350 feet
- **Depth:** 395 - 710 feet

Parcels

- **Length:** 50 - 490 feet
- **Depth:** 90 - 380 feet
- **Size:** 4,460 - 96,400 feet

Streets

- **Street ROW Width:** 36 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 12 feet
- **Parking:** On-site surface parking, on-street parallel parking
- **Intersections:**

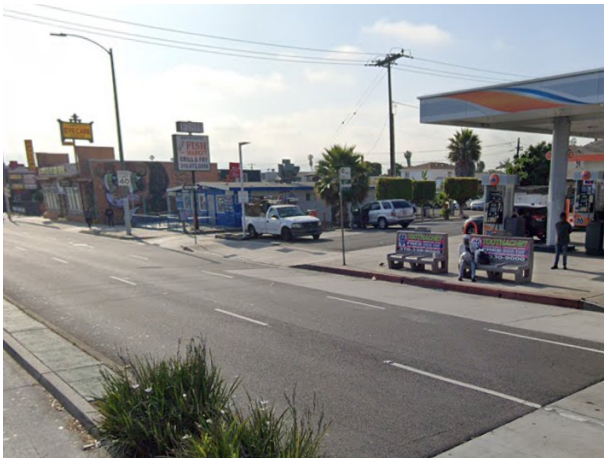
Building and Site Character

- **Height:** 1 story - 4 stories
- **Building Location:** Multiple unarticulated buildings with variable size; oriented to surface parking. Some buildings are adjacent to the sidewalk; others are set back from the sidewalk.

Commercial Corridors

Strip Commercial Corridor (Shallow)

Strip Commercial Corridors (shallow) are auto oriented, set back from the street, and typically front an on-site surface parking lot. Parcel depths are shallow. Occasionally a small commercial center or strip mall occurs along the corridor.



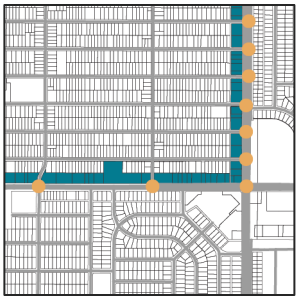
Images courtesy of Google Street View

Blocks

- **Length:** 280 -1,394 feet
- **Depth:** 170 - 294 feet

Parcels

- **Length:** 46 - 480 feet
- **Depth:** 105 - 290 feet
- **Size:** 4,370 – 99,470 square feet



Streets

- **Street ROW Width:** 70 feet
- **Travel Lanes:** 5 - 7
- **Sidewalk Width:** 10 feet
- **Parking:** On-site surface parking
- **Intersections:**

Building and Site Character

- **Height:** 1 story - 3 stories
- **Building Location:** Multiple articulated buildings with variable size; oriented to surface parking

Strip Commercial Corridor (Deep)

Strip Commercial Corridors (deep) are auto oriented, set back from the street, and typically front an on-site surface parking lot. Parcel depths are deep, allowing some buildings an interior orientation rather than a street-facing orientation.

Blocks

- **Length:** 440 -1,150 feet
- **Depth:** 305 - 500 feet

Parcels

- **Length:** 20 - 460 feet
- **Depth:** 75 - 280 feet
- **Size:** 1,730 - 119,720 square feet

Streets

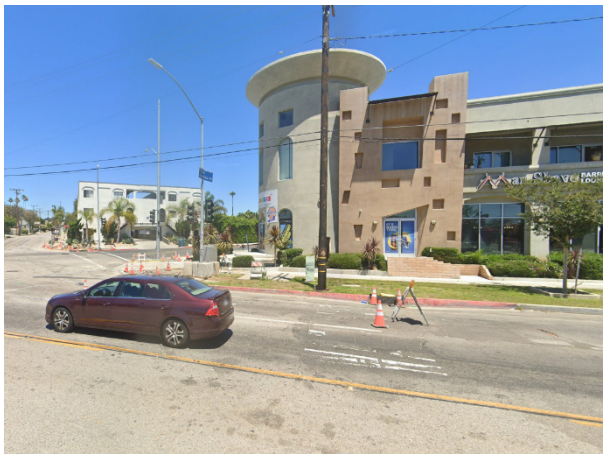
- **Street ROW Width:** 70 feet
- **Travel Lanes:** 5
- **Sidewalk Width:** 13 feet
- **Parking:** On-site surface parking, on-street parallel parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 6 stories
- **Building Location:** Many buildings are adjacent to the sidewalk; others are set back from the sidewalk. Some are oriented to surface parking.

Strip Mixed-Use Corridor

Strip Mixed-Use corridors include commercial, civic, and residential uses. They are largely auto oriented but vary in terms of setback.



Images courtesy of Google Street View

Blocks

- **Length:** 330 - 530 feet
- **Depth:** 330 - 470 feet

Parcels

- **Length:** 36 - 240 feet
- **Depth:** 100 - 225 feet
- **Size:** 3,020 - 66,130 square feet

Streets

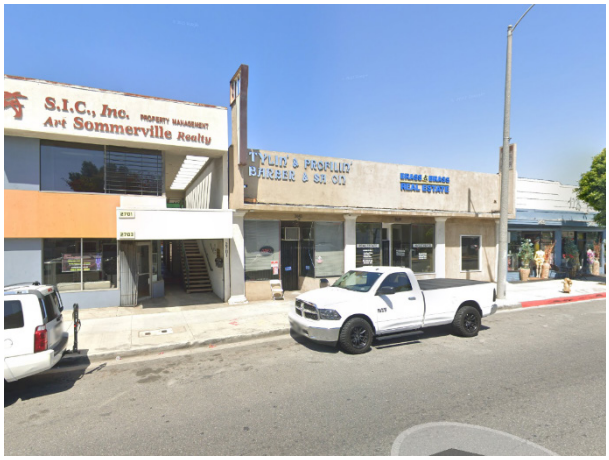
- **Street ROW Width:** 60 feet
- **Travel Lanes:** 5-6
- **Sidewalk Width:** 6 feet
- **Parking:** On-site surface parking, on-street parking, garage parking, driveway parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 4 stories
- **Building Location:** Many buildings are adjacent to the sidewalk; others have setbacks. Some buildings are oriented to surface or driveway parking.

Traditional Commercial Corridor (low-rise)

Traditional Commercial Corridors (low-rise) are pedestrian oriented and have a high level of walkability. There is typically a consistent street wall with low-rise buildings with windows and doors facing the sidewalk, creating a pedestrian-friendly environment. Parking is typically found on the street at the front or to the side of buildings. Lot and parcel sizes are shallow in comparison to most in the city. Occasionally, a small commercial center occurs.



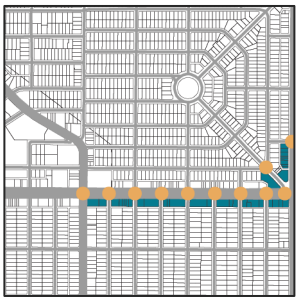
Images courtesy of Google Street View

Blocks

- **Length:** 280 - 312 feet
- **Depth:** 120 - 248 feet

Parcels

- **Length:** 27 - 215 feet
- **Depth:** 85 -123 feet
- **Size:** 2,150 - 26,025 square feet



Streets

- **Street ROW Width:** 70 feet
- **Travel Lanes:** 4-5
- **Sidewalk Width:** 12 feet
- **Parking:** On-site surface parking, on-street parallel parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 3 stories
- **Building Location:** Articulated buildings oriented to the sidewalk

Traditional Commercial Corridor (mid-rise)

Traditional Commercial Corridors (mid-rise) are pedestrian oriented and have a high level of walkability. There is typically a consistent street wall with mid-rise buildings that front a wide sidewalk. Parking is typically found on the street at the front or to the side of buildings.

Blocks

- **Length:** 273 - 571 feet
- **Depth:** 330 - 380 feet

Parcels

- **Length:** 40 - 315 feet
- **Depth:** 45 - 465 feet
- **Size:** 1,840 - 120,490 square feet

Streets

- **Street ROW Width:** 40 - 90 feet
- **Travel Lanes:** 3 - 4
- **Sidewalk Width:** 16 feet
- **Parking:** On-street parking
- **Intersections:**

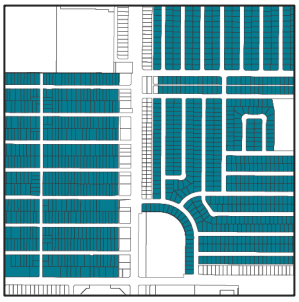
Building and Site Character

- **Height:** 1 story - 8 stories
- **Building Location:** Articulated buildings oriented to the sidewalk

Neighborhoods

Traditional Residential Neighborhood

Traditional Residential Neighborhoods are typically situated around a consistent residential grid. Generally, detached, single-family homes are on narrow lots and have street-fronting driveways. Parking is also found on the street.

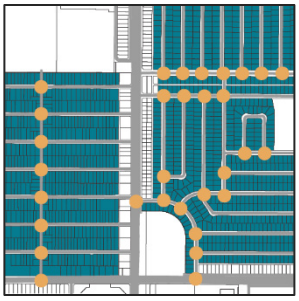


Blocks

- **Length:** 1,120 - 1,520 feet
- **Depth:** 240 - 330 feet

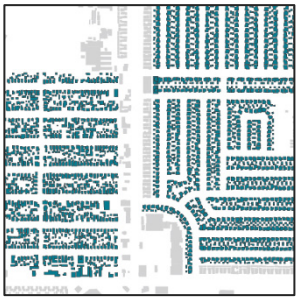
Parcels

- **Length:** 40 - 80 feet
- **Depth:** 110 - 145 feet
- **Size:** 4,200 - 12,040 square feet



Streets

- **Street ROW Width:** 20 - 30 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 7 - 13 feet
- **Parking:** On-street parallel parking, driveway parking
- **Intersections:**

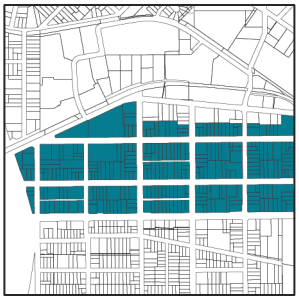


Building and Site Character

- **Height:** 1 - 3 stories
- **Building Location:** Articulated buildings oriented to the street, often with front yards and or driveways where buildings are set back from the street

Multi-family Residential Neighborhood

Multi-family Residential Neighborhoods are primarily developed on large parcels and are street-fronting. Building types are typically two to three stories but vary in their shape and orientation. Some buildings surround common open space (courtyard) or a recreational amenity (pool). Others are long and uninterrupted (have no interior cutout) but have an interior orientation away from the street, with parking alongside the building rather than in front.

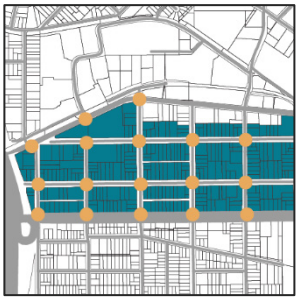


Blocks

- **Length:** 655 - 1,050 feet
- **Depth:** 355 - 500 feet

Parcels

- **Length:** 40 - 460 feet
- **Depth:** 80 - 380 feet
- **Size:** 3,149 - 143,990 square feet



Streets

- **Street ROW Width:** 40 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 16 feet
- **Parking:** On-street parallel parking, on-street diagonal parking, garage parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 4 stories
- **Building Location:** Building entrances are oriented to the public street and set back from the sidewalk. Some buildings are oriented inward to internal courtyards.

Mixed-Density Residential Neighborhood

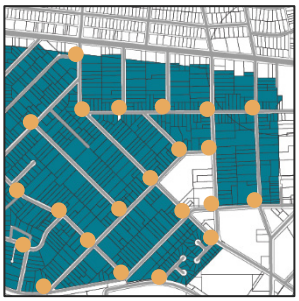
Mixed-density Residential Neighborhoods are typically situated around a traditional residential grid but consist of both multi-family and single-family residences. There is some variety in lot size between multi-family and single-family homes.

Blocks

- **Length:** 530 - 1,600 feet
- **Depth:** 610 - 745 feet

Parcels

- **Length:** 55 - 196 feet
- **Depth:** 32 - 525 feet
- **Size:** 1,930 - 74,142 square feet



Streets

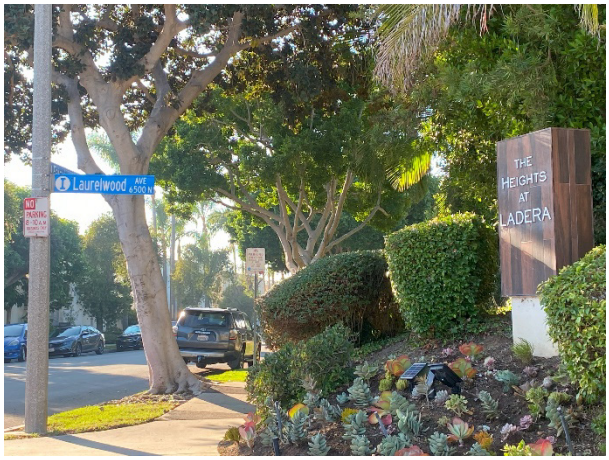
- **Street ROW Width:** 30 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 10 feet
- **Parking:** On-street parking, driveway parking, garage parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 5 stories
- **Building Location:** Multi-family and single-family residences are mixed. Most are oriented to the public street. Some multi-family buildings are oriented inward to internal courtyards.

Planned Neighborhood (Mixed-Density)

Planned Neighborhoods (Mixed-Density) typically have detached, single-family homes and two- to four-story multi-family residential buildings on large parcels. The street pattern differs from the other neighborhood urban form typologies. Streets are often curvilinear despite the topography being relatively flat and some terminate in a cul-de-sac. Parcels vary in shape, but many are fairly narrow and have street-fronting driveways or on-street diagonal demarcated parking. Open space and community amenities are often integrated into the Planned Neighborhood. Access points to public streets are controlled with gated entries in most cases.

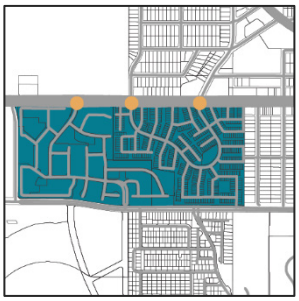


Blocks

- **Length:** 3,046 feet
- **Depth:** 1,205 feet

Parcels

- **Length:** 26 - 790 feet
- **Depth:** 40 - 740 feet
- **Size:** 1,000 - 232,580 square feet



Streets

- **Street ROW Width:** 35 feet
- **Travel Lanes:** 2
- **Sidewalk Width:** 4 feet
- **Parking:** On-site surface parking, on-street parallel parking, driveway parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 4 stories
- **Building Location:** Multi-family and single-family residences are mixed. Most are oriented to the development's private street. Set back from grassy area that serve as open space throughout the development.

Other

Sports and Entertainment Planned District

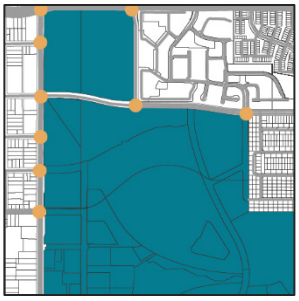
Sports and Entertainment Planned districts consist of large stadiums and entertainment facilities that are situated on large lots. These buildings are oriented around large, on-site surface parking.

Blocks

- **Length:** 1,070 - 3,015 feet
- **Depth:** 1,120 - 4,000 feet

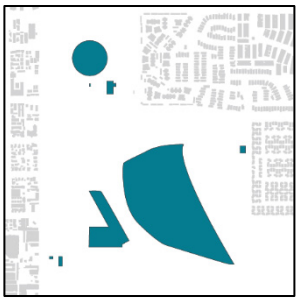
Parcels

- **Length:** 110 - 2,000 feet
- **Depth:** 125 - 1,250 feet
- **Size:** 2,180 - 2,201,670 feet



Streets

- **Street ROW Width:**
- **Travel Lanes:** 4-5
- **Sidewalk Width:** 16 - 20 feet
- **Parking:** On-site surface parking, garage parking
- **Intersections:**



Building and Site Character

- **Height:** 3-6 levels (stadium and arenas),
- **Building Location:** Large, multi-level structures, some with open-air areas; generally situated in large-footprint parking lots or adjacent to multi-story parking garages

Open Space

Open Spaces are areas of continuous green space and sometimes interrupt the city's grid pattern. Building types vary but the areas are generally less developed than other urban form typologies, emphasizing green space for a variety of land uses, including parks, sports fields, and cemeteries.

Blocks

- **Length:** 520 - 2,540 feet
- **Depth:** 420 - 3,985 feet

Parcels

- **Length:** 1,920 - 2,635 feet
- **Depth:** 155 - 3,270 feet
- **Size:** 28,595 - 8,494,130 square feet

Streets

- **Street ROW Width:** 35-50 feet
- **Travel Lanes:** 2-5
- **Sidewalk Width:** 5 - 8 feet
- **Parking:** On-site surface parking, on-street parallel parking
- **Intersections:**

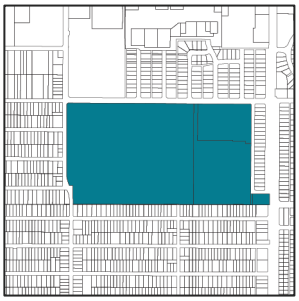
Building and Site Character

- **Height:** 1 story - 6 stories
- **Building Location:** Articulated buildings vary in size and distribution

Campus

Campuses typically contain large footprint buildings on large parcels oriented to on-site surface parking lots. In Inglewood, they are often adjacent to neighborhood urban form typologies, and their most common use is as medical and educational facilities.

Images courtesy of Wikimedia Commons and Flickr

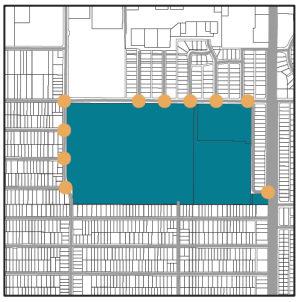


Blocks

- **Length:** 785 - 2,366 feet
- **Depth:** 675 - 1,265 feet

Parcels

- **Length:** 135 - 1,610 feet
- **Depth:** 215 - 1,272 feet
- **Size:** 29,260 - 2,041,520 square feet



Streets

- **Street ROW Width:** 30 feet
- **Travel Lanes:** 2-3
- **Sidewalk Width:** 6-12 feet
- **Parking:** On-site surface parking
- **Intersections:**

Building and Site Character

- **Height:** 1 - 3 stories
- **Building Location:** Multiple articulated and unarticulated buildings with variable size typically oriented to surface parking. A cluster of buildings are connected by an internal network of pathways.

5.2.3 Findings

Inglewood's physical form and design give texture and identity to the city's neighborhoods and community places. The urban form is defined by man-made elements, including blocks and parcels, streets, and building footprints and location.

Inglewood's structure and density primarily support travel and access by automobile. While single-family housing and multifamily apartments are mixed, neighborhoods are separated from places of business and employment. Retail and office uses are designed for the automobile, with limited pedestrian amenities and access. These forms of development contribute negatively to elements of residents' quality of life, such as air quality, climate change, and human health. An exception to this is the Market Street district, where vehicular travel lanes number no more than three, and commercial buildings are directly along a wide sidewalk with streetscape amenities, contributing to a more active pedestrian environment. With little vacancy in the city, development of new uses will require replacement, infill, and/or intensification of the existing built environment.

The analysis in this chapter suggests opportunities and/or constraints for enhancing existing places and creating quality new places. For example, areas dominated by commercial centers with large surface parking lots and wide setbacks are likely to remain auto oriented unless redevelopment of surface parking lots occurs or strategies to make them more pedestrian-friendly can be implemented. Similarly, wide, commercial corridors with vehicular-exclusive travel lanes do not provide safe or comfortable infrastructure for cyclists and pedestrians. There may be potential in both residential neighborhoods and commercial corridors to create more mixed-use opportunities, bringing residents closer to other forms of development that they frequent.

6

Circulation

6 CIRCULATION

The City of Inglewood's circulation system facilitates travel by multiple modes including walking, bicycling, public transit, motor vehicles, freight, and more. It connects travelers to housing, employment opportunities, world-class sports and entertainment venues, and local and regional destinations throughout the city and the greater Los Angeles area. This extensive transportation network serves the daily mobility needs of all types of users, including residents, visitors, employers, and more. The existing conditions of these transportation networks, services, and systems are described in detail in this chapter, along with implications for updating the Circulation Element in the City's General Plan.

6.1 Inglewood's Circulation System

6.1.1 Purposes

Inglewood's circulation system serves many functions. Its primary purpose is to allow for safe and efficient travel for people using all modes of transportation to access their destinations. The mobility system allows residents to reach local-serving retail, schools, residential neighborhoods, and more, as well as regional destinations in adjacent cities and beyond.

In addition to its transportation functions, the City's public rights-of-way also play an important role in placemaking and urban development. In particular, the design of rights-of-way can have an important role in creating local landmarks and destinations and supporting adjacent land uses.

Market Street Pedestrian Realm in Downtown Inglewood

6.1.2 A Transforming Mobility Network

Just like the city itself, Inglewood's mobility network is a story of transformation. The existing circulation system is oriented to vehicles; however, it is evolving and poised for a future that supports multiple modes of transportation.

In the last few decades, new developments have not only left a lasting imprint on the City's physical landscape, but also created new challenges and opportunities for the City's mobility network. SOFI Stadium and the Hollywood Park Development Project, redeveloped Kia Forum, and new Intuit Dome bring in visitors that help boost the City's economy, but they also lead to increased traffic volumes and congestion on surrounding streets. Meanwhile, the opening of the LA Metro K Line has expanded transit access for city residents, opening new options for travel.

In tandem with these changes, the City has prepared several transportation planning-related documents to support a changing cityscape. In 2022, the City adopted the Active Transportation and Safe Routes to School Plan, which provides a framework for enhancing pedestrian and bicycle infrastructure throughout the city. The City also developed plans for Transit Oriented Development (TOD) around four LA Metro stations along the K and C Lines. Separately, the City commissioned a Mobility Plan in 2019 that promotes a range of transportation strategies to address the challenges stemming from new sports and entertainment venues.

These physical land use changes, along with planned transportation efforts, have and will continue to shape the City's transportation system.

6.2 Transportation Planning Framework

Transportation planning and implementation in the city is governed by many city departments and regional/state agencies, each with its own functions and responsibilities. In most instances, the agencies collaborate to develop the plans or policies that apply to the City's circulation system. Some plans and policies were adopted/approved by the City of Inglewood, while others were developed by regional transportation agencies such as the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Southern California Association of Governments, and state and federal agencies. The following offers synopses of the agencies involved as well as applicable transportation planning efforts and policies.

6.2.1 Agency Involvement

City of Inglewood

The circulation system in Inglewood is primarily planned, implemented, and maintained by the City of Inglewood. The City owns the majority of the public rights-of-way and is the lead agency for many transportation projects within its boundaries. The City collaborates with the following agencies on transportation projects that are outside of the City's jurisdiction.

Los Angeles County Metropolitan Transportation Authority

LA Metro plans, operates, and oversees funding for most of the public transportation system in LA County, including transit and highway projects. The agency is also responsible for planning and operation of the LA Metro transit system, which has four rail stations in Inglewood as well as numerous fixed bus routes.

Southern California Association of Governments

The Southern California Association of Governments is the regional transportation planning agency and metropolitan planning organization for the Southern California region. Among its many functions, the agency develops the regional long-range transportation plans for the six-county Southern California region.

California Department of Transportation

Caltrans has authority over the State highway system, including main-line facilities, interchanges, and arterial state routes. The agency approves the planning and design of improvements for all State-controlled transportation facilities. Caltrans facilities in or serving Inglewood include I-405 and I-105.

Unites States Department of Transportation, Federal Highway Administration

The Federal Highway Administration supports State and local governments in the design, construction, and maintenance of the highway system and is responsible for ensuring roads and highways are safe and technologically sound.

6.2.2 City of Inglewood Plans and Policies

Inglewood Mobility Plan (2019)

In 2019, the City of Inglewood Public Works Department created the City of Inglewood Mobility Plan. The Plan seeks to create a multimodal city that can sustainably accommodate future development. The core goals of the Plan include environmental considerations; neighborhood protections and preservation; an efficient, balanced, and multimodal mobility network; congestion reduction; and the safety, accessibility, and reliability of the transportation system.

Active Transportation and Safe Routes to School Plan (2022)

The plan provides goals, policies, and implementation steps for a comprehensive active transportation network that integrates bicycle and pedestrian enhancements while addressing ADA requirements. It contains an extensive discussion of existing conditions of existing pedestrian and bicycle infrastructure in the city, as well as a pedestrian and bicycle collisions analysis. The plan also provides mini-plans with cut sheets for 17 schools as a part of the Safe Routes to School component.

Transit Oriented Development Plans

Between 2016 and 2021, the City adopted TOD plans for four areas adjacent to the LA Metro stations along the K and C Lines. These plans contain the zoning, development standards, and design guidelines for each TOD area.

- **Westchester/Veterans TOD Plan (2021).** Adopted in 2021, the plan established a concept plan and framework for development around the Westchester/Veterans LA Metro station. It covers approximately 379 acres at the western end of Inglewood, and it would leverage the opportunities from the LA Metro K Line to provide transit access to new residents and businesses.

- **Crenshaw/Imperial TOD Plan (2021).** The Crenshaw/Imperial TOD Plan maximizes the utilization of the Crenshaw Station along the LA Metro C Line, formerly the Green Line, as a vital link between housing and employment opportunities for transit riders. The Crenshaw/Imperial TOD Plan area spans approximately 103 acres and serves as a comprehensive neighborhood hub for the southern part of the city.

- **New Downtown Inglewood and Fairview Heights TOD Plan (2016).** The TOD Plan encompasses areas adjacent to two stations in Inglewood along the LA Metro K Line. The Downtown TOD Plan area consists of approximately 585 acres located within approximately ½ mile from the Downtown Inglewood Station. The Fairview Heights TOD Plan area consists

of approximately 328 acres near the intersection of Florence Avenue and West Boulevard, adjacent to the Fairview Heights Station. The plan fosters development through enhanced zoning, urban design, and sustainability measures. It proposes various pedestrian and bicycle connections throughout the Downtown and Fairview Heights districts as well as a network of "Primary Pedestrian Promenades," "Green Boulevards," and "Neighborhood Connectors" to create a network of Complete Streets.

Fairview Heights TOD

City of Inglewood First/Last Mile Plan (2019) by LA Metro

Prepared by LA Metro, the plan provides recommendations for first/last mile improvements around the three stations along the K Line (Fairview Heights Station, Downtown Inglewood Station, and Westchester/Veterans Station) and one station along the C Line (Crenshaw Station). The recommendations focus on pedestrian, bicycle, streetscaping, and bus stop infrastructure improvements.

Traffic Demand Management Ordinance

The City's Traffic Demand Management Ordinance (Article 12 of City of Inglewood Code of Ordinances) establishes development standards for various land uses, intended to reduce transportation demand and vehicle trips associated with projects. Examples include informational signage regarding ridesharing and bicycle routes, quantitative carpool/vanpool parking requirements, and calculations for secure bicycle parking requirements.

Hollywood Park Specific Plan (2009)

The Hollywood Park project area is two miles east of LAX and several blocks southeast of downtown Inglewood. The plan proposed a large mixed-use development with residential units, retail, office space, a relocated casino, a hotel, and 26 acres of open space. It emphasizes pedestrian priority, compact mixed-use development, a public park system, and rights-of-way that

encourage walking, bicycling, and connections to transit. The plan identifies a series of specific bicycle and pedestrian circulation improvements along Century Boulevard and Prairie Avenue in the planning area.

City of Inglewood Energy and Climate Action Plan (2013)

This plan is a roadmap for achieving citywide energy consumption and greenhouse gas emissions reductions, with reduction targets by 2020 and 2035. Because the plan identifies transportation as a primary source of greenhouse gas emissions in Inglewood, its approach is largely transportation related. It includes a series of strategies for reducing vehicles miles traveled in the city, including but not limited to applying complete streets policies, prioritizing transportation funding around transit stations to encourage walking and biking and calm traffic, expanding local transit shuttle service, improving local transit stops, and expanding sidewalks and street improvements.

6.2.3 Other Plans and Policies

In addition to the planning efforts discussed above, there are many other regional, state, and federal policies that govern the circulation system in Inglewood. Table 6-1 offers a sample of the most applicable efforts.

Table 6-1 Other Applicable Policies

Level	Plan/Policy
Regional	• LA Metro Complete Streets Policy • LA Metro NextGen Bus Plan (2020) • LA Metro 2020 Long Range Transportation Plan • LA Metro Strategic Plan (Vision 2028) • LA Moving Beyond Sustainability (MBS) • Southern California Association of Governments (SCAG) Connect SoCal 2024 • Los Angeles County Airport Land Use Plan (2004)
State	• California Vehicle Code (CVC) • Assembly Bill 1358 (Complete Streets Act) • Complete Streets: Integrating the Transportation System Directive • Statewide Transportation Improvement Program (STIP) • Caltrans Traffic Study Guidance • Senate Bill 743 (Establishes new criteria for determining the significance of transportation impacts) • Assembly Bill 2019 (Parking Cash Out) • Assembly Bill 32 (Global Warming Solutions Act) and Senate Bill 375 (Sustainable Communities and Climate Protection Act) • Senate Bill 932 (Circulation Element Update to eliminate fatal and serious injuries for all road users)
Federal	• Americans with Disabilities (ADA) Act of 1990

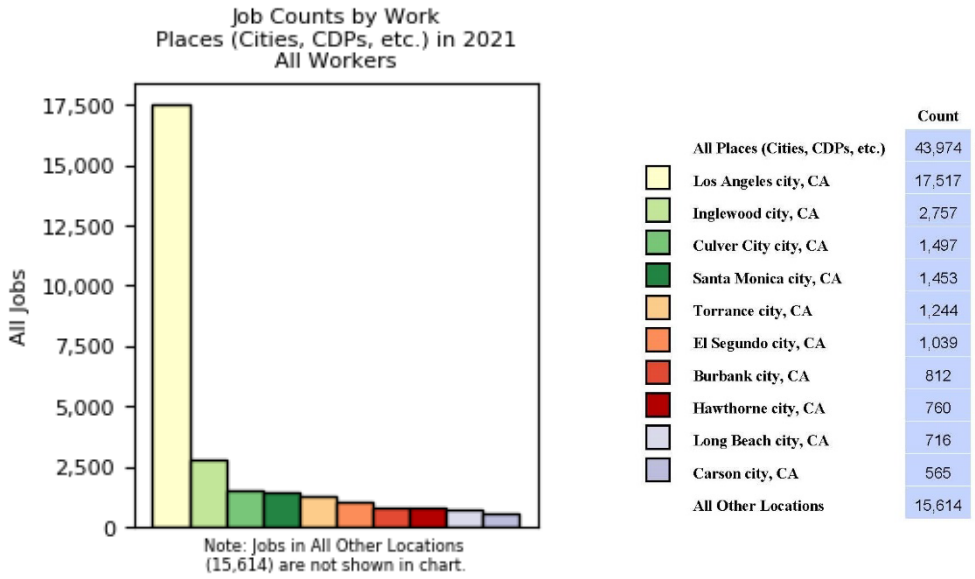
6.3 Travel Characteristics

Travel characteristics such as housing-employment dynamics, commute patterns, and commuter modal split provide insights into how people travel throughout the city.

6.3.1 Housing-Employment Dynamics

Most Inglewood residents travel outside of the city to access employment. According to the 2022 American Community Survey and the 2021 Longitudinal Employer-Household Dynamics Origin Destination Employment Statistics, the City has 108,806 residents and 28,070 jobs. Approximately 9.8 percent of total jobs within Inglewood, or 2,757 jobs, are held by Inglewood residents, while the other 90 percent of jobs are held by those who live elsewhere. The top workplace cities for Inglewood residents are Los Angeles, Inglewood, Culver City, Santa Monica, and Torrance, as shown on Figure 6-1, *Job Counts by Work Place*. Most Inglewood workers are employed in the City of Los Angeles, potentially signaling greater morning commute traffic flows on I-405 North, I-105 East, and I-110 North.

Figure 6-1 Job Counts by Work Place



Source: 2021 Longitudinal Employer-Household Dynamics.

6.3.2 Commute Distances and Patterns

There are roughly 25,313 workers commuting into Inglewood for employment, and approximately 41,217 residents employed outside of the city. Although many of Inglewood's working population leave the city for work, most do not have a long-distance commute.

The majority (62.7 percent) travel less than 10 miles to reach their employment. Approximately one-fifth (20.3 percent) have workplaces that are between 10 to 24 miles. And less than one-fifth (17 percent) travel 25 miles or more to get to work. Inglewood's working population benefit from nearby employment centers such as LAX and Downtown Los Angeles.

6.3.3 Commuter Modal Split

Table 6-2 presents the mode share of each commute travel mode. The majority of Inglewood residents commute using the automobile, which includes solo drivers and carpools. Automobile trips (both single occupancy vehicle and carpool) make up about 75 percent of total commute trips. This is on par with the countywide rate of 74.1 percent but slightly higher than the California average of 72 percent.

The second most popular mode of travel for commuter trips is public transportation (5 percent). Only 2 percent of commuters walk to work. On average, the percentage of commute trips by bicycling between all Inglewood census tracts is close to zero. However, some individual census tracts have higher rates for bicycling commute trips than walking commute trips. Census Tract 6015.01, roughly two miles east of LAX, has the highest rate of bicycling in the city (5.9 percent). The wide modal split between autocentric commuter trips and all other modes of travel may suggest a lack of existing access to transit and active transportation networks.

Table 6-2 Commuter Mode Split

	Workers (16+)	Commute Trips by Auto	Commute Trips by Public Transportation	Commute Trips by Walking	Commute Trips by Cycling	Commute Trips by Taxi or Other Means	No Commute (WFH)
Total Workers	85070						
Average % for Inglewood		75	5	2	0	3	10

Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

6.4 Roadway Network

6.4.1 Roadway Classification

An important component of the mobility system is the roadway network, which has a typology classification system for understanding how each type of roadway functions, also known as "functional classification." Inglewood has five main roadway types: freeways, arterials (major and minor arterials), collectors, and local streets. The classifications typically align with the number of lanes, the type of service the roadway intends to provide, and the existing use and location of each roadway. The roadway typologies primarily focus on providing access for vehicles.

Freeways. Freeways provide intercity and regional travel, and they can accommodate the highest traffic volumes. All planning, design, and improvements of freeways are under the jurisdiction of Caltrans. Two freeways fall within the City of Inglewood boundaries:

- **Interstate 405 (I-405)** serves as a north-south route in the Inglewood area. It averages six travel lanes in each direction and carries an average of 379,000 vehicles per day.
- **Interstate 105 (I-105)** serves as an east-west route along the south edge of Inglewood. There are six travel lanes going west toward LAX and five travel lanes going east. During peak commute hours, the corridor experiences demand that exceeds the freeway's capacity at 200,000 to 250,000 vehicles per day.

Arterials. Arterial roadways are designed to carry high volumes of motorized traffic. Arterial roadways in Inglewood are classified as Major Arterials and Minor Arterials. Although similar in functionality, Minor Arterials have lower speeds and cover smaller geographic areas compared to Major Arterials.

- **Major Arterials.** Major arterials function as primary intercity routes (i.e. continuous routes into, through, and out of the city) in addition to collecting and distributing a large portion of local traffic. They are designed to carry over 10,000 vehicles per day and have at least two travel lanes in each direction. Examples of major arterials in the city include La Cienega Boulevard, La Brea Avenue, Imperial Highway, and Manchester Boulevard.
- **Minor Arterials.** Minor Arterials may be discontinuous within the city, carry less traffic volume, and/or serve as extensions of other major arterials. They are typically designed to carry 3,000 to 10,000 vehicles per day and have at least two travel lanes in each direction. Crenshaw Drive, Overhill Drive, and Van Ness Avenue are some examples.

Collectors. Collectors are transitional roadways that connect local roads and streets with arterials. The function of a collector is to "collect" vehicles from the local street system and transport them to the arterial system. Collectors may be designed to carry up to 15,000 vehicles per day, although many typically accommodate 3,000 to 10,000 vehicles. A collector roadway will have at least one travel lane in each direction, but depending on specific traffic volume or access function, it may have two travel lanes in each direction. Hyde Park Boulevard, 104th Steet, and Beach Avenue are some collector streets in Inglewood.

Local Roads. Local roads are the most common type in the roadway network. In most of the city, they connect directly to local residences and other destinations that are not served by other roadway types.

The City's roadway network is shown on Figure 6-2, *Roadway Network*.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Roadway Types

- Freeways
- Major Arterial
- Minor Arterial
- Collector Roads
- Local Roads

- City Boundary
- LA Metro Rail Stations
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-2
ROADWAY NETWORK

Intersection of La Cienega Blvd and Manchester Ave

6.4.2 Vehicular Roadway Usage

Inglewood's roadways are generally designed for vehicles and predominantly used by vehicles. As discussed in Section 6.3, *Travel Characteristics*, automobile trips (both single occupancy vehicles and carpool) constitute about 75 percent of total commute trips. As noted in Section 6.6.2, only 3.2 miles of bikeways make up the existing bicycle network.

Inglewood's Circulation Element was last updated in 1992, and the city has transformed greatly in the past three decades. Community members have voiced concerns about the increase in vehicular traffic in the city, particularly in neighborhoods adjacent to new sports and entertainment venues. Meanwhile, the environmental impact reports (EIRs) for recent developments such as the SOFI Stadium and Hollywood Park Development Project and Intuit Dome showed the projects would result in a significant increase in traffic along the roadways adjacent to the venues.

A comprehensive analysis was not conducted as part of this Existing Conditions Report to evaluate for traffic impacts. However, the City will prepare a detailed analysis of existing and proposed vehicle miles traveled as a part of the EIR in fulfillment of the California Environmental Quality Act (CEQA) for General Plans.

6.4.3 Vehicular Collision Analysis

In the five-year period between 2019 and 2023, the city had 1,919 vehicular collisions. Of these, 37 (2 percent) resulted in a fatality, 111 (6 percent) resulted in severe injury, 474 (25 percent) resulted in visible injury, and 1,297 (68 percent) collisions led to complaint of pain.

As shown on Figures 6-3 and 6-4, collisions between vehicles occur primarily along all segments of the arterials Imperial Highway, Century Boulevard, Manchester Boulevard, Prairie Avenue, and Centinela Avenue. However, these collisions are concentrated at a series of major intersections, including Manchester Blvd and Prairie Blvd, Manchester Blvd and Crenshaw Blvd, Century Blvd and Crenshaw Blvd, and Century Blvd and Prairie Ave. There is also a high concentration of vehicle-on-vehicle collisions at and near the intersection of South Prairie Ave and Lennox Blvd.

6.5 Transit System

Transit is an important part of the mobility network. It expands transportation options to those who may not be able to afford or physically operate other means of travel and to those who prefer it over driving.

6.5.1 Transit Operations and Programs

Transit service in Inglewood is currently served by multiple agencies and programs, as detailed in Table 6-3. With nine bus lines, LA Metro is the biggest provider of fixed-route buses throughout the city. LA Metro also has three light-rail stations within the city boundaries. The recently completed K line created the Westchester/Veterans Station, Downtown Inglewood Station, and Fairview Heights Station. Also, the Crenshaw Station along the C Line is on the southern edge in Hawthorne but provides services to city residents. Other transit operators include Torrance Transit, which has one fixed route, and the Link-Lennox and Link-Athens, which are operated by Los Angeles County to serve the Lennox and Athens communities but have stops in Inglewood.

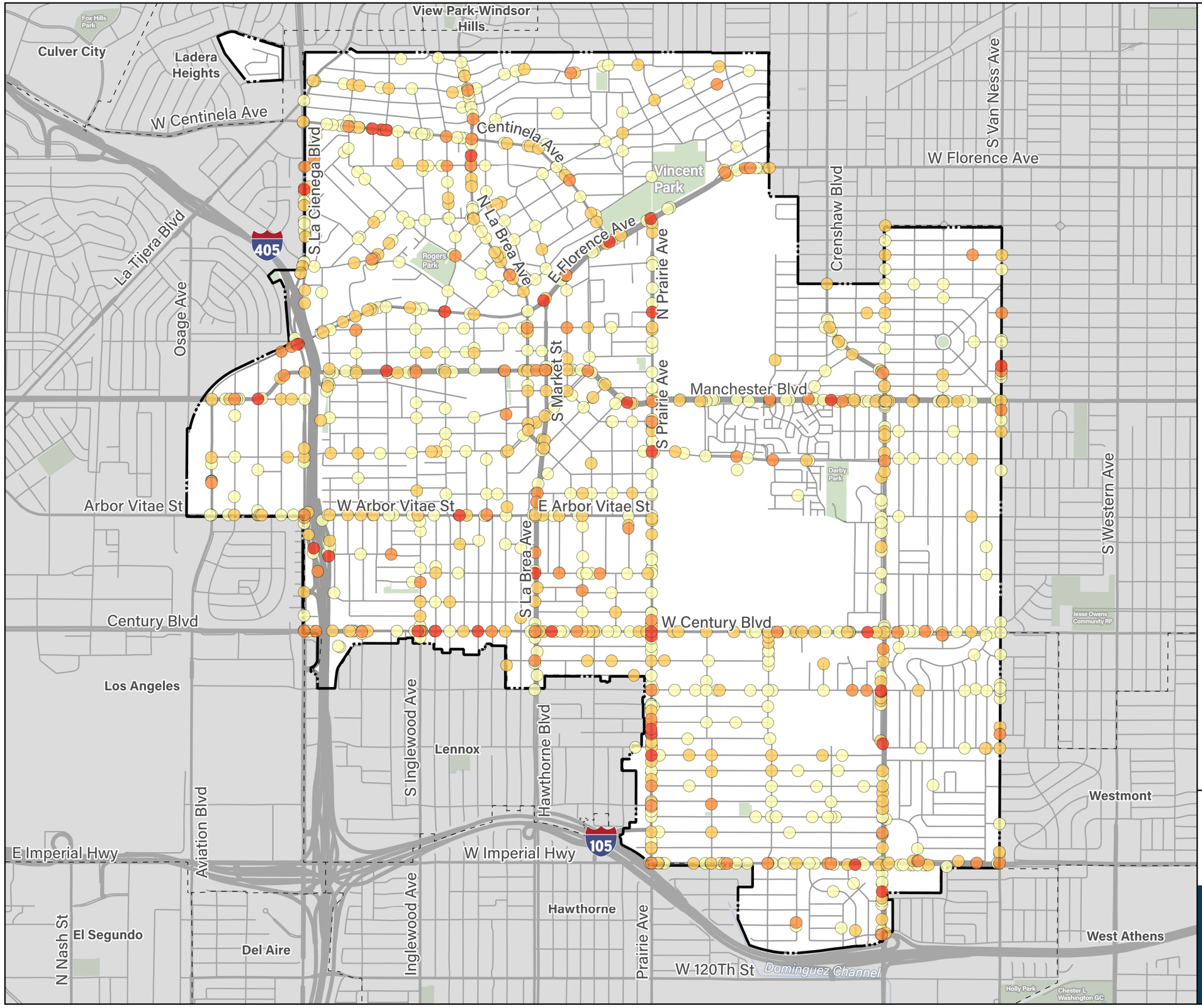
In addition to transit operators, several programs offer transit services in the city. The I Line Shuttle, offered by the Inglewood Senior Center, is a fixed route that has 25 stops across the city. Iride Inglewood is a point-to-point-based service for residents traveling between LAX and the Inglewood/Lennox area. It is a collaborative program between the City of Inglewood and Los Angeles World Airports. On game days, Torrance Transit has extra operations to SoFi stadium from the Mary K. Giordano Regional Transit Center, and SoFI stadium offers a shuttle service from the LA Metro C Line Hawthorne/Lennox Station. Intuit Dome provides a micro transit shuttle for visitors within a six-mile radius and a regional park & ride service from five designated locations across Los Angeles County.

Table 6-3 Transit Services in Inglewood

Transit Operator	Service/Routes
LA Metro	• Fixed-Route Bus: Line 40, Line 102, Line 110, Line 111, Line 115, Line 117, Line 120, Line 211/215, Line 212/312 • Light-Rail: K Line (Westchester/Veterans Station, Downtown Inglewood Station, Fairview Heights Station), C Line (Crenshaw Station) – In Hawthorne adjacent to the southern city boundary.
Torrance Transit	• Fixed-Route Bus: Line 10
I Line Shuttle	• Fixed-Route Bus offered by the Inglewood Senior Center to 25 stops throughout the city
Iride Inglewood	• Point-to-point-based services for residents traveling between LAX and the Inglewood/Lennox area
The Link – Lennox & The Link - Athens	• Fixed-Route Bus: Shuttle/microbus to Lennox and Athens • Operated by LA County Department of Public Works to primarily service the Lennox and Athens areas
Special Event Transit	• Torrance Transit Line 10X for game days • SoFi Stadium Shuttle for football games at the SoFi stadium • Intuit Dome Micro Transit Shuttle and Regional Park & Ride

Despite having multiple transit options, the City does not have any formal transit hub. Several transit routes serve the LA Metro K Line Downtown Inglewood Station and Downtown Inglewood, which could serve as a potential transit hub in the future

Light rail and fixed-route transit services in Inglewood are illustrated on Figure 6-5, *Transit Routes*.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Vehicle-Involved Collisions (2019-2023)

Severity

- Fatality
- Severely Injured
- Visible Injury
- Complaint of Pain

City Boundary

Freeways

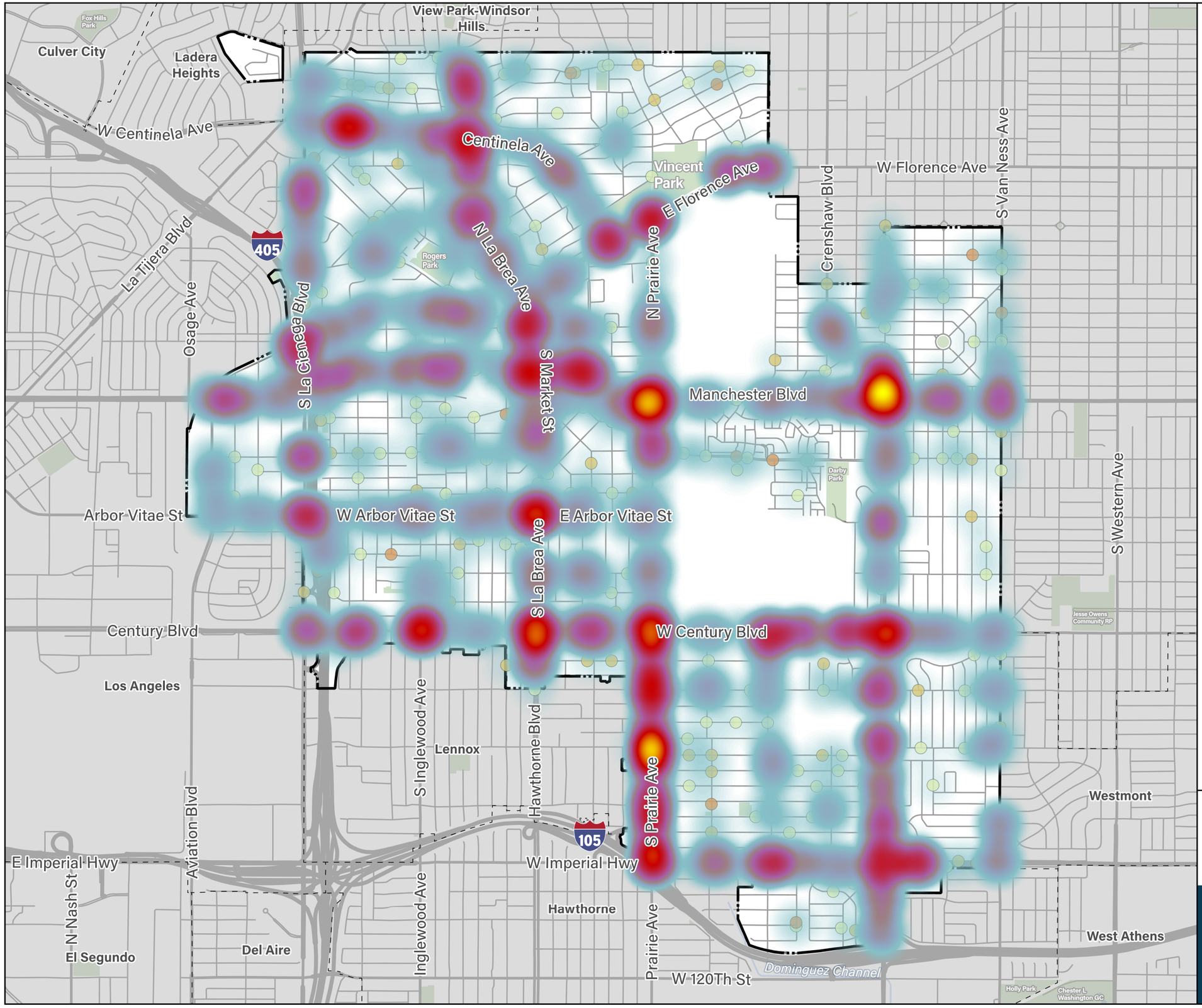
Roads

Parks and Open Space

Source: SWITRS 2019-2023, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-3
VEHICLE COLLISIONS BETWEEN 2019-2023



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Vehicle-Involved Collisions (2019-2023)

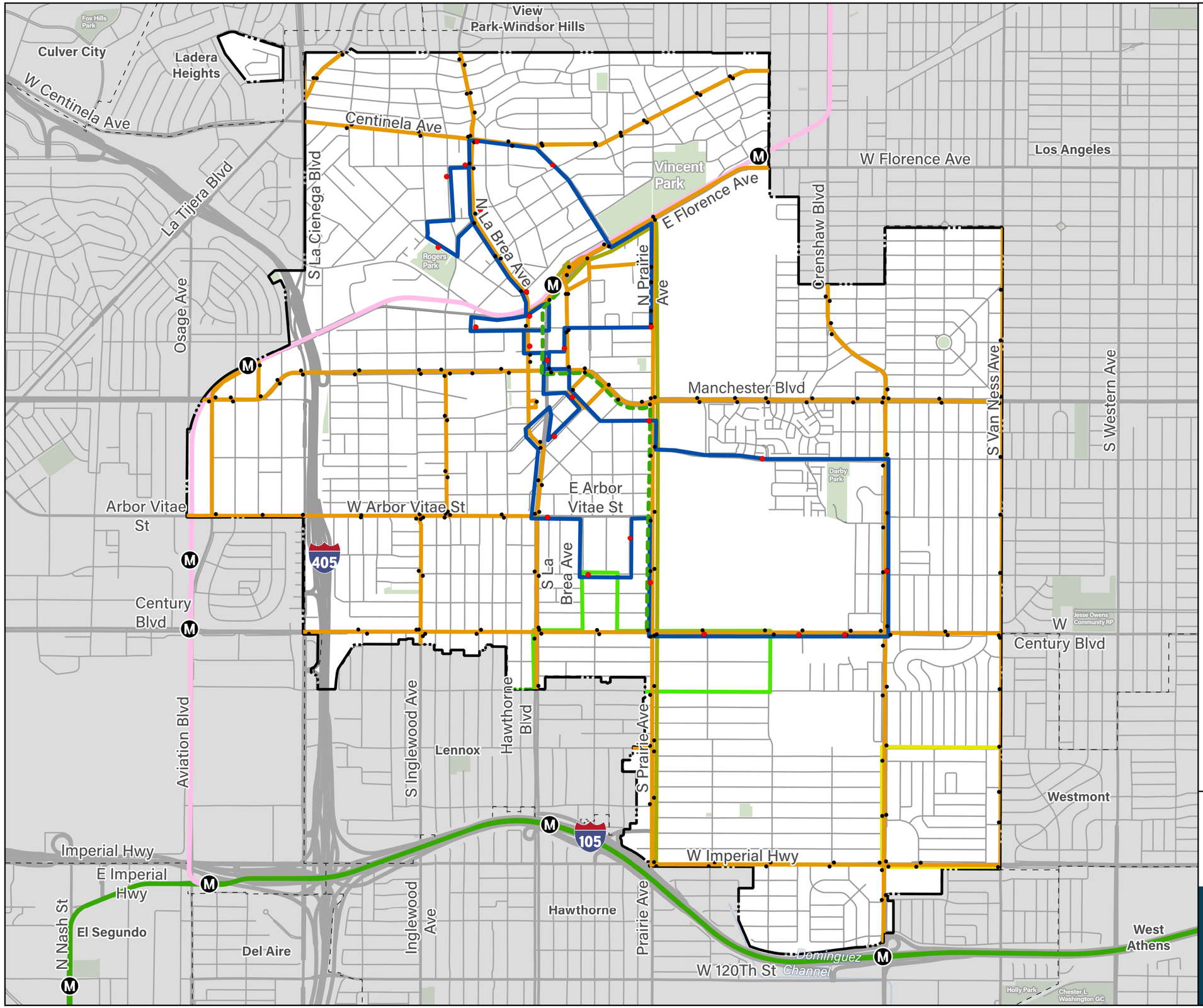
- Sparse
- Dense

- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: SWITRS 2019-2023, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-4
HEAT MAP OF VEHICLE COLLISIONS



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Fixed-Routes (LA Metro)

- LA Metro Rail Stations
- LA Metro Bus Stops
- LA Metro K Line
- LA Metro C Line
- LA Metro Bus Lines

Fixed-Routes (Other)

- I-Line Shuttle
- I-Line Shuttle Stops
- The Link - Athens
- The Link - Lennox
- Torrance Transit

Proposed Fixed-Route

- Inglewood Transit Connector

- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: Caltrans 2024, LA Metro 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-5
TRANSIT ROUTES

Iride Inglewood bus at LAX. Photo Credit for Iride Inglewood.

LA Metro bus

LA Metro light rail

6.5.2 Inglewood Transit Connector

The Inglewood Transit Connector is an ongoing collaboration between the City and LA Metro. When completed, the project will create a 1.6-mile elevated people mover to connect the LA Metro K Line's Downtown Inglewood Station to the entertainment venues, housing, and commercial opportunities along Prairie Avenue. It will have three new transit stations in the city: Market Street/Florence Avenue Station, Prairie Avenue/Manchester Boulevard Station, and Prairie Avenue/ Hardy Street Station. The project received environmental clearances in 2022 and 2023 for CEQA and the National Environmental Policy Act (NEPA) review processes, respectively. It is scheduled begin revenue service in 2030.

Downtown Inglewood LA Metro Station

6.6 Active Transportation Networks

In 2022, the City adopted the Active Transportation and Safe Routes to School Plan (AT SRTS Plan). The plan contains goals, policies, and implementation strategies for improving pedestrian and bicycle infrastructure in the city. The plan also discusses existing conditions for pedestrian and bicycle infrastructure. The following section is based on the findings from the plan.

6.6.1 Pedestrian Infrastructure

Pedestrian infrastructure provides travelers with a safe and comfortable means of reaching their destinations by foot. Even trips by other modes often have a pedestrian component. In addition to walking as a mode of transportation, pedestrian trips include walking to nearby bus stops to take public transit, getting from parking lots to destinations, and walking dogs around the neighborhood.

According to the AT SRTS Plan, Inglewood has a comprehensive network of sidewalks. However, there are many opportunities for improvement to create a more pedestrian-friendly environment. These include:

- Upgrade bus stops and install curb ramps at every crossing to improve accessibility for people with disabilities.
- Install continental-style, clearly painted crosswalks.
- Install pedestrian countdown signals and accessible pedestrians signals (APS) at every signal-controlled intersection.
- Use leading pedestrian intervals in high pedestrian areas to help reduce conflicts between turning vehicles and pedestrians.

The Plan offers specific infrastructural recommendations for 27 locations in the city. These locations are primarily in Downtown Inglewood and along Century Boulevard, Prairie Avenue, Crenshaw Boulevard, and Florence Avenue.

Figure 6-6 shows the locations with proposed pedestrian improvements.

Example of pedestrian infrastructure in Inglewood: sidewalk with ADA-compliant curb ramp

Figure 6-6 Proposed Pedestrian Improvement Locations

Source: Active Transportation and Safe Routes to School Plan (2022). Numbers on map correspond to potential locations for pedestrian improvements, which are described in detail in the Plan.

6.6.2 Bicycle Infrastructure

Bicycling is a low-cost transportation mode that allows travelers to reach destinations further than by walking alone. Bicycling infrastructure contains two main components: the bikeway network and bicycle amenities such as parking and end-of trip amenities.

Bikeway Network

Similar to the functional classification typology for roadways, there are several types of bikeways in the bikeway network.

- **Bike Paths (Class I Bikeways).** Paved facilities for the exclusive use of bicyclists, pedestrians, and other non- motorized travel modes.
- **Bike Lanes (Class II Bikeways).** On-street lanes reserved for the exclusive use of bicyclists. Colored pavement may be added to increase visibility of the facility, identify conflict areas and reinforce priority to bicyclists in conflict areas.
- **Buffered Bike Lanes.** Conventional bike lanes with a designated buffer space separating the bike lane from the adjacent motor vehicle lane and/or parking lane. Colored pavement may be added.
- **Bike Routes (Class III Bikeways).** Travel routes for bicyclists on which a separate lane or path is either not feasible or not desirable. Bicyclists and cars share lanes on bike routes (typically the rightmost lane).
- **Bike Boulevards.** Streets with low motorized traffic volumes at low speeds, designated and design to give bicycle travel priority. Like bike routes, bicyclists and cars share the same lanes.
- **Protected Bike Lanes (Class IV Bikeways).** Bike lanes with a physical barrier between the bike lane and other travel/parking lanes. Protected bike lane treatments may be one-way facilities or two-way facilities. Colored pavement may be added.

According to the AT SRTS Plan, the city has 3.2 miles of bikeways. Of these, 1.5 miles are Class II bike lanes and 1.7 miles are Class III bike routes. These bikeways are generally routed along Florence Avenue and South Van Ness Avenue. The City's existing bikeways are depicted on Figure 6-7.

The AT SRTS Plan proposes 56.7 miles of new bikeways. Of these the plan recommends: 1.1 miles of bike paths, 9.2 miles of bike lanes, 30.8 miles of bike routes, and 9.6 miles of protected bike lanes. These total more than 56.7 miles because some streets have a mix, such as a bike lane on one side and sharrows on the other. The bike lanes include regular striped lanes, colored bike lanes, and buffered bike lanes. The bike routes include those with sharrows, some with greenback sharrows, and some bike boulevards. The proposed bikeway network is shown on

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Existing Bikeways

- Bike Lane
- Bike Route with Sharrows
- Buffered Bike Lane

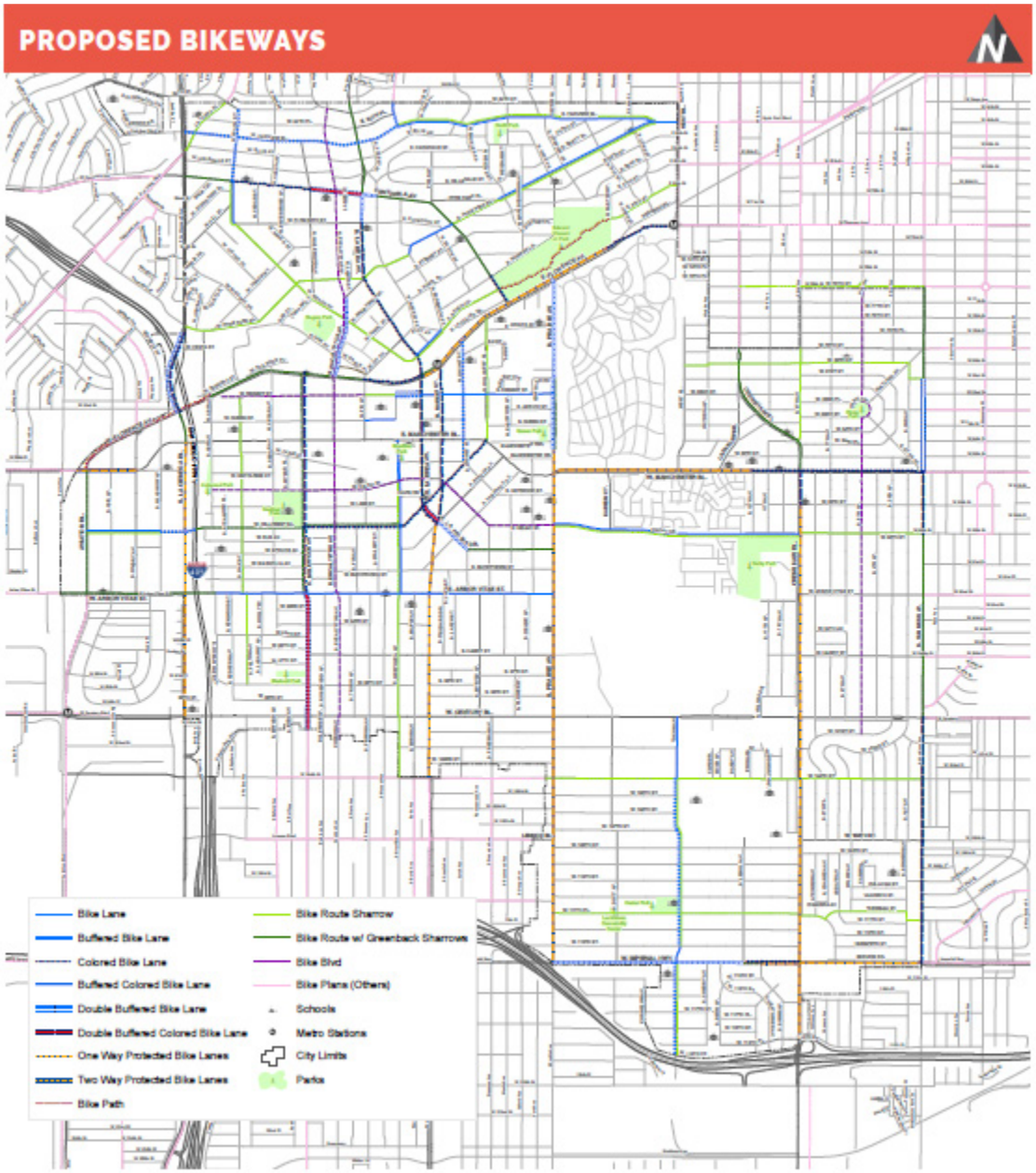
- City Boundary
- LA Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: SCAG 2022, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-7
EXISTING BIKEWAYS

Figure 6-8 Proposed Bikeways



Source: Active Transportation and Safe Routes to School Plan (2022).

Bicycle Amenities

Bicycle amenities such as parking for short-term and long-term use, showers, and changing lockers allow bicyclists a place to safely park their bicycles and store their belongings at their destinations. Inglewood currently lacks widespread bicycle parking, showers, and changing lockers. Providing these amenities at locations such as transit stations and local/regional destinations can help encourage travelers to bike more.

A map of proposed bicycle amenities and their locations, as identified in the AT SRTS Plan, are shown on Figure 6-9.

6.7 Parking

The City has several citywide programs that address a variety of parking demands. The Parking and Traffic Department is responsible for parking services in Inglewood.

6.7.1 Downtown Inglewood Public Parking

In Downtown Inglewood, the City provides metered parking and parking structures for the public to use. It manages and operates four parking structures at or near civic institutions. These include the County Courthouse, Civic Center/City Hall, Senior Center, and Locust Street Garage. Metered parking is available on Regent Street, Queen Street, Manchester Boulevard, Nutwood Avenue, Fir, La Brea Avenue, Market Street, and Locust Street.

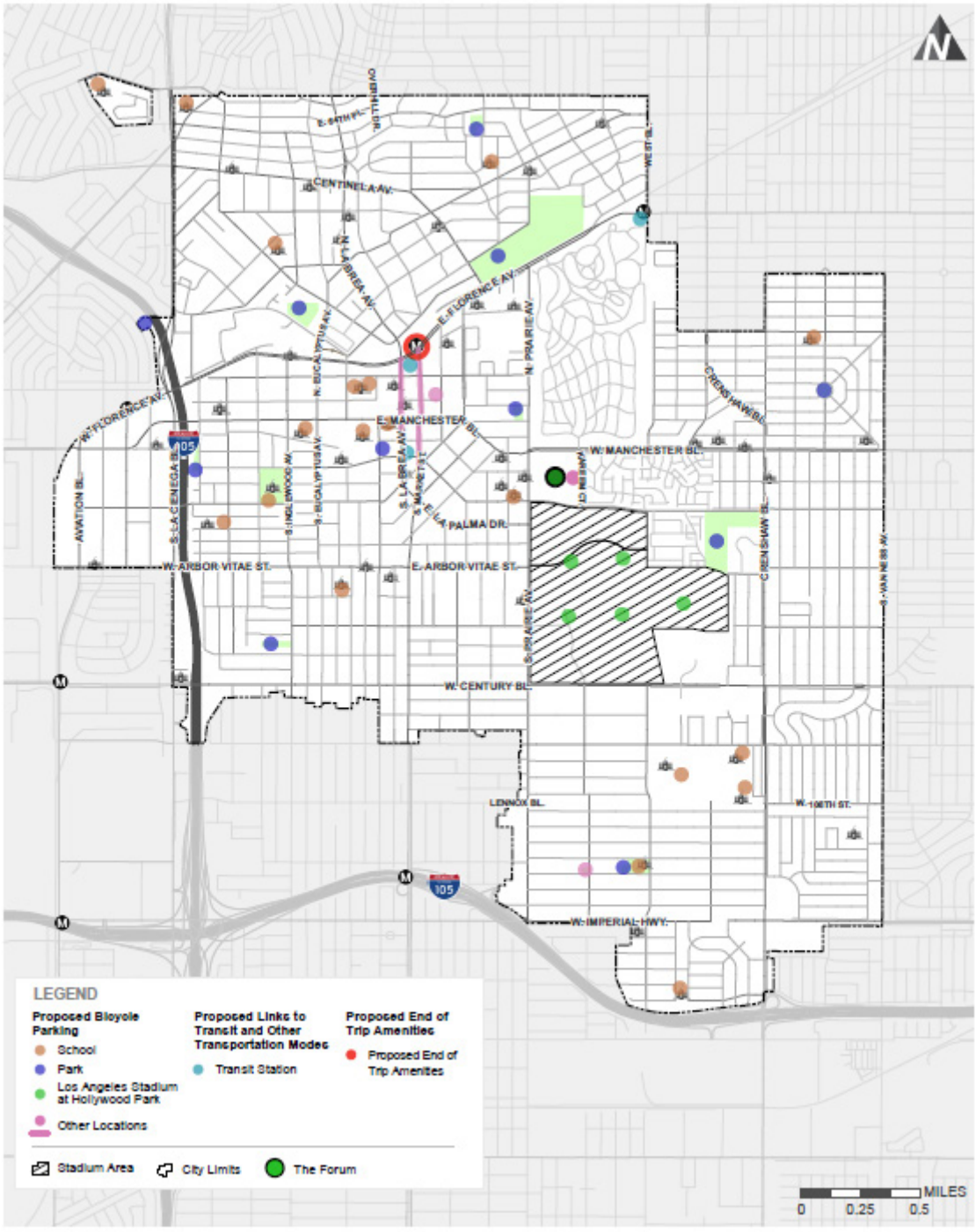
6.7.2 Residential Permit Parking Program

The City has a Residential Permit Parking Program to manage parking on city streets. The program includes full-time parking restrictions, Monday through Sunday, 24 hours a day. Special passes are available for visitors, special events, and other exceptions.

6.7.3 Businesses (Merchant) Permit Program

The program is available for any employee or business owner of a business within the city's business parking permit district to obtain a parking permit for employees. The permit allows employees to park on meters within the district and exempt them from the parking meter fees. At the time of writing, this permit is only allowed in permit parking district 4, which includes two areas: the neighborhood that is generally west of the I-405 to the western city boundaries and the portion of the city that is bounded by I-405, Florence Avenue, Beach Avenue, and Hyde Park Boulevard.

Figure 6-9 Proposed Bicycle Parking, Links to Transit, and End of Trip Amenities



Source: Active Transportation and Safe Routes to School Plan (2022).

6.7.4 IPARK&GO: Event Parking

IPARK&GO is a collaboration between the City of Inglewood and LAZ Parking; it provides remote parking and shuttle services for visitors to the SoFi Stadium and the Hollywood Park area. It offers services from six parking locations near the SoFi Stadium that collectively have over 4,000 parking spaces for event attendees to park. Visitors can reserve parking spots ahead of time to guarantee event parking.

Example of on-street parking in a residential neighborhood

6.8 Freight and Goods Movement

Truck routes allow for goods and freight to travel throughout the city. They apply to vehicles that exceed a maximum gross weight of three tons. Truck routes are critical for ensuring the smooth flow of goods and services, managing roadway wear and tear, minimizing traffic congestion, maximizing safety, and mitigating impacts on the environment and quality of life for residents. The City's mobility network includes more than 15 streets that are designated as truck routes, almost all of which run along major and minor arterials. These include, but are not limited to, north-south routes along La Cienega Boulevard, Market Street, and Crenshaw Boulevard; and east-west routes along Centinela Avenue, Manchester Boulevard, Century Boulevard. Truck routes in the city are shown on Figure 6-10, Truck Routes.

The City does not have freight rail. However, rail facilities are available in Hawthorne, just across the southern border of Inglewood along I-105.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- Truck Route
- City Boundary
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 6-10
TRUCK ROUTES

6.9 Special Event Operations

Events and sports venues such as the SoFi Stadium and Hollywood Park, Kia Forum, and Intuit Dome have created new demands on the City's mobility system. As mentioned in the Vehicular Roadway Usage section, analyses conducted for the Environmental Impact Reports for the SOFI Stadium and Hollywood Park Development Project and Intuit Dome projected significant increases in traffic along roadways adjacent to the venues. Now that the projects have been completed and the venues are in operation, neighbors living in the adjacent neighborhoods have been voicing their concerns about the additional vehicular traffic from special events.

The City has several programs aimed at addressing traffic volumes and parking from the special event operations. The IPARK&GO program allows visitors to park at structures outside of the venues and take shuttles to the SoFi Stadium and Hollywood Park area. The City's parking programs restrict vehicular parking on city streets to residents and employees, with exceptions for a small handful of other users such as visitors, college students, and medical care providers. To manage visitor traffic, the City is working with LA Metro on the Inglewood Transit Connector project, a people mover that will connect the LA Metro K Line's Downtown Inglewood Station to the entertainment venues along Prairie Avenue. The City is also using Intelligent Transportation Systems (ITS) to better coordinate vehicular traffic along the city's roadways to allow for a more efficient circulation system. As discussed in further detail in the Mobility Technologies section, the City has an ITS management center that uses the technology to better manage vehicular traffic.

6.10 Transportation Demand Management

Transportation Demand Management (TDM) is a set of strategies that aim to provide travelers with more transportation options. The City of Inglewood has a Traffic Demand Management Ordinance that helps expand transportation choices in new non-residential developments. The Ordinance has several provisions. These include a review of transit impacts and consultation with transit agencies for any development projects that require an Environmental Impact Report; requirements for transportation demand and trip reduction measures, such as parking for vanpools and information about transit options for nonresidential developments with 25,000 square feet or more as a part of project approval; and monitoring mechanisms to make sure the TDM program gets implemented after project approval.

6.11 Los Angeles International Airport

The western boundary of Inglewood is roughly one mile from LAX. LAX is currently the eighth busiest airport in the world as measured by annual passenger traffic, hosting over 75 million passengers in 2023. As a result, travel patterns in and near the city, particularly adjacent to the eastern border, are partially shaped by the airport. Los Angeles County's Airport Land Use Commission coordinates airport-related planning. The Commission's primary planning document is the Los Angeles County Airport Land Use Plan. According to this plan, two swaths of the LAX Planning Boundary/Airport Influence Area, which is the area subject to airport noise impacts and safety hazards, extend west/east across the entire city of Inglewood.

6.12 Mobility Technologies

From ITS to electric vehicles, autonomous vehicles, and ride hailing services, technology is changing the way people move. Further developments and innovations have the potential to make travel safer, more convenient, and more environmentally sustainable, while bringing unforeseen challenges. This section covers some of the new technologies to consider in planning for mobility through 2050.

6.12.1 Intelligent Transportation Systems

Intelligent Transportation Systems integrate communication technologies with transportation infrastructure and vehicles to improve safety and mobility. ITS encompasses a range of technologies that are employed in a variety of ways to address many transportation challenges. One example of ITS is Connected Vehicle technologies, which include V2V Communication and V2I Communication. According to the US Department of Transportation, Connected Vehicle technologies use V2X (vehicle to everything) communications for short-range broadcasts, allowing vehicles to "sense" what other travelers are doing and identify potential hazards. This technology could communicate with anything or anyone (such as a pedestrian or bicyclist) to help reduce roadway collisions. Vehicle-to-vehicle communications (V2V) allow vehicles to "talk" with each other. According to the National Highway Traffic Safety Administration, V2V communications allow vehicles to be continuously aware of each other. One application is warning vehicles behind another vehicle of sudden maneuvers, so they could slow down. Vehicle-to-infrastructure (V2I) communications, on the other hand, enable vehicles to communicate with the roadway infrastructure. For example, emergency vehicles could "talk" with the City's traffic operations infrastructure and interrupt normal traffic signal timing to allow for green lights. This would allow emergency responders to arrive more quickly at their intended destinations.

The City of Inglewood operates an ITS traffic management center through the Transportation Division. In August 2024, the City approved an agreement with LA Metro to become a member of the Regional Integration of Intelligent Transportation System (RIITS). Membership allows the city to have access to members' transportation data. And the transportation data collected from the city, such as real-time traffic, transit, video, and other data relating to all modes of transportation, will be shared with all members for transportation purposes. However, technologies for ITS are constantly-evolving, and it is important for the City to continuously invest in the new technologies to provide for a safer and more efficient transportation system.

6.12.2 Transportation Network Companies

Transportation network companies (TNC), such as Uber and Lyft, combine web-based applications, such as mobile applications, and ridesharing vehicles. While TNCs could reduce private vehicle ownership levels, they are also likely to increase total vehicle miles traveled. The greatest factors that TNCs will affect in cities include parking, curb-space management, and transit use—especially in areas where parking is currently considered "difficult."

When people use TNC services in place of a privately owned automobile, the demand for parking goes down, and the demand for curbside drop-off and pick-up locations rises. As TNCs continue to rise and capture a greater share of travel modes, the City will have to identify areas where it is difficult to park and develop strategies for curb space management, while reconsidering minimum parking requirements. Minimum parking requirements may be reduced or eliminated or maximum parking requirements could be introduced in specific areas of the city.

TNCs can help improve first-last mile connections, where a person must find transportation options to get to a transit station, and from transit to their destination. The General Plan Update should consider appropriate curbside management strategies, such as areas that either prioritize or restrict passenger loading and unloading, as well as safety.

6.12.3 Electric Vehicles

Adoption of electric vehicles is becoming more widespread, with California transitioning to clean energy vehicles by 2035. As a part of the Advanced Clean Cars II regulations, all new passenger cars, trucks, and SUVs sold in the state are required to be zero-emission vehicles in 2035. In this space, there could be an opportunity to create wireless charging areas for cars, bikes, microtransit, and other mobility options that can charge in these areas.

To prepare for this new reality, the City would need to plan for more electric vehicle charging areas and promote EV infrastructure in buildings. As the City considers potentials retrofits of parking areas or develops roadways, it may want to consider this potential future and incorporate specific elements to make implementation easier once an integrated platform is developed.

6.12.4 Autonomous Vehicles

Autonomous vehicles (AV) have the potential to revolutionize mobility. There are several levels of vehicle autonomy. They range from cruise control (low level of autonomy) to fully autonomous vehicles that require no interaction with the driver. It is unknown how long it will take to convert all cars to AVs or if that will ever happen. However, the expansion of AVs will likely alter travel behavior in the city. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways, all leading to an increase in demand for automobile travel and potential farther expansion of land uses. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits.

Parking utilization will be altered by the introduction of AVs. In the United States, a considerable amount of land is dedicated to parking by way of minimum parking requirements. Today there are about five parking spaces per vehicle in the United States; however, in the future as more shared AVs are available, the need for parking would likely be reduced. The General Plan would need to include strategies that anticipate how these changes in parking and the future AV fleet could affect the City's mobility system.

6.12.5 Microtransit

Microtransit is technology-enabled, demand-responsive transit service that is open to everyone. It can be used as incremental improvement to coverage-oriented dial-a-ride or paratransit services by suburban transit agencies, as a supplement of low-performing suburban fixed route services by transit agencies, or as a premium for-profit fixed route service interlining with already overcapacity urban transit corridors. When considering a new service, a fixed-route bus is likely to best accomplish a ridership goal, and microtransit is better suited to a coverage goal that complements existing fixed-route transit service.

6.12.6 Solar Roadway Technology

Solar roadway is a technological advancement that is currently being researched by agencies such as the Federal Highway Administration for the purpose of providing charging for electrical vehicles. Solar panel cells are embedded into the roadway to harvest solar radiation into renewable energy. The surface of the solar cells is laminated in glass and light-emitting diodes. Solar technology still has a way to go. There are still constraints to work through, such as surface friction, water infiltration, cost of construction/maintenance, and lower than expected energy returns.

6.13 Findings

6.13.1 Community Input

Inglewood community members provided input on the City's circulation system at various in-person outreach events, stakeholder interviews, and surveys. They expressed desires on a range of transportation topics, including:

- Improved traffic management and notifications about roadway impacts related to entertainment and sports venue events
- More parking
- Greater deployment of traffic calming elements, such as speed bumps, reduced speed limits
- Expanded bicycle infrastructure, including bike share
- More walkable areas and better pedestrian infrastructure, including shading and lighting
- Improved public transportation service and expanded access
- More traffic enforcement
- Improvements to the parking permit system, including more enforcement
- Traffic signal improvements to improve traffic flow

- More consistent maintenance of the pedestrian realm
- Improvements to Market Street as a public space

The public also shared comments on components of the city's circulation system that they enjoy. Many thought the city is walkable with stores close by that they could walk to. They also like to having access to the freeways and LAX, as well as being near beaches.

6.13.2 Implications for Planning

The City's mobility system supports a variety of functions, and it is constantly transforming. Growth in the city will change how people move around, resulting in new circulation-related challenges and opportunities. The state-of-practice of transportation planning is also dynamic. It has transformed since adoption of the current general plan, shaped by new legislation, appreciation of the relationship between transportation and climate change, and resulting design paradigms.

The General Plan Update process is an opportunity for Inglewood to consider the existing mobility landscape and develop a responsive, forward-thinking set of transportation goals and policies. These policies will enable the City's transportation infrastructure and system to adapt to future development and ensure sustainability, resiliency, and equity. Based on the existing conditions assessment in this document, key topics to consider in this new transportation planning and policy framework follow.

Establishment of local transportation priorities. The past decade has seen significant shifts in how mobility projects are prioritized, assessed, and regulated. The change from LOS to VMT and focus on collision reduction are just two examples of this. Given Inglewood's recent history of new and proposed projects, the City may benefit from adopting a set of local transportation priorities and evaluation guidelines. The process could consider standards such as VMT reduction, facilitation of active modes, climate friendliness, fatality reduction rates and others. The resulting framework would not supplant required review such as CEQA, but help the City formally evaluate potential projects and responses to local mobility deficiencies.

"Complete" transportation corridors and multimodal urban design. Many of the City's commercial land uses are located along major transportation corridors. These corridors are auto-oriented, and their design separates businesses from either side and creates unpleasant public realms. Better design of public streets that complement existing land uses can create new public spaces that people can enjoy while supporting local businesses.

Planning for mobility hubs. Mobility hubs are nodes where multiple transportation options and modes are available for travelers to connect to their destinations. Mobility hubs can be microlocal spaces with a bus shelter, bike parking, and drop-off spaces for ridesharing, or regional in scale with commuter rail integration, a bus transfer facility, transit plaza, bike repair station, ridesharing pick-up, and microtransit. Mobility hubs help promote a more sustainable and equitable mobility system by giving people alternative options for driving. This is vital in Inglewood, where a new web of regional destinations and transit infrastructure continue to transform the circulation landscape.

Promotion of transit. As noted in Section 6.3, Inglewood residents generally have short commutes. This is one component of a foundation for successful transit policy. Transit can transport a large amount of people in a small amount of space. The City has transit services provided by multiple transit operators and through different programs. However, there are very few transit hubs in the city where travelers can connect to different transit services, and at times, the services could be infrequent. Existing transportation challenges and opportunities indicate the value of ongoing collaboration with LA Metro and other transit operators to improve transit access, safety, and first/last mile infrastructure.

Sustained efforts for transit-oriented development. LA Metro has three light rail stations in Inglewood, with an additional station (Crenshaw station) in Hawthorne, adjacent to the city's southern border. The City has prepared plans for TOD around the light-rail stations to leverage the transportation options. To accommodate a growing city while providing transit access, the City needs to continue to seek opportunities to implement existing TOD plans and develop new plans around the Inglewood Transit Connector and other future transit hubs.

Focus on active transportation infrastructure and culture. Active transportation such as walking and biking are low-cost transportation modes that contribute to a sustainable, equitable mobility system and improve local quality of life. While the City has sidewalks on many roadways, it is a primarily auto-oriented community bordered on two sides by major interstates. The bikeway network is currently limited in type, scale, and geography. The General Plan Update is an opportunity to develop a policy strategy that pairs awareness and education of active transportation with an equitable expansion of the active transportation network. The recently adopted Active Transportation and Safe Routes to School Plan offers a foundation for potential improvements.

Management of trips from special events. New entertainment and sports venues such as the SoFi Stadium and Hollywood Park, Kia Forum, and Intuit Dome bring in new economic opportunities, but they also stress the existing transportation system. A large number of travelers create traffic along the city roads and parking issues for neighborhoods adjacent to the venues during special events.

The City has undertaken multiple efforts to manage the traffic. It has implemented some programs such as the IPARK&GO shuttles that allow visitors to park off-site and take shuttles to the venues, and residential permit parking that restricts parking on city streets. Inglewood is also collaborating with LA Metro on the Inglewood Transit Connector project to provide enhanced transit services to the venues from the Downtown Inglewood K Line station. However, given the increased popularity of the venues, with more high-profile events planned for the future, the City needs to continuously develop new policies and infrastructure to mitigate traffic impacts on surrounding neighborhoods, while providing more efficient, sustainable, and equitable transportation options.

Technological innovation. The transportation industry is constantly introducing and adapting new technologies with the potential to improve and/or disrupt the City's mobility system. Intelligent transportation systems can allow travelers to move through the mobility system more efficiently. Meanwhile, ridesharing can provide alternatives to individual driving, but it can create challenges for curb management. In planning for a better mobility system, the City should also take into consideration the implications of these new technologies and find creative ways to leverage them.

LAX Planning and Coordination. Inglewood has a unique relationship with LAX, resulting from the partial intersection of the city limits with the Airport Influence Area, the presence of airport-dedicated transit to and from the city, and the daily commute patterns of local airport employees. LAX influences how, why, when, and by whom the City's transportation network is used. The GP Update is an opportunity to assess how to best coordinate with other jurisdictions impacted by LAX policy planning, with transit agencies that serve LAX, and with the County and the FAA regarding airport access, commute patterns, and mitigating airport impacts to the city's sensitive receptors.

New first/last-mile options. The City's existing efforts to promote first/last-mile access have focused primarily on pedestrian, bicycle, streetscaping, and bus stop infrastructure. However, the provision of these valuable short trips has diversified in the past five years, exemplified by e-bike and e-scooter programs that leverage hand-held technologies and electric batteries. Due to the rapid implementation of these programs across all types of communities, their benefits and liabilities are better understood. Inglewood has the chance to consider these programs and develop policies to maximize their local implementation.

Vision Zero safety planning. The City's current mobility plans and projects generally identify multimodal improvements, strategize destination access and adopt transit-oriented land uses. Safety informs all of these efforts. However, recent "Safe System" or "Vision Zero" approaches to transportation planning are endorsed by the Federal Highway Administration and global transportation community. These paradigms acknowledge that even a single death on the transportation system is unacceptable. Communities across the US and California, including the City of Los Angeles, are now recognized as Vision Zero communities, with adopted Vision Zero plans. The dynamic circulation landscape of Inglewood and the City's push toward new modes are an opportunity to consider this new approach to transportation safety.

Equitable awareness, access and benefits. Inglewood's transportation policies alone cannot ensure that all local communities experience the benefits of the transportation network equally. However, the City can support equitable access to the transportation system through policies and priorities related to transit fare equity programs, outreach to disadvantaged communities, improved access for residents with disabilities, and support for transit routing to job and education centers. Policies that support access to major destinations can be balanced with those that support mobility for all community members and neighborhoods.

Goods movement and community health. The city's truck routing system utilizes nearly all major arterials across the city. As a result, all areas of Inglewood see at least some of the economic benefits and health-related impacts of large truck movement. Development of an updated truck

route map that carefully considers surrounding land uses, economic nodes, and sensitive receptors would increase the benefits of truck access while decreasing known health and community impacts.

Integrative parking policy. Successful parking policies lie at the intersection of transportation, land use, and technological innovation. New transit options to SOFI Stadium, Kia Forum, Intuit Dome and other high-visitation hotspots will reduce targeted parking burden. However, well-conceived citywide parking policies and priorities will improve multiple facets of local quality of life. Innovative parking policies are based on diverse considerations, such as reduced off-street parking requirements across land use types; context-sensitive curb management that assess impacts to freight, loading, active transportation infrastructure and outdoor dining; and improved access for people with health conditions or impairments. .

Transition to Zero Emissions Vehicles (ZEV). ZEVs help reduce greenhouse emissions with cleaner fuels, but they are still tailored to driving. The General Plan Update is an opportunity for Inglewood to develop policies for and approaches to transition on-road vehicle to electric power from renewable sources or other zero-emission fuels. Considerations include how to transition business, government, and public transit fleets to ZEV and how to support designs for new parking facilities that incorporate ZEV charging/fueling infrastructure and maximize opportunities for adaptive reuse.

7

Infrastructure

7 INFRASTRUCTURE

This infrastructure assessment report describes the primary wet utility infrastructure systems that support the City, including water, sewer, storm drainage systems, and water quality programs. Analyses are derived from GIS tools, data, and communication with City staff and local providers. Any significant deficiencies are identified, along with the existing tools available to address them, including any Capital Improvements Plans (CIP) to remedy existing condition deficiencies.

7.1 Water

7.1.1 Water System Environmental Setting and Infrastructure

The City is served by three water purveyors; the City's water utility department, Golden State Water Company Southwest (GSWC Southwest), and California America Water Company's (CAWC) Southern Division Los Angeles County District. A large source of water supply for the city is pumped groundwater. The city lies within the Coastal Plain of the Los Angeles Groundwater Basin and specifically under the adjudicated West Coast Groundwater Subbasin (West Coast Basin) and Central Groundwater Subbasin (Central Basin).[1]

The City's water utility department provides water to 86 percent of the residences and businesses in Inglewood. The City's water service area comprises 4,608 acres, or approximately 78 percent of the city's total area of 5,825 acres. Approximately 45 percent of the land use in the City's water service area is residential, 21 percent is commercial, 6 percent is industrial, and the remaining 28 percent includes various open spaces and residential, commercial, and other uses within the Hollywood Park Specific Plan area. The water provided by the City is pumped from four City-owned wells, treated, and blended with water purchased from the West Basin Municipal Water District (WBMWD) through Metropolitan Water District of Southern California (MWD) pipe connections. The City also purchases recycled water from WBMWD. Recycled water is used for irrigation and landscaping purposes at City parks, cemeteries, and schools.[2]

GSWC Southwest is in southwestern Los Angeles County and serves the cities of Gardena and Lawndale; parts of the cities of Carson, Compton, El Segundo, Redondo Beach, Hawthorne, and Inglewood; and the adjacent communities of Athens, Del Aire, El Camino Village, Lennox, and Gardena Heights. The service area is approximately 25.2 square miles. GSWC Southwest services mostly residential customers with some commercial and industrial connections. GSWC Southwest primarily uses water pumped from the West Coast and Central Basins and imported water purchased from the Central Basin Municipal Water District (CBMWD) and WBMWD as well as recycled water from WBMWD. GSWC Southwest owns and operates 13 active wells with a

[1] California Department of Water Resources, Groundwater Basin Boundary Assessment Tool. https://gis.water.ca.gov/app/bbat/.

[2] City of Inglewood, 2020 Urban Water Management Plan.

combined capacity of 13,400 gallons per minute that pump local groundwater from the Central and West Coast basins.[3]

CAWC's Southern Division Los Angeles County District covers three service areas: Baldwin Hills, Duarte, and San Marino. The three service areas exceed 3,000 customers and deliver 3,000 acre-feet per year (AFY) or more. The Los Angeles County District water supply consists of groundwater from the Central Basin and wholesale purchase from WBMWD. A portion of Inglewood is in the Baldwin Hills service area. The Baldwin Hills service area encompasses approximately 2,056 acres east of Highway 90, to the north of the City of Inglewood. In 2020, CAWC's Baldwin Hills service area provided water to 6,261 connections in portions of Inglewood and in the unincorporated communities of Ladera Heights and View Park-Windsor Hills. The Baldwin Hills service area serves approximately 17,695 people.[4]

Refer to Figure 7-1 or the water district service areas in the city. Refer to Figure 7-2 for the existing water system owned and maintained by the City's water utility department.

7.1.2 Existing Water Demands

For existing land uses in the city, water demands were estimated from Inglewood's Urban Water Management Plan (UWMP). The City tracks water sales by residential, commercial, industrial, municipal, and fire. Residential includes both single family and multifamily connections and accounts for approximately 86 percent of total water service connections.

As shown in Table 7-1, the existing water service connections in the city have a combined water demand of approximately 9,132 AFY as of 2020. The water system is functioning effectively to deliver these demands, and the City consistently tracks and monitors the condition of the water infrastructure to provide a reliable water infrastructure network.

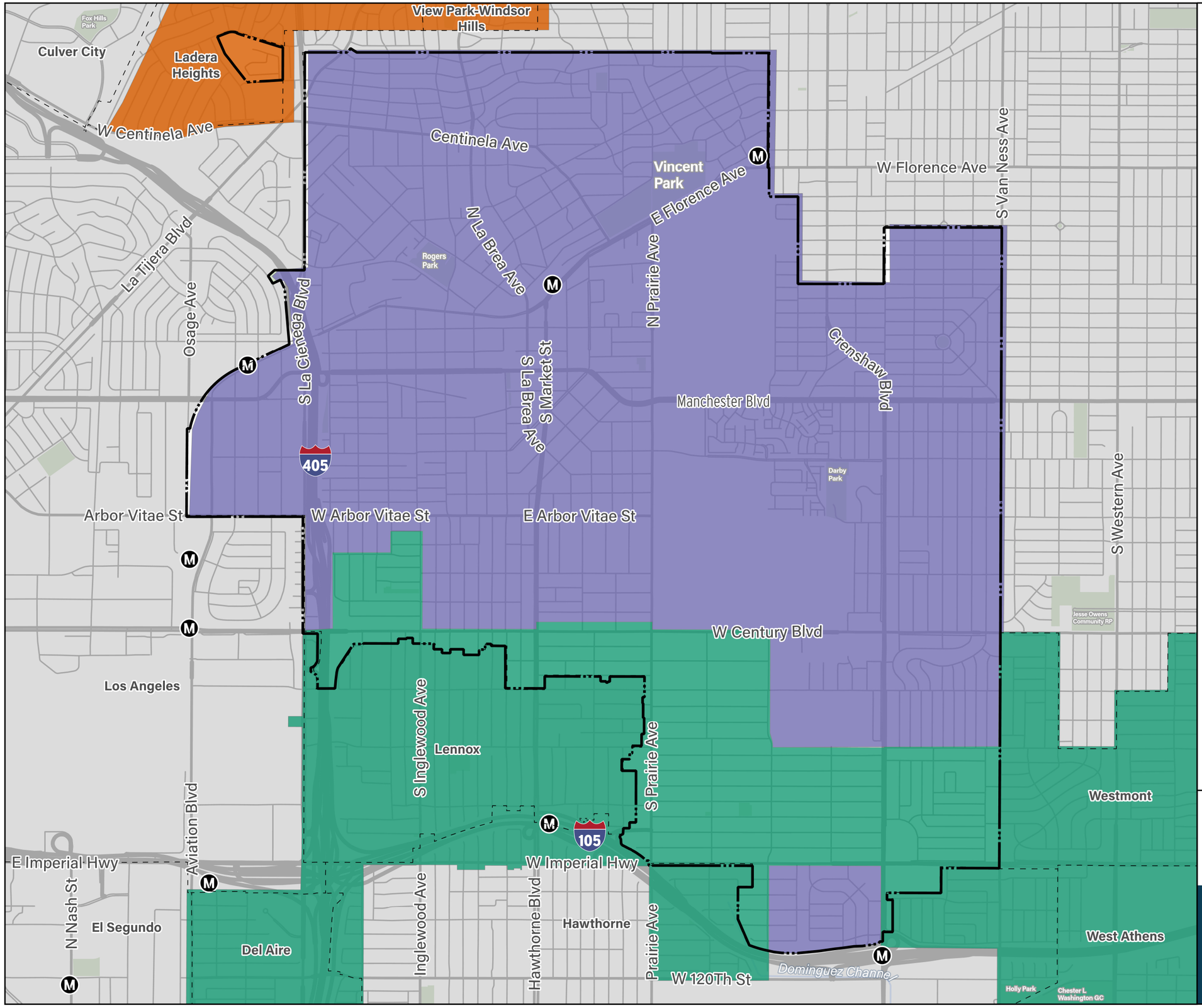
Table 7-1 City of Inglewood Existing Water Demands

Sector	2016 (AFY)	2017 (AFY)	2018 (AFY)	2019 (AFY)	2020 (AFY)
Residential	6,103	6,072	6,380	6,045	6,337
Commercial	2,219	2,170	2,274	2,216	2,343
Industrial	50	53	51	38	60
Municipal	89	90	140	116	113
Fire	3	8	7	7	4
Real & Apparent Losses	68	554	298	181	275
Total Water Use	**8,532**	**8,947**	**9,150**	**8,603**	**9,132**

Source: City of Inglewood, 2020 UWMP, Table 4.1, Summary of Past Water Use.

[3] Golden State Water Company, Southwest Service Area 2020 Urban Water Management Plan

[4] California American Water Company, Southern Division Los Angeles County District 2020 Urban Water Management Plan



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Water District Service Area

Agency Name

- California American Water Company - Baldwin Hills
- Golden State Water Company - Southwest
- City of Inglewood - Water

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

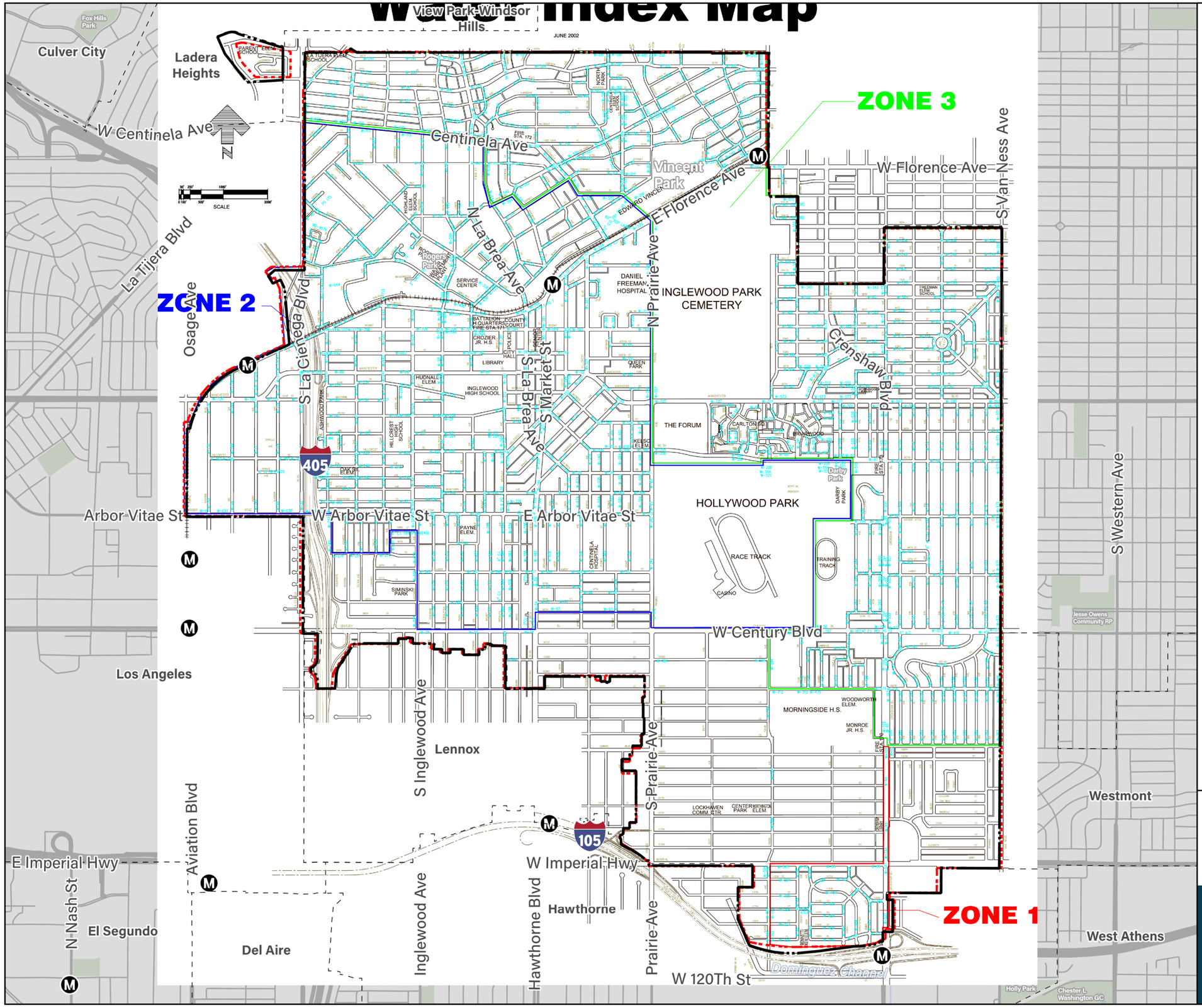
Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 7-1
WATER DISTRICT SERVICE AREAS

Water Index Map

JUNE 2002



Note: Water systems shown are owned and maintained by the City of Inglewood.

Legend

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 7-2
EXISTING WATER SYSTEM FACILITIES

Within the respective UWMPs for GSWC Southwest and CAWC, the existing water demands cover areas outside of the City's jurisdiction. Existing water demands for solely the remaining 14 percent of the City serviced by GSWC Southwest and CAWC are unavailable.

7.1.3 Existing Water Supply

The City's water utility department obtains its water supply from three sources: treated imported surface water purchased from MWD through WBMWD; local groundwater produced from the West Coast Basin via City-owned and operated wells; and recycled water purchased from WBMWD. WBMWD's imported water comes from the State Water Project and Colorado River via MWD pipelines and aqueducts. The Colorado River aqueduct, which has a capacity of 1.25 million AFY, is owned and operated by MWD. MWD imports water from the State Water Project, owned by the State of California and operated by the California Department of Water Resources.[5]

Existing and projected water supply from each of the three sources are summarized in Table 7-2

Table 7-2 City of Inglewood Existing and Projected Water Supply

Source	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Groundwater	3,062	2,200	2,200	2,200	2,200	2,200
Imported Water	5,972	9,000	9,000	9,000	9,000	9,000
Recycled Water	800	800	800	800	800	800
Total	**9,834**	**12,000**	**12,000**	**12,000**	**12,000**	**12,000**

Source: City of Inglewood, 2020 UWMP, Table 6.4, Supply Summary.

All three-water purveyors' water supply consists of pumped groundwater from either the West Coast or Central Basins. Refer to Table 7-3for the adjudicated groundwater pumping rights for each water purveyor and from which groundwater basin.

Table 7-3 Groundwater Pumping Rights

Pumper	Basin	Adjudicated Rights (AFY)
California American Water Co.	Central Basin	2,175
Golden State Water Co.	West Coast Basin	7,502
City of Inglewood	West Coast Basin	4,450

Source: West Basin Municipal Water District, 2020 Urban Water Management Plan, Table 6-1, Groundwater Pumping Rights within West Basin Service Area.

[5] West Basin Municipal Water District, 2020 Urban Water Management Plan.

The Water Replenishment District, which is the Watermaster for the West Coast and Central Basin, closely monitors pumping from the groundwater basins to ensure each water purveyor receives their adjudicated rights from the groundwater basin. See Table 7-4 for projected groundwater production for the West Coast and Central Basin.

Table 7-4 Projected Groundwater Production

Basin	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
West Coast Basin	23,114	26,056	26,056	26,056	26,056
Central Basin	3,554	4,044	4,044	4,044	4,044
Total	**26,667**	**30,100**	**30,100**	**30,100**	**30,100**

Source: West Basin Municipal Water District, 2020 Urban Water Management Plan, Table 6-3, Projected Groundwater Production (AFY) in West Basin Service Area.

7.1.4 Existing Water Capacity Assessment and Water Planning

City of Inglewood 2015 Water Master Plan

In 2015, the City updated its Water Master Plan (WMP) to evaluate existing and future system infrastructure and operations. The WMP provides a working document to assess infrastructure and operation improvements to enable system reliability, redundancies, and efficiencies for a 20-year planning horizon with the water CIP, which was created for over 40 years to efficiently fund recommended system improvements. The WMP utilizes the City's General Plan Land Use data available in 2015, which includes the Hollywood Park Specific Plan. A hydraulic model of the City's water system was developed to model system performance and pressures to assess deficiencies and recommend improvements in the CIP. As part of the analysis, peak-hour demands are calculated and modeled throughout the system to determine if there are any pressure deficiencies throughout the water system and to confirm sufficient water supply for required domestic and fire suppression scenarios. All system pressures were found to be above the minimum-required operating pressure, and the system was deemed to be operating effectively. Additionally, the system is tested to determine if it is capable of sustaining adequate fire flow pressure (minimum 20 pounds per square inch (psi) for fire suppression scenario) per Los Angeles County Fire Department requirements. As a result of the hydraulic analysis, a total of 350 fire-flow deficiencies were identified at various deficiency levels.[6] These deficiencies are being addressed in the City's CIP for water system projects.

[6] City of Inglewood, 2015 Water Master Plan.

Water Capital Improvement Plans

The City releases the operating budget each fiscal year that contains information on the City's CIP. Table 7-5 contains information about CIP projects pertaining to water facilities.

Table 7-5 City of Inglewood Water System Capital Improvement Plan

Project Name	CIP Fiscal Year	Project Summary
Water Plant Bldg. Improvements	2024-2025	Water Treatment Plant facilities restoration and improvements; Completion of repairs in progress including upgrades to building roof
Design Ground Well	2024-2025	Repair and upgrades for booster pump and motor
Water Distribution System Upgrade Program	2024-2025	Water main replacement program; Water Main Phase 7 Project
Install Scada System	2024-2025	Upgrades to Scada System; Upgrades to water treatment plant Prologic control units
Water System Sites Improvements & Studies	2024-2025	U.S. Army Corps of Engineers NEPA & CEQA Study Cost Share
Morningside Reservoir Improvements	2024-2025	U.S. Army Corps of Engineers design for new Morningside Reservoir
Well No. 8 Design and Installation	2024-2025	New well construction project
ARPA Water Utility Improvement Project	2024-2025	Water Main Replacement program; Water Main Phase 7 Project

Source: City of Inglewood, FY 23-24 Operating Budget Capital Improvement Plan.

GSWC Southwest maintains an ongoing list of capital improvement projects throughout its service area. Table 7-6 contains information for projects in the City's jurisdiction.

Table 7-6 GSWC - Southwest Water System Capital Improvement Plan

Project Name	CIP Fiscal Year	Project Summary
General Rate Case 2023 General Case (2025-27)	24/25 – 26/27	Rates proposed for 2025-2027 will provide customers with long-term value by investing $82 million proactive capital investments and maintenance of local water infrastructure essential to the delivery and treatment of reliable, quality water.
Century Blvd. Area Main Replacements	2024-2025	Replace essential water mains throughout Century Blvd.
W. Century Blvd. & La Cienega Blvd. Vault Abandonment	2024-2025	Install a new interconnection vault abandonment
11838 Aviation Blvd. Project	2023-2024	Reconnect and reuse of service at 11838 Aviation Blvd.

Source: Golden State Water Company, Southwest Capital Projects. https://www.gswater.com/post/gardena-capital-projects

7.2 Sewer

7.2.1 Sewer System

The City provides sewer service to the community through a collection system comprising 149 miles of gravity sewer pipes. Pipe diameters range from four to six inches for lateral lines and eight to ten inches for sewer mains. The City's system also consists of 3,246 manholes and does not include any pump stations but is entirely gravity flow. The City is part of Los Angeles County Sanitation Districts' (LACSD) District No. 5. The majority of sewers tie directly into Los Angeles LACSD trunk lines crossing the city primarily in arterial streets. LACSD trunk lines range from 10 to 24 inches in diameter. There are two LACSD-owned pumping stations in the city and approximately 200 connections to LACSD trunk sewers, which send the city's wastewater south to LACSD's A.K. Warren Water Resource Facility (Warren Facility) in the city of Carson for treatment and disposal of wastewater.[7]

The sewers are primarily constructed of vitrified clay pipe. Approximately 95 percent of the pipes are eight inches in diameter. The majority of the existing sewer system was constructed before 1960. Figure 7-3 displays the City's and LACSD's existing sewer system facilities.

[7] City of Inglewood, Sewer System Management Plan Update, July 2021.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- City of Inglewood Sewer Lines
- LACSD Main Trunk Lines
- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 7-3
EXISTING SEWER SYSTEM FACILITIES

7.2.2 Existing Wastewater Demands

The City completed a Sewer Master Plan (SMP) in 2017 to investigate the condition of its sewer system and produce a planning document for future infrastructure requirements. An SMP is a comprehensive study and evaluation of the sewer system to enhance and preserve the quality of life in the city and system performance for present and future growth. The SMP includes the evaluations of all City sewer structures that are within the city limits for hydraulic capacities, structural conditions, and needed capital improvements. As part of this analysis, existing and future wastewater flows were measured.[8] Table 7-7 shows the average and peak wastewater flows for both existing conditions and the 2040 estimate. The 2040 estimate was determined by assuming vacant lots at the time of the study were built out according to the City's current zoning. Projected built-out flows from the currently vacant lots were added to the existing flows.

Table 7-7 City of Inglewood Existing Wastewater Demands

	Existing Conditions	2040 Estimate
Average Flow (mgd)	0.273	0.274
Peak Flow (mgd)	0.546	0.547

Source: City of Inglewood, 2017 Sewer Master Plan, Table 3-5.

7.2.3 Existing Sewer Capacity Assessment

City of Inglewood 2021 Sewer System Management Plan

A sewer system management plan (SSMP) is a comprehensive approach to managing the City's sewer system. The purpose of the SSMP is to provide guidance that will ensure that the sewer system is properly operated, maintained, and managed to protect public health, safety, and the environment. The City's 2021 SSMP is a shorter-term planning document that ensures sewer system overflows, system deficiencies, and restorations are identified and addressed by the City's sewer system operators, employees, and contractors. The key elements to the successful implementation of the SSMP are: 1) design and construction of replacement pipelines for previously identified capacity-deficient pipelines in the sewer system and 2) the continuing annual closed-circuit television (CCTV) inspections of designated areas within the sewer system to determine further defects that may exists.[9]

The City's 2017 SMP is a key component to the SSMP. This comprehensive study is completed by creating a hydraulic model to perform a detailed analysis of the sewer collection system. The hydraulic model results are then analyzed to determine areas of deficient sewer system based on a flow capacity threshold ratio. This analysis is completed for existing conditions and 2040 future conditions using buildout assumptions associated with the 2014 General Plan land uses, including the buildout of the Hollywood Park planning area. Using the results of the capacity analyses, a

[8] City of Inglewood, 2017 Sewer Master Plan.
[9] City of Inglewood, 2021 Sewer System Management Plan.

capital improvement plan is created to proactively address the identified potential capacity issues. Six capacity improvement projects comprising 72 sewer segments and a total of 17,766 linear feet (3.4 miles) of replacement sewers are recommended for upsizing to alleviate the identified capacity deficiencies. Additionally, as part of the 2017 SMP, CCTV inspections were conducted. Approximately 290,000 linear feet (55 miles) of City sewers were videotaped using CCTV, which is approximately 37 percent of the City's total collection system (148 miles). Among the sewer reaches surveyed by CCTV, a total of 107,055 linear feet (20 miles) of sewer segments had significant defects that warrant replacement of sewers. Lining rehabilitation was recommended for 77,235 linear feet (14.6 miles) of videotaped sewer segments.[10]

A.K. Warren Water Resource Facility

As previously mentioned, all wastewater flows from the City are sent to the Warren Facility. The Warren Facility is LACSD's oldest and largest wastewater treatment plant. With a design capacity of 400 million gallons of wastewater per day (mgd),[11] the Warren Facility currently provides primary and secondar treatment for an average of 260 mgd.[12] The Warren Facility serves over 4.8 million residents, businesses, and industries. All solids from the Joint Outfall System are processed here and anaerobically digested to produce methane gas. The methane gas is burned in the Total Energy Facility to produce enough electrical power to run the entire plant. After treatment, the effluent is chlorinated and discharged through two ocean outfalls a mile and half offshore.

Sewer Capital Improvement Plans

The City releases an operating budget each fiscal year that contains information on the City's CIP. Table 7-8 contains information for the City's CIP regarding sewer facilities.

Table 7-8 Sewer Utility Capital Improvement Plan

Project Name	CIP Fiscal Year	Project Summary
Sewer System Improvement	2024-2025	Transfer Station, On-call services, CCTV upgrades

Source: City of Inglewood, FY 23-24 Operating Budget Capital Improvement Plan.

[10] City of Inglewood, 2017 Sewer Master Plan.

[11] Los Angeles County Sanitation Districts Facilities, A.K. Warren Water Resources Facility, accessed July 2024, https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility.

[12] Los Angeles County Sanitation Districts Facilities, A.K. Warren Water Resources Facility, accessed July 2024, https://www.app.lacsd.org/facilities/?tab=2&number=1.

7.3 Storm Drainage and Water Quality

7.3.1 Storm Drainage

Watershed Setting

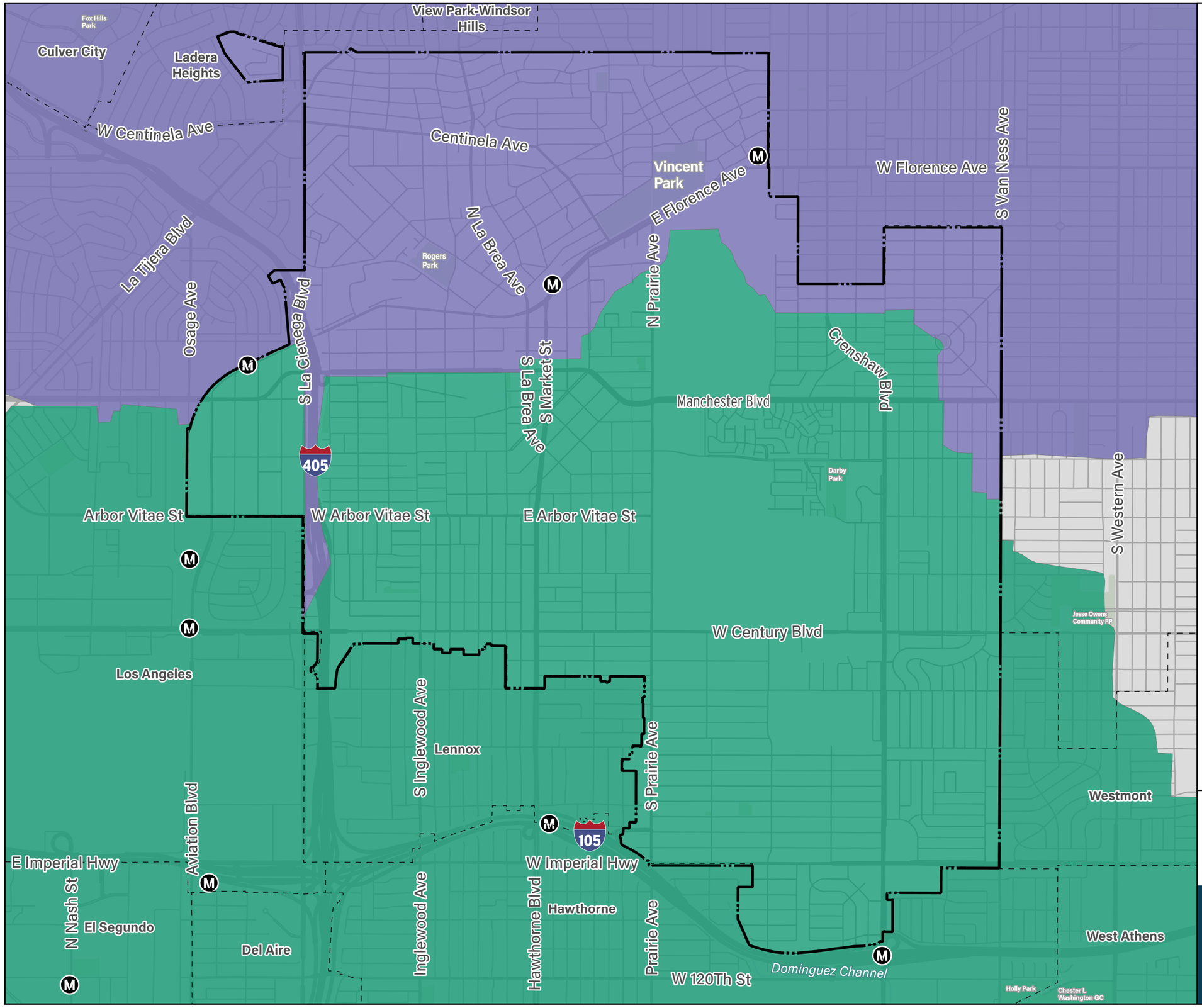
The city sits in two watersheds, the Dominguez Channel watershed (Hydrologic Subarea 411.01) as well as the Santa Monica Bay watershed (Hydrologic Subarea 404.63). Approximately 60 percent of the city is in the Dominguez Channel watershed; the remaining 40 percent is in the Santa Monica Bay watershed. Each watershed comprises a number of channels that ultimately deliver stormwater to the Pacific Ocean. The city drains to the following receiving water bodies:

- Centinela Creek
- Ballona Creek
- Ballona Creek Estuary
- Santa Monica Bay Offshore/Nearshore
- Dominguez Channel
- Dominguez Channel Estuary
- Los Angeles Consolidated Slip
- Los Angeles/Long Beach Inner Harbor
- Los Angeles/Long Beach Outer Harbor

See Figure 7-4 for a map of the watersheds in the city.

Drainage Facilities

The city is largely built out with a storm drain system consisting of catch basins and storm drain lines owned by the City, Los Angeles County Flood Control District (LACFCD), and the California Department of Transportation (Caltrans) that convey stormwater runoff within roadways and underground. Each agency maintains its respective infrastructure to ensure the system functions effectively. Centinela Creek and the Dominguez Channel are both LACFCD facilities managed by the Los Angeles County Department of Public Works. Stormwater is collected by a series of local catch basins, inlets, and storm drain pipes throughout the city. Drainage patterns in the city are split—the northern portion of the city generally drains north and northwest to Lower Centinela Creek and the southern portion of the city generally drains south and southeast to Dominguez Channel. The City owns and maintains a number of catch basins and smaller storm drain lines, and County Public Works owns and maintains the larger storm drain lines, reinforced concrete boxes, and flood control channels. LACFCD has a detailed GIS-based inventory of its drainage facilities throughout the city including, storm drainpipes, channels, and catch basins. Refer to Figure 7-5 for the City's and LA County's storm drain system in the City limits.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Watersheds

- Dominguez Channel
- Santa Monica Bay

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 7-4
WATERSHEDS

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

- Storm Drains Maintained by LACFCD
- Storm Drains Maintained by City
- Storm Drains Maintained by Caltrans

Note: Complete City storm drain system is not shown.
Data Source: Los Angeles County Public Works Storm Drain Map. Found here:
https://pw.lacounty.gov/fcd/StormDrain/index.cfm

- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source:

0 1/4 1/2 1 Miles

Figure 7-5
EXISTING STORM DRAIN FACILITIES

Drainage Capital Improvement Plans

The City releases the operating budget each fiscal year that contains information on the City's CIP. Table 7-9 contains information on the City's CIP regarding drainage facilities and programs.

Table 7-9 Drainage Capital Improvement Plan

Project Name	CIP Fiscal Year	Project Summary
Storm Drain System Improvements	2024-2025	Design and install upgrade to low impact development compliance storm drain system
Enhanced Watershed Management Project	2024-2025	Plan watershed management of local and regional projects including Los Angeles Regional Board MS4 NPDES permit compliance

Source: City of Inglewood, FY 23-24 Operating Budget Capital Improvement Plan.

7.3.2 Water Quality Regulations

The City discharges into several receiving water bodies, and each has its own beneficial uses and total maximum daily loads (TMDL) aimed at protecting water quality. The City also overlies the West Coast and Central Groundwater Basins, which have prescribed beneficial uses and water quality objectives. Future projects in the city that meet certain thresholds must follow development requirements of the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit, which includes incorporating best management practices (BMP) into individual projects to further help protect water quality in receiving waters. Examples of low impact development BMPs include groundwater infiltration, stormwater harvest and reuse, or biofiltration.

Los Angeles County MS4 Permit and Enhanced Watershed Management Program

The current Los Angeles County MS4 Permit (Order No. R4-2012-0175; NPDES Permit No. CAS004001) became effective on December 28, 2012. The permit defines effluent limitations, receiving water limitations, minimum control measures, TMDL provisions, and the process for developing watershed management programs. The City participates in two watershed management programs: the Enhanced Watershed Management Program (EWMP) for the Dominguez Channel Watershed Management Area[13] and the EWMP for the Ballona Creek Watershed.[14] The Ballona Creek EWMP includes the Santa Monica Bay Watershed Management Area. EWMPs determine a network of control measures that will achieve required pollutant

[13] Enhanced Watershed Management Program for the Dominguez Channel Watershed Management Area Group, February 2016, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/dominguez_channel/DCWMG_EWMP_2-25-15.pdf.

[14] Enhanced Watershed Management Program for the Ballona Creek Watershed, February 2016, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/ballona_creek/BallonaCreek_RevisedEWMP_corrected2016Feb1.pdf.

reductions while providing multiple benefits to the community and leveraging sustainable green infrastructure. Each plan identifies and outlines a path to developing control measures to address water body pollutant combinations that been observed to exceed water quality objectives in the receiving water bodies. Both EWMPs are pursuant to the requirements in Order No. R4-2012-0175, Los Angeles County MS4 National Pollutant Discharge Elimination System (NPDES) Permit.

In 2018, Los Angeles County voters passed Measure W, which provides funding, expertise, and partnership to community groups, municipalities, and individuals intending to capture and clean stormwater, help increase local water supply, and safeguard water quality.[15] Measure W created funding opportunities to develop stormwater capture projects with multiple benefits. Municipalities throughout Los Angeles County have begun applying for Measure W funding to implement regional control measures outlined in the EWMPs. Table 7-10 contains information on Measure W projects in the city.

Table 7-10 City of Inglewood Measure W Projects

Project Name	Summary	Phase	EWMP
Edward Vincent Jr. Park Stormwater Improvements Project	Multibenefit stormwater improvements projects at Edward Vincent Jr. Park using infiltration and bioretention BMPs	Design	Ballona Creek
Darby Park Multibenefit Project	The Project will manage 3.7 acre-feet of stormwater in a subsurface infiltration basin and will provide recreational upgrades to the Park.	Feasibility Study	Dominguez Channel

Source: Safe Clean Water Program Project Portal, accessed July 2024, https://portal.safecleanwaterla.org/scw-reporting/map.

Los Angeles RWQCB Basin Plan

The city falls within the Los Angeles Regional Water Quality Control Board's (RWQCB) region and Basin Plan.[16] The Basin Plan (1) designates beneficial uses for surface waters and ground waters, (2) sets narrative and numerical objectives that must be met to protect the beneficial uses and conform to the state's antidegradation policy, and (3) describes implementation programs to protect all waters in the RWQCB region. The Los Angeles RWQCB Basin Plan provides all relevant information necessary to carry out federal mandates for the antidegradation policy, 303(d) listing of impaired waters, related TMDLs, and information about NPDES and Waste Discharge Requirement permit limits.

[15] Safe Clean Water Program, About Us, accessed July 2024, https://safecleanwaterla.org/about-us/.

[16] Water Boards, 2020, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, Table 2-2, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html.

Total Maximum Daily Loads

Once a water body has been listed as impaired on the 303(d) list, a TMDL for the relevant pollutant(s) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body could receive from point sources, nonpoint sources, and natural background conditions (including an appropriate margin of safety), without exceeding its water quality standard. The facilities and activities that discharge into the water body must not, collectively, exceed the TMDL. In general terms, MS4s and other dischargers within each watershed are collectively responsible for meeting the required reductions and other TMDL requirements by the assigned deadline.

Identifying water quality priorities is a main component of the EWMP process because the MS4 Permit requires that water quality characterization, water body pollutants, and source assessments be prioritized. The MS4 Permit describes three categories of priority:

- **Category 1:** Highest Priority
  - Water body pollutants with an established TMDL in the MS4 Permit.
- **Category 2:** High Priority
  - Pollutants that indicate water quality impairment according to the State's Water Quality Control Policy 303(d) list and MS4 discharges that could be contributing to water quality impairment.
- **Category 3:** Medium Priority
  - Pollutants that have exceeded applicable receiving water limitations in the MS4 Permit but have insufficient data to indicate they contribute to water quality impairment or exceedance in the receiving water(s).

Table 7-11 lists the 303(d) impairments and TMDLs relevant to the City.

In addition, the California State Water Resources Control Board (State Board) has adopted the statewide Trash Provisions[17] that require implementation of BMPs to mitigate or abate trash in Priority Land Use areas. Priority Land Uses are defined in the Trash Provisions as, "high density residential, industrial, commercial, mixed urban, and public transportation stations." The Trash Provisions establish a statewide water quality objective to ensure that surface waters that enter storm drains and eventually flow to major waterways are free of trash. State and Regional Water Board MS4 permits have or will contain trash control implementation requirements and compliance milestones to demonstrate progress toward 100 percent compliance with the Trash Provisions. The City is currently undergoing and implementing this process through the Los Angeles RWQCB requirements.

[17] State Water Resources Control Board, Statewide Storm Water Program, Trash Implementation Program, accessed July 2024, https://www.waterboards.ca.gov/water_issues/programs/stormwater/trash_implementation.html.

Table 7-11 List of 303(d) Impairments and TMDLs

Water Body / Channel	List of 303(d) Impairments	TMDL
Dominguez Channel	Copper, Indicator Bacteria, Lead, Toxicity, Zinc	LA Harbor Waters Toxic Pollutants TMDL
Dominguez Channel Estuary	Benthic Community Effects, Benzo(a)anthracene, Benzo(a)pyrene, Chlordane (tissue), Chrysene (C1-C4), Copper, DDT (tissue and sediment), Dieldrin (tissue), Indicator Bacteria, Lead, PCBs, Phenanthrene, Pyrene, Toxicity,	LA Harbor Waters Toxic Pollutants TMDL
Los Angeles Harbor - Consolidated Slip	2-Methylnaphthalene, Benthic Community Effects, Benzo(a)anthracene, Benzo(a)pyrene, Cadmium (sediment), Chlordane (tissue & sediment), Chromium, Chrysene (C1-C4), Copper (sediment), DDT (tissue & sediment), Dieldrin, Lead (sediment), Mercury (sediment), PCBs (tissue & sediment), Phenanthrene, Pyrene, Toxaphene (tissue), Toxicity, Zinc (sediment)	LA Harbor Waters Toxic Pollutants TMDL, Bacteria TMDL
Los Angeles/Long Beach Inner Harbor	Benthic Community Effects, Benzo(a)pyrene, Chrysene (C1-C4), Copper, DDT, PCBs, Toxicity, Zinc	LA Harbor Waters Toxic Pollutants TMDL, Bacteria TMDL
Los Angeles/Long Beach Outer Harbor	DDT, PCBs, Toxicity	LA Harbor Waters Toxic Pollutants TMDL, Bacteria TMDL
Ballona Creek	Copper, Cyanide, Indicator Bacteria, Lead, Toxicity, Trash, Viruses (enteric), Zinc	Metals TMDL, Bacteria TMDL, Trash TMDL,
Ballona Creek Estuary	Cadmium, Chlordane, Copper, DDT, Indicator Bacteria, Lead, PAHs, PCBs, Silver, Toxicity, Zinc	Toxics TMDL, Bacteria TMDL,
Santa Monica Bay Offshore/Nearshore	Arsenic, DDT, Mercury, PCBs, Trash	Trash TMDL, Toxics TMDL

Source: California Water Boards, 2020-2022 Integrated Report (303(d) List/305(b) Report). https://gispublic.waterboards.ca.gov/portal/apps/webappviewer/index.html?id=6cca2a3a18154655992012663 73cbb7b.

Groundwater Conditions

The city lies within the Coastal Plain of Los Angeles Groundwater Basin and specifically under the adjudicated West Coast Groundwater Subbasin (West Coast Basin) and Central Groundwater Subbasin (Central Basin), as depicted on Figure 7-6.[18] The Water Replenishment District of Southern California (WRD) is responsible for maintaining and replenishing both the West Coast Basin and Central Basin. To maintain groundwater quality, WRD conducts an extensive monitoring program that serves and manages each basin's groundwater production, contamination, and compliance with all required laws and regulations. Additionally, to ensure accurate data, WRD uses depth-specific (nested) monitoring wells that tap discrete aquifer zones. In the most recent Regional Groundwater Monitoring Report,[19] WRD presents water quality results from the 22 WRD nested monitoring wells (112 individual wells zones) during the 2022-2023 water year. WRD collected hundreds of samples from these wells and concluded that groundwater in its service area is of generally good quality and suitable for use, noting that any localized areas with marginal to poor water quality can be treated and utilized as potable water.

Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act is a three-bill package signed into law in 2014 that creates a framework for the management of groundwater sources throughout the state. Under the act, local agencies form groundwater sustainability agencies and create groundwater sustainability plans for basins designated as high and medium priority. Other than annual reporting, the act does not apply to existing adjudicated areas, such as the West Coast and Central Basin, because they have existing court-mandated governance, oversight, and management in place. Furthermore, local agencies in low- or very-low-priority basins, like the West Coast Basin and Central Basin, are not required to form groundwater sustainability agencies or develop groundwater sustainability plans, but may do so voluntarily. They may also develop groundwater management plans to actively manage their groundwater resources, as noted previously with the Los Angeles RWQCB's Basin Management Plan.

[18] California Department of Water Resources, Groundwater Basin Boundary Assessment Tool, https://gis.water.ca.gov/app/bbat/.

[19] Water Replenishment District of Southern California, Regional Groundwater Monitoring Report, March 2024, https://www.wrd.org/files/1d9397197/Regional+Groundwater+Monitoring+Report+2022-2023.pdf.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Groundwater Basins

Subname

- Coastal Plain of Los Angeles - Central
- Coastal Plain of Los Angeles - West Coast

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: Inglewood 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 7-6
GROUNDWATER BASINS

7.4 Findings

7.4.1 Community Outreach Feedback

During the outreach activities conducted by the project team, several comments were provided by stakeholders on the city's wet infrastructure. Commenters expressed a desire for water conservation activities, including rainwater capture, the reuse of water, and the planting of native species that are drought tolerant and are less reliant on water use. A desire to improve the quality of the city's drinking water was also expressed.

7.4.2 Implications for Planning

Water

Overall, water demands within the city have been estimated at 9,132 AFY for the City's water utility department as of 2020. Existing water demands for the remaining 14 percent of the City serviced by GSWC Southwest and CAWC are unavailable. As shown in the City's 2015 WMP, the water infrastructure system effectively conveys these demands. The overall distribution system was found to be in good condition, and the Master Plan identifies several capital improvement projects and recommendations to address any current or projected water system deficiencies. Groundwater and imported water are the supply sources for all three water purveyors. Each water purveyor pumps groundwater from either the West Coast or Central Subbasin and purchases imported water through Metropolitan Water District connections.

Wastewater

Overall, existing sewer flows have been estimated through the City's 2017 Sewer Master Plan at an average flow of 0.273 million gallons per day (mgd) and peak flow of 0.546 mgd. The existing sewer infrastructure system effectively convey these existing flows, but some deficiencies exist. The City has CIP programs in place to address deficiencies in the City's sewer system.

Stormwater and Water Quality

In summary, storm drainage throughout the city is conveyed via local catch basins and storm drain facilities that are owned and maintained by the City, LACFCD, and Caltrans. Local storm drain facilities convey flows to LACFCD regional storm drain facilities. These facilities tend to be large-diameter pipes, reinforced concrete boxes, and trapezoidal flood control channels.

Additionally, the city sits partly in the Dominguez Channel Watershed and partly in the Ballona Creek Watershed and discharges into several receiving water bodies, each of which has its own TMDLs. The City also overlies the West Coast and Central Groundwater Basins, which have prescribed beneficial uses and water quality objectives. Future projects that meet certain water quality thresholds must follow the development requirements of the Los Angeles County MS4 Permit, which includes incorporating low-impact development BMPs into individual projects to help protect water quality in receiving waters.

8

Public Services & Facilities

8 PUBLIC SERVICES AND FACILITIES

Public services and facilities in Inglewood include parks, recreational areas and programs, schools, and fire and police services. It is essential that public services and facilities are adequate to service the entire community in an equitable and sustainable manner. This chapter examines the current conditions and context for the City's public services and facilities, summarizes comments provided by City stakeholders on those services and facilities during the public engagement activities described in Chapter 1, and notes implications for updating the City's General Plan.

8.1 Parks and Recreation

Parks, recreation, and open space are important components of the quality of life for the residents of Inglewood. The City's Recreation and Cultural Division provides leisure programs at parks and recreation centers. The Division offers diverse cultural events, sports activities, and enrichment classes for individuals of all ages.

Edward Vincent Park

There are ten public parks in the City of Inglewood. The City's Parks, Recreation and Community Services Department also maintains the historic Centinela Adobe and its grounds as a historic landmark and museum.

Inglewood's three largest parks, Edward Vincent Park, Darby Park, and Rogers Park, provide a full offering of recreational and community facilities. Ashwood Park also offers an array of athletic facilities. Circle Park and Grevillea Park have no recreational facilities, serving as passive recreational parks. Each park maintained by the City of Inglewood, including the kinds of facilities

featured in each one as of August 2024, is listed in Table 8-1, *Inglewood Parks*, and depicted on Figure 8-1, *Park Location and Walkshed*.

Table 8-1 Inglewood Parks

Name	Address	Facilities	Acres
Ashwood Park	201 S Ash Avenue Inglewood, CA 90301	1 full basketball court 1 volleyball court 1 wading pool 2 picnic areas 2 playgrounds 2 tennis courts 1 restroom/office building	1.3
Center Park	3660 W 111th Street Inglewood, CA 90301	1 multi-purpose playing field 1 playground 1 restroom	1.2
Centinela Adobe	7634 Midfield Avenue Los Angeles, CA 90045	1 museum w/ restrooms 1 office building	1
Circle Park	8300 Fifth Avenue Inglewood, CA 90301	1 field 1 fountain	1.3
Darby Park	3400 W Arbor Vitae Street Inglewood, CA 90301	1 outdoor handball court 1 paddle tennis court 1 skate park 1 wading pool 2 freestanding restrooms 2 multipurpose sports fields 2 picnic areas 2 playgrounds 2 tennis courts 4 half-basketball courts 1 multipurpose recreation building	14
Edward Vincent Park	700 Warren Lane Inglewood, CA 90301	1 pool complex 1 pump track 2 full basketball courts 2 lighted and fenced football/soccer fields 2 lighted and fenced softball fields 3 parking lots 3 picnic areas 5 playgrounds 6 freestanding restroom facilities 8 tennis courts 1 outdoor amphitheater 1 park maintenance building 1 community playhouse w/ restrooms 1 multipurpose facility w/ restrooms 1 Veteran's Memorial Building	55

Table 8-1 Inglewood Parks

Name	Address	Facilities	Acres
Grevillea Park	231 S Grevillea Avenue Inglewood, CA 90301	1 field	1.5
North Park	625 E Hargrave Street Inglewood, CA 90301	1 picnic area 2 playgrounds 3 tennis court	2.3
Queen Park	652 E Queen Street Inglewood, CA 90301	1 picnic area 1 playground 1 restrooms 1 wading pool	1.1
Rogers Park	400 W Beach Avenue Inglewood, CA 90301	1 full basketball court 1 football/soccer field 1 Little League baseball field 1 picnic area 1 playground 1 restroom 1 wading pool 2 tennis courts 1 Multipurpose Recreation Building	9
Siminski Park	9717 Inglewood Avenue Inglewood, CA 90301	1 full basketball court 2 picnic areas 2 playgrounds	1.9
		Total	**89.6**

Source: City of Inglewood, https://www.cityofinglewood.org/Facilities, accessed August 19, 2024.

8.1.1 Park Classifications

1995 Open Space Element Classifications

One park in Inglewood (Edward Vincent Park) is categorized as a large park in the 1995 Open Space Element, and two additional parks (Darby Park and Rogers Parks) are categorized as medium parks. The remaining parks are classified as small parks. The City's park classifications are described in Table 8-2.

Table 8-2 Park Classifications

Park Classification	Description	Service Area
Small Parks	Includes very small recreation areas like tot lots, pocket parks, and playgrounds. These parks are limited in size and the types of amenities that can be provided.	0.33 mile
Medium Parks	Midsized parks that strive to provide amenities that meet a wide variety of needs. May include playgrounds, picnic areas, basketball courts, and sports fields.	0.50 mile
Large Parks	Designed to provide active recreation and structured activities. Typically offers a wide range of amenities, including a central focus like a sports field.	1 mile
Community Facilities and Programs	Includes indoor recreation facilities such as recreation centers, youth centers, adult centers	Citywide

Source: City of Inglewood, 1995 Open Space Element.

8.1.2 Park Need

Park need is traditionally measured with a single metric, such as the number of acres of parkland available to residents, or the percentage of residents living within walking distance of a park.

The City's 1995 Open Space Element "encourages" the City to reestablish its 1970 parkland-to-population ratio of 1 acre of park space per 1,000 residents. At present, 89.6 acres of the city are utilized as parkland. With its current population of 102,865 persons, the city would require 103 acres of parkland to meet this 1 acre per 1,000 residents ratio.

A playground in Inglewood

The 1995 Open Space Element applied a 1-mile service radius for Edward Vincent Park, given its status of a Large Park. A 0.5-mile radius was applied to medium size parks (typically about 10 acres); and a 0.33-mile radius was applied to small parks under 2 acres. Using these service radii, the element identifies two major areas of the city lacking in parkland: Southwest Inglewood and the Lockhaven Neighborhood.

For comparison, the city of Lawndale's 2023 Existing Conditions Report for its General Plan provides a goal of 2.5 acres of parkland per 1,000 residents, and the city of Gardena's Municipal Code requires a dedication of land or payment of fees based on a minimum of 3 acres of parkland per 1,000 residents. Finally, Culver City's service standard aims to provide 10 acres of park space per 1,000 residents, with 1 acre per 1,000 residents able to be satisfied with joint use agreements with the local school district and another 6 acres per 1,000 residents able to be satisfied by regional parks.

The current walksheds of Inglewood's existing public parks are illustrated on Figure 8-1.

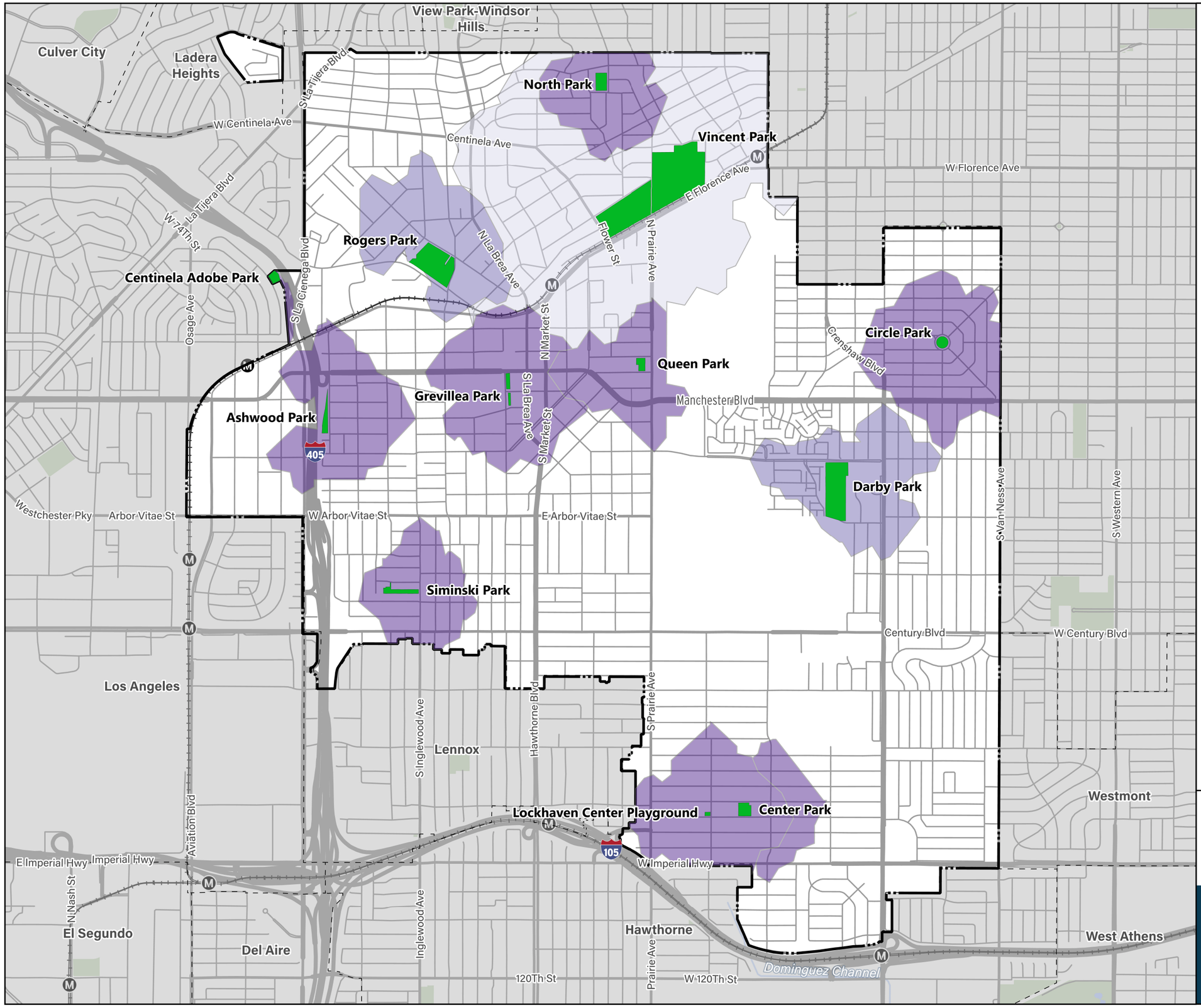
Regional Parks

The appropriate distance to a park varies depending on the size and purpose of the park. Regional Parks may attract visitors within an hour's drive time. By comparison, the Los Angeles County 2022 Comprehensive Parks and Recreation Needs Assessment+ utilizes a 0.5-mile walking and a 2.5-mile cycling distance to regional recreation areas, calculated along the walkable road/pedestrian network. Other forms of access are calculated through a 5-mile driving radius, as well as public transit stops within 0.5 mile of a park entrance.

The nearest Regional Recreation Park to Inglewood is the Kenneth Hahn State Recreation Area. This Recreation Area is 401 acres in size, and its southeastern entrance is approximately 1.07 miles from Inglewood's northern boundary. The presence of this Recreation Area increases northwestern Inglewood's access to parkland.

8.1.3 Park Sustainability

Parkland sustainability can be achieved through multiple methods. For instance, Lake Park provides 12 acres of privately owned public open space in Inglewood immediately south of SoFi Stadium. Lake Park features several sustainable park practices, such as Southern California native plant species. By using plant species from California's biogeographic zones, such as desert flora, low-elevation chaparral, and riparian ecosystems, the overall water demand for the site is lessened. This use of native plants also encourages the return of native wildlife. The centerpiece of Lake Park is the six-acre Rivers Lake. Rivers Lake functions as a water recycling system by collecting stormwater runoff from its surroundings and filtering it through natural wetlands and mechanical systems, which are then used to irrigate Lake Park.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Walksheds to Parks

Name and Size

- 20-Minute walkshed, Large Park (1 mile)
- 10-Minute walkshed, Medium Park (0.5 mile)
- 7-Minute walkshed, Small Park (0.33 mile)
- Inglewood Parks

- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source: LA County 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 8-1
PARK LOCATION AND WALKSHED

Lake Park

City-owned parks can also feature sustainability features such as electric vehicle (EV) charging stations where parking is provided. Solar panels can also be installed over parking areas to offset electrical usage of City-owned facilities and reduce carbon emissions. The planting of additional trees can also counteract high temperatures and provide cleaner air through carbon dioxide absorption. Artificial water features in City-owned parks can use recycled water rather than potable water to increase sustainability. City-owned parks can also utilize native, climate-appropriate, and drought-tolerant plantings that help mitigate heat island effect, maximize carbon sequestration, reduce water usage, promote diverse ecologies, and benefit pollinators.

Community Facilities

The City of Inglewood Recreation and Cultural Division also provides multipurpose and community buildings within its parks, as described in Table 8-1. Darby Park and Roger's Park both feature multipurpose buildings. The two other community centers in Inglewood are listed in Table 8-3. The Lockhaven Center at 11125 Doty Avenue acts as the city's primary community center, while the Senior Center at 111 Locust Street serves Inglewood's senior citizens.

Table 8-3 Community Centers

Name	Address	Facilities	Square Feet
Lockhaven Center	11125 Doty Avenue Inglewood, CA 90301	1 building 1 playground	13,000
Senior Center	111 N. Locust Street Inglewood, CA 90301	1 Veteran's Memorial Building, with offices, dining room, outdoor patio and restrooms.	17,500

Source: City of Inglewood, https://www.cityofinglewood.org/Facilities, accessed August 19, 2024.

Senior Center

The Inglewood Senior Center was founded in 1975 to provide activities and services for active senior citizens as well those who are homebound. The City opened a new Senior Center in 2018.

Inglewood Senior Center

The Center is also the focal point for social services for the Inglewood, Hawthorne, and Lennox catchment area. Activities, classes, clubs, and support groups are open to persons 50 years or older. Most offerings are free of charge. In general, the Center provides the following services:

- Transportation
- Congregate meals
- Home-delivered meals
- Care management

- Information, referrals and assistance

The Senior Center's home delivered meals program (Meals-on-Wheels) serves seniors who are homebound because of illness, age, or frailty. Senior citizens may also participate in the Food Distribution Program sponsored by the Los Angeles Regional Food Bank.

Care Management is a program that provides support and services to frail and disabled seniors and adults. The goal is to put services in place to enable them to live as independently as possible, avoiding inappropriate institutionalization. This includes services for caregivers as well as for senior (ages 60+) caregivers who are caring for a minor child or children. These services include:

- Client intakes and assessments
- Referrals to needed services, which may include medical evaluation
- Legal assistance
- Behavior management
- Transportation
- Supportive counseling
- Support groups for caregivers

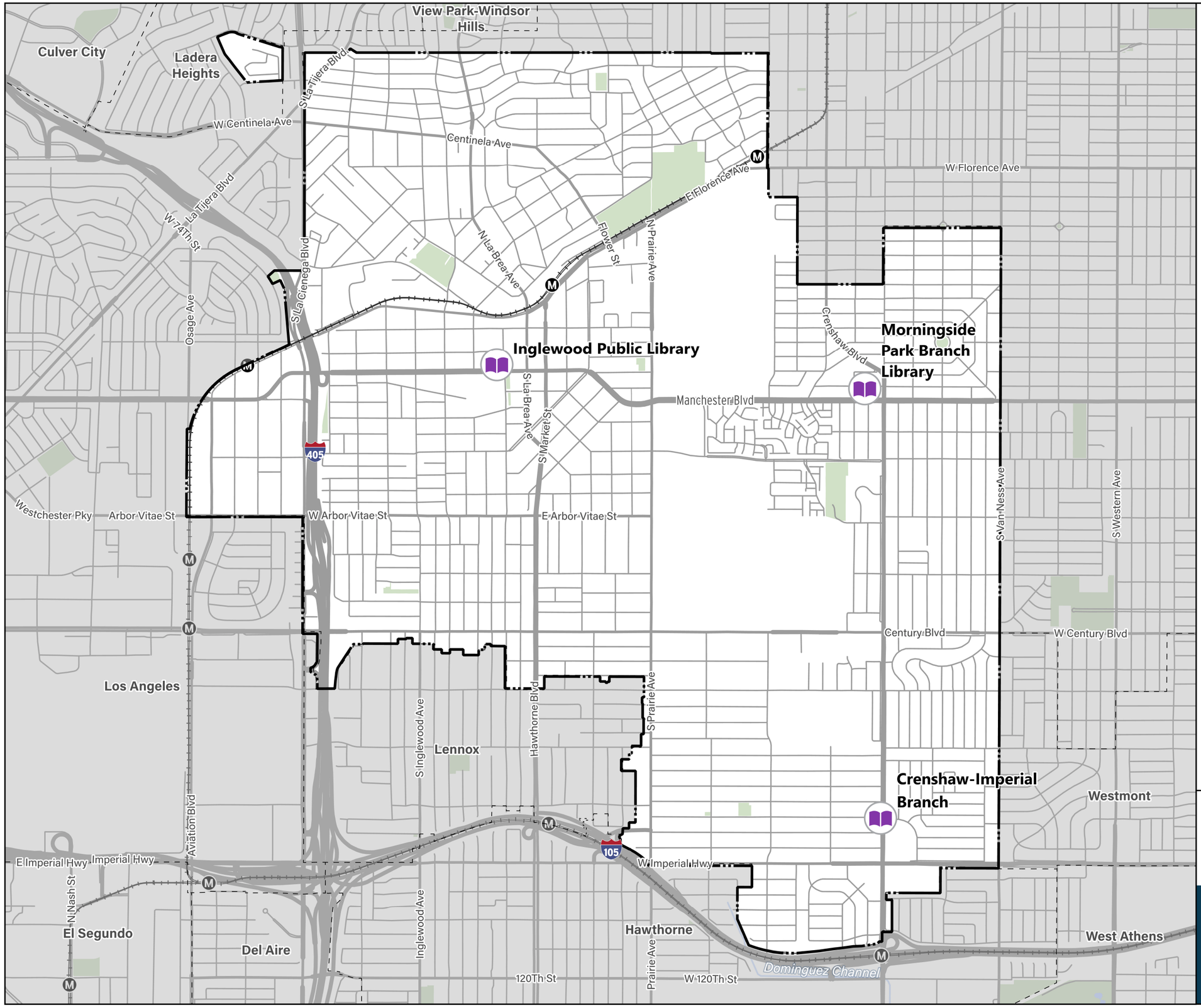
8.2 Libraries

This section describes the City of Inglewood's existing library services. Information for this section is derived from the City of Inglewood's website, other online sources, and communication with staff at the City's Department of Parks and Recreation.

8.2.1 Collections and Services

There are three library facilities in Inglewood and operated by the City's Department of Parks and Recreation. These libraries are listed in Table 8-4 and are shown on Figure 8-2, Public Libraries. The City's library resources as of August 2024 include:

- Approximately 1,500 magazine subscriptions.
- A broad collection of pamphlets, road maps, commercial catalogs, and company and government agency annual reports.
- More than 400,000 volumes at the Main Library and branches.
  - More than 150,000 books for youth at the Main Library and branches.
- A collection of DVDs and CDs.
- Professional Librarians all hours the Main Library is open.
- Storytimes, Crafts, STEM Programs, Puppet Shows, and other special programs at the Main Library and Crenshaw-Imperial Branch Library.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Public Libraries

Morningside Park Branch is only open for special events.

City Boundary

Metro Rail Stations

Metro Rail Lines

Freeways

Roads

Parks and Open Space

Source: LA County 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 8-2
PUBLIC LIBRARIES

- Electronic media such as comics, magazines, e-books, audiobooks, movies, music, and newspapers.
- Online resources pertaining to business, digital literacy, jobs, entertainment, newspapers and magazines.

Inglewood Main Library

In general, the number of books is considered adequate by the City's Department of Parks and Recreation. However, the current space configurations of the three libraries presents challenges for programs and general public use, according to the City's Department of Parks and Recreation. This in turn affects the delivery of efficient, quality services due to lack of technology, outdated infrastructure, and noise.

Main Library

The Main Inglewood Public Library currently operates in a 51-year-old landmark building with an increasing demand for services. However, the interior space; program design; and mechanical, electrical, and plumbing systems are outdated and often inoperable, according to the Department of Parks and Recreation. The Main Inglewood Library is planned to be upgraded to reconfigure the building to better meet the needs of the public, with an emphasis on future flexibility, sustainability, and cost-effectiveness. Key features of this update include a new entry, upgraded elevators, modernized public bathrooms, noise improvements, and more meeting rooms and multipurpose spaces.

Crenshaw-Imperial Branch Library

The Crenshaw-Imperial Branch Library is at 11141 Crenshaw Boulevard. The Crenshaw-Imperial Branch Library was originally opened in 1965. This facility is a single-story building approximately 7,600 square feet in size, and serves southeastern Inglewood. Like the Main Library, the Crenshaw-Imperial Branch Library provides reference, readers' advisory, and programming for adults, teens, and children.

Morningside Park Branch Library

The Morningside Park Branch Library at 3202 West 85th Street ceased regular operations in December 2010. It is approximately 2,600 square feet and is currently undergoing a renovation that will expand the branch by 850 square feet. After this renovation, the Morningside Park Branch Library will be open only for special Library events.

Table 8-4 Library Facilities

Name	Address	Books	Square Feet
Inglewood Main Library	101 West Manchester Boulevard Inglewood, CA 90301	107,799	77,300
Crenshaw-Imperial Branch Library	11141 South Crenshaw Boulevard Inglewood, CA 90303	34,982	13,000
Morningside Park Branch Library	3202 W. 85th Street Inglewood, CA 90305	7,037	2,600

Source: City of Inglewood, 2024.

8.3 Schools

The City of Inglewood is primarily served by the Inglewood Unified School District (IUSD). A small portion of southwest Inglewood is served by the Lennox School District. The location of these schools are shown in Figure 8-3, Schools.

Parent TK-8 School, Inglewood Unified School District

8.3.1 Inglewood Unified School District

IUSD is Inglewood's primary public school district; it also serves portions of unincorporated Los Angeles County, including the community of Ladera Heights and a portion of View Park-Windsor Hills, and a small portion of the City of Los Angeles is in the district boundaries. The enrollment for IUSD schools in Inglewood is shown in Table 8-5.

Table 8-5 IUSD Schools

School	Grade Level	Address	Enrollment 2022-2023	Enrollment 2023-2024	Capacity
Elementary Schools					
Highland Elementary School[1]	TK-6	430 Venice Way, Inglewood, CA 90302	412	396	990
Hundall School[1]	TK-6	331 W Olive Street, Inglewood, CA 90301	388	373	630
Kelso Elementary[1]	TK-6	809 E Kelso Street, Inglewood, CA 90301	391	362	780

Table 8-5 IUSD Schools

School	Grade Level	Address	Enrollment 2022-2023	Enrollment 2023-2024	Capacity
TK – 8 Schools					
Payne STEAM Academy	P-8	215 W 94th Street, Inglewood, CA 90301	669	562	1024
Centinela School	TK-8	1123 Marlborough Avenue, Inglewood, CA 90302	540	542	1230
Frank D. Parent	TK-8	5354 W 64th Street, Inglewood, CA 90302	356	293	1024
La Tijera	TK-8	1415 N La Tijera Blvd, Inglewood, CA 90302	604	554	1088
Oak Street	TK-8	633 S Oak Street, Inglewood, CA 90301	493	497	928
Woodworth-Monroe	TK-8	10711 10th Avenue, Inglewood, CA 90303	621	863	1696
Bennett-Kew	P-8	11710 S Cherry Avenue, Inglewood, CA 90303	426	470	900
Child Development Center	P	10409 10th Avenue, Inglewood, CA 90303	-	135	274
Middle Schools					
Crozier Middle School[1]	7-8	120 W Regent St, Inglewood, CA 90301	306	298	748
High Schools					
City Honors International Preparatory High School	9-12	120 W Regent St, Inglewood, CA 90301	289	343	612
Inglewood Continuation High School	9-12	231 S Grevillea Avenue, Inglewood, CA 90301	84	69	156
Inglewood High School	9-12	231 S Grevillea Avenue, Inglewood, CA 90301	827	767	1563
Morningside High School[1]	9-12	10500 S Yukon Avenue, Inglewood, CA 90303	535	475	694
Adult Schools					
Inglewood Community Adult School	9-12	120 W Regent St, Inglewood, CA 90301	-	502	600

Source: IUSD, EdData, California Department of Education accessed December 9, 2024, https://www.ed-data.org/district/Los-Angeles/Inglewood-Unified.

Note: P stands for preschool, TK stands for transitional kindergarten, K stands for kindergarten, and numerical values represent each respective grade level.

[1] Planned for closure in June 2025.

IUSD has experienced declining enrollment over the past ten years, from an enrollment of 10,959 students during the 2014/15 school year to 6,958 students in the 2023/2024 school year.

IUSD projected a declining enrollment over the next six years, with a projected 5,476 students in the 2029/30 school year. This is a total decline of 1,482 students from the current school year, a decrease of 21.3%. Based on current IUSD standards for classroom space, the District has a net classroom capacity of 12,293 students. This gives the District a current utilization factor of 56.6%. The projected utilization factor in 2029/2030 will be 44.5%.

IUSD has been in State Receivership since 2012, when the State of California loaned IUSD $29 million. Since then, IUSD has been making the required annual debt payments of approximately $1.8 million each year. As of 2024, the outstanding loan balance was $21 million. Additionally, receivership status requires the District to pay $410,000 for an annual comprehensive review by the State-appointed Financial Crisis & Management Assistance Team (FCMAT). This annual review measures IUSD progress on 155 standards. To exit receivership, IUSD is required to meet a minimum score on all 155 standards that FCMAT reviews each year. This leads to a total payment of $2,210,000 each year.

Due to declining enrollment, the cost of payments, and increased operating costs (due to the age of IUSD facilities), IUSD has decided to close the following schools:

- Crozier Junior High. For the 2024-25 school year, Crozier will not accept incoming 7th grade students. For the 2025-26 school year, Crozier will remain open as an 8th grade only school. The phased closure of Crozier will allow current 7th grade students to complete their 8th grade year at Crozier.
- Hudnall Elementary School (Transitional Kindergarten–Grade 6). Hudnall is planned for closure at the end of the 2024-25 school year. Hudnall is one of three schools in the District that does not offer a TK-8 program.
- Highland TK-6 School. Highland is planned for closure at the end of the 2024-25 school year. Highland is one of three schools in the District that does not offer a TK-8 program.
- Morningside High School. Morningside High is planned for closure at the end of the 2024-25 school year. The District reports that it is not possible to provide a comprehensive high school program with such a small student body. Extremely low enrollment results in limited course offerings and limited extracurricular and enrichment opportunities for students.
- Kelso Elementary School (TK-6). Kelso is planned for closure at the end of the 2024-25 school year. Students and staff will move to the Daniel Freeman Warren Lane site, which will be re-opened as a TK-8 school. Kelso is one of three schools in the District that does not offer a TK-8 program.

These changes will allow all IUSD primary schools to serve children from Transitional Kindergarten through 8th grade (TK-8).

Morningside High School

Planned Improvements

Regardless of declining enrollments, the continued aging of school infrastructure will require IUSD to continue making improvements to its remaining facilities. IUSD currently plans the following upgrades to its facilities:

- IUSD will open a new high school academy at the current City Honors/Crozier site. This will allow Inglewood students to have three options for their high school experience: Inglewood High, City Honors, or the new academy at the City Honors/Crozier site.
- IUSD will invest $200 million to reconstruct Inglewood High School. The scope of this modernization project includes partial renovation of the Auditorium, Gymnasium Natatorium, and Classroom Buildings I and L; seismic upgrade and renovation of Classroom Building M; demolition of the Administration/Classroom Building and several outdated classroom buildings; site infrastructure improvements; and four new classroom, administration, cafeteria, and multi-purpose buildings.
- IUSD, in partnership with the City of Inglewood, will connect Inglewood High, City Honors, and the new academy with the City of Inglewood's new library.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

Inglewood Unified School District

1 - Highland Elementary School
2 - Hundall School
3 - Kelso Elementary School
4 - Crozier Middle School
5 - Payne STEAM Academy
6 - Centinela School
7 - Frank D. Parent School
8 - La Tijera School
9 - Oak Street School
10 - Woodworth-Monroe School
11 - Bennett-Kew School
12 - Child Development Center
13 - City Honors International Prep. High School
14 - Inglewood Continuation High School
15 - Inglewood High School
16 - Morningside High School
17 - Inglewood Community Adult School

Lennox/LAUSD Inglewood Serving Schools

18 - Jefferson Elementary
19 - Dolores Huerta Elementary
20 - Felton Elementary
21 - Moffett Elementary
22 - Century Park

Charter Schools

23 - ICEF Inglewood Elementary Charter Academy
24 - Wilder's Preparatory Academy Charter
25 - Wilder's Preparatory Academy Charter Middle
26 - Grace Hopper STEM Academy
27 - Animo Inglewood Charter High
28 - Century Community Charter
29 - New Opportunities Charter
30 - Animo City of Champions Charter High

Private Schools

31 - Kids' Castle Child Care Center
32- A Bright Beginning
33 - A Bright Beginning CDC
34 - Dolores T Richardson School
35 - St. John Chrysostom
36 - CORE 4 Learning Launchpad
37 - Slauson Learning Center, No. 2
38 - St. Mary's Academy

City Boundary
Metro Rail Stations
Metro Rail Lines
Freeways
Roads
Parks and Open Space

Source:

0 1/4 1/2 1 Miles

Figure 8-3
SCHOOLS

8.3.2 Other Public School Districts

A portion of southwest Inglewood (generally those areas south of Century Boulevard and west of Prairie Avenue) fall within the boundaries of the Lennox School District. The Lennox School District serves preschool through Grade 8.

Four elementary schools in the Lennox School District, Jefferson Elementary, Dolores Huerta Elementary, Felton Elementary and Moffett Elementary are located in the unincorporated community of Lennox but also serve the school-aged populations of portions of southwest Inglewood. These schools are listed in Table 8-6.

A portion of southeastern Inglewood (generally those blocks bounded by 108th Street, Van Ness Avenue, Imperial Highway, and Spinning Avenue) are served by the Los Angeles Unified School District (LAUSD). There is one elementary school in this neighborhood of Inglewood, the Century Park Elementary School. This school is also listed in Table 8-6.

Table 8-6 Lennox and LAUSD – Inglewood Serving Schools

School	Grade Level	Address	Enrollment 2023-2024	Capacity
Jefferson Elementary	K - 5	10322 Condon Avenue, Lennox CA 90304	761	-
Dolores Huerta Elementary	K - 5	4125 West 105th Street, Lennox CA 90304	527	-
Felton Elementary	K - 5	10417 Felton Avenue, Lennox CA 90304-1709	370	-
Moffett Elementary	K - 5	11050 Larch Avenue, Lennox CA 90304-1419	661	-
Century Park	K - 5	10935 South Spinning Avenue, Inglewood CA 90303-2599	280	-

Source: EdData, accessed December 9, 2024, https://www.ed-data.org/school/Los-Angeles/Lennox/.
Note: P stands for preschool, TK stands for transitional kindergarten, K stands for kindergarten, and numerical values represent each respective grade level.

8.3.3 Private and Charter Schools

A private school is a private business or nonprofit entity that offers or conducts full-time instruction with a full complement of subjects at the elementary, middle, or high school level. Private schools function outside the jurisdiction of the California Department of Education (CDE) and most state education regulations. Private schools do not participate in California's educational accountability system and are directly accountable to students and their parents or guardians, based on the terms of the private school enrollment contract. Private schools offer a range of educational services for their students and have their own admission standards, curricula, and graduation requirements.

There are eight private schools in Inglewood. Three of these schools (Kid's Castle Child Care Center, A Bright Beginning, and A Bright Beginning CDC) are private kindergartens. Another four schools (Dolores T. Richard School, St. John Chrysostom, CORE 4 Learning Launchpad, and Slauson Learning Center, No. 2) are private elementary or K – 10 schools. One school, St. Mary's Academy, is a private high school.

Table 8-7 Private Schools

School	Grade Level	Address	Enrollment 2023-2024	Capacity
Kids' Castle Child Care Center	K	745 N. La Brea Ave. Inglewood, CA 90302	17	-
A Bright Beginning	K	2440 West Manchester Inglewood, CA 90305	200	-
A Bright Beginning CDC	K	712 E Manchester Blvd Inglewood, CA 90301	55	-
Dolores T Richardson School	K - 6	8420 South Crenshaw Blvd Inglewood, CA 90305	85	-
St. John Chrysostom	K - 8	530 East Florence Ave. Inglewood, CA 90301	235	-
CORE 4 Learning Launchpad	K - 4	701 Walnut St. Unit A Inglewood, CA 90301	7	-
Slauson Learning Center, No. 2	K - 10	260 North Locust St. Inglewood, CA 90301	62	-
St. Mary's Academy	9 - 12	701 Grace Ave. Inglewood, CA 9030	235	-

Source: California Department of Education, Private School Data, accessed December 9, 2024, https://www.cde.ca.gov/ds/si/ps/
Note: P stands for preschool, TK stands for transitional kindergarten, K stands for kindergarten, and numerical values represent each respective grade level.

A charter school is a public school that may provide instruction in any combination of grades. Parents, teachers, or community members may initiate a charter petition, which is typically presented to and approved by a local school district governing board. The specific goals and operating procedures for a charter school are detailed in the agreement (also referred to as the charter, petition, or charter petition) between the authorizing entity and the school's organizers. Charter status frees the school from many of the state statutes and regulations that apply to school districts.

There are also five schools associated with IUSD, but operated independently, that are charter schools. These schools include: ICEF Inglewood Elementary Charter Academy, Wilder's Preparatory Academy Charter, Grace Hopper STEM Academy, Wilder's Preparatory Academy Charter Middle, and Animo Inglewood Charter High. In addition, there are three charter schools located in the City of Inglewood which are affiliated with other school districts. The Century Community Charter is associated with the Lennox School District. The New Opportunities Charter is associated with the Centinela Valley Union High School District. Finally, the Animo City of Champions Charter High is associated with the Los Angeles County Office of Education.

Table 8-8 Charter Schools

School	Grade Level	Address	Enrollment 2023-2024	Capacity
ICEF Inglewood Elementary Charter Academy	K-5	434 South Grevillea Avenue, Inglewood CA 90301	375	402
Wilder's Preparatory Academy Charter	K-7	830 North La Brea Avenue, Inglewood CA 90302	396	420
Wilder's Preparatory Academy Charter Middle	6-8	830 North La Brea Avenue, Inglewood CA 90302	195	201
Grace Hopper STEM Academy	6-8	601 Grace Avenue, Inglewood CA 90301	70	80
Animo Inglewood Charter High	9-12	3425 West Manchester Boulevard, Inglewood, CA 90305	621	610
Century Community Charter	6 - 8	901 South Maple St. Inglewood, CA 90301	450	-
New Opportunities Charter	9 - 12	110 South La Brea Avenue Suite 305A, Inglewood CA 90301	342	-
Animo City of Champions Charter High	9 - 12	9330 South Eighth Ave. Inglewood 90305	303	-

Source: EdData, accessed December 9, 2024, https://www.ed-data.org/school/Los-Angeles/Lennox/, https://www.ed-data.org/district/Los-Angeles/Centinela-Valley-Union-High, https://www.ed-data.org/district/Los-Angeles/Inglewood-Unified

Note: P stands for preschool, TK stands for transitional kindergarten, K stands for kindergarten, and numerical values represent each respective grade level.

8.4 Police

This section describes the City of Inglewood's existing police protection services—current staffing, equipment, response times, and standards as well as their ability to meet the current needs of the city. Information in this section is provided by the Inglewood Police Department and other sources.

8.4.1 Staffing and Equipment

The City of Inglewood Police Department is responsible for protecting residents and property within the city limits. The department is headquartered at 1 Manchester Boulevard, Inglewood, CA 90301. The full list of stations is in Table 8-9, and they are shown on Figure 8-4, Police Stations.

Table 8-9 Inglewood Police Department Stations

Station/Substation	Location
Headquarters	1 Manchester Boulevard Inglewood, CA 90301
Police Community Center, Beat 1	949 North La Brea Avenue Inglewood, CA 90301
Police Community Center, Beat 2	TBA[1] Inglewood, CA 90301
Police Community Center, Beat 3	2901 W Manchester Inglewood, CA 90305
Police Community Center, Beat 4	2640 B West Imperial Highway Inglewood, CA 90303

Source: Inglewood Police Department, 2024.
[1] A physical address for Beat 2 has not been established.

With a 2023 population estimate of 102,865, the City currently has a ratio of approximately 1 officer per 1,000 residents. The department is authorized to employ 199 sworn officers and 76 nonsworn positions, not including part-time positions. However, the department currently reports deficiencies in staffing levels, with 29 sworn and 18 civilian vacancies as of May 2024. The department uses 165 police vehicles. Additionally, updated or additional equipment may be needed to maintain optimal service levels as the population and demands on police services grow.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Police Stations

* Beat 2 Has Not Been Finalized

City Boundary

Metro Rail Stations

Metro Rail Lines

Freeways

Roads

Parks and Open Space

Source: LA County 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 8-4
POLICE STATIONS

Inglewood Police, Beat 3

The department consists of several divisions, including the Detective Bureau, Patrol Bureau, Special Services, and Administrative Services.

The Detective Bureau includes two main teams, one for crimes against persons and another for crimes against property, and handles investigations and forensics analysis for homicide, assault, child abuse, missing persons, burglary, theft, and economic crimes.

The Patrol Bureau is the largest division in the department and provides 24-hour emergency and nonemergency services over four geographical beats. Patrol consists of various specially trained teams, including communications, K-9 Unit, Traffic Unit, Bike Team, and Special Enforcement Team.

The Special Services Bureau is responsible for the management of the City's Homeland Security Division and Support Operations Division. It manages the City's fleet and also manages special events, entertainment venues, film/event permits, and alcohol beverage control.

Administrative Services handles the department's records, background unit, fiscal services, personnel/recruitment, grant, contracts, and invoices.

Performance Standards

The Inglewood Police Department continually evaluates and plans for improvements in police services. This includes recruiting and retaining more officers to fill existing vacancies, expand community outreach programs, and invest in new technologies and equipment to enhance operational efficiency and effectiveness. Table 8-10 illustrates the existing performance standards for Inglewood PD.

Table 8-10 Inglewood Police Response Times

Call Type	Overall Time in Minutes/Seconds (from receipt of call to arrival on-site)
Priority One Calls	8 minutes
Priority Two Calls	12 minutes
Other call types	19 minutes

Source: Inglewood Police Department, 2024.

Crime Statistics

Crime rates and statistics for Inglewood are regularly documented and reported to the National Incident-Based Reporting System and CrimeMapping.com. This online tool provides the public with valuable information about neighborhood criminal activity. By accessing this platform, residents of Inglewood can view detailed, up-to-date maps showing the locations and types of recent crimes. This resource empowers community members with knowledge that can help them make informed decisions about their safety and stay aware of trends in local crime. Tables 8-11 and 8-12 show the City's violent crime rates and property crime rates for the years 2019, 2020, and 2022. Reported crimes which are resolved through arrest or other means are deemed "cleared."

Table 8-11 Violent Crime Rates

Type	2019 Reported	2019 Cleared	2020 Reported	2020 Cleared	2022 Reported	2022 Cleared
Homicide	2	2	14	4	17	8
Rape	51	13	43	14	54	9
Robbery	358	61	264	68	293	30
Assault-Aggravated	260	78	358	118	320	60
Total	**671**	**154**	**679**	**107**	**684**	**107**

Source: https://cde.ucr.cjis.gov/LATEST/webapp/#/pages/explorer/crime/crime-trend, accessed August 19, 2024.
Note: Due to the full transition to the National Incident-Based Reporting System and the lack of data for agencies that are not fully transitioned, the 2021 data year cannot be added to the 5-, 10- or 20-year trend presentations that are based in traditional methodologies used with summary data.

Table 8-12 Property Crime Rates

Type	2019 Reported	2019 Cleared	2020 Reported	2020 Cleared	2022 Reported	2022 Cleared
Burglary	308	23	337	14	312	7
Arson	8	1	19	2	20	0
Larceny-theft	1,356	65	1,269	27	1,569	9
Motor Vehicle theft	657	30	889	31	1,102	19
Total	**2,321**	**118**	**2,495**	**72**	**2,983**	**35**

Source: https://cde.ucr.cjis.gov/LATEST/webapp/#/pages/explorer/crime/crime-trend, accessed August 19, 2024.
Note: Due to the full transition to the National Incident-Based Reporting System and the lack of data for agencies that are not fully transitioned, the 2021 data year cannot be added to the 5-, 10- or 20-year trend presentations that are based in traditional methodologies used with summary data.

Existing Programs and Services

The following programs increase public awareness of the police department's activities:

- National Night Out is an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie to make our neighborhoods safer and more caring places to live. It enhances the relationship between neighbors and law enforcement while restoring a true sense of community. Furthermore, it provides a great opportunity to bring police and neighbors together under positive circumstances.
- Coffee with a Cop brings police officers and the community members they serve together over coffee to discuss issues and learn more about each other.
- The Community Police Academy is a 10-week program designed to familiarize Inglewood residents and merchants with the inner workings of the Police Department. Many of the graduates go on to be volunteers for the Police Department.
- Neighborhood Watch (Block Clubs) have been the primary component of crime prevention strategies. Neighbors are encouraged to organize and to look after one another. Block clubs are formed as a mechanism that permits residents to actively participate in safeguarding their neighborhoods.
- The Inglewood Police Department's social media presence fosters communication, transparency, and community engagement. Through platforms like Facebook, Twitter, and Instagram, the department educates the public on safety tips and promotes community events to enhance public knowledge and involvement. Recognizing community contributions and supporting recruitment further strengthens the department's public image. Overall, the Inglewood Police Department's social media efforts are integral to maintaining a collaborative and informed relationship with the community.

Funding

Funding for planned improvements primarily comes from the City's General Fund and various grant funding opportunities. The department actively seeks state and federal grants to support specific initiatives, such as technology upgrades and community policing programs.

8.5 Fire

This section describes the City of Inglewood's existing fire protection and emergency services—current staffing, equipment, response times, and standards as well as the ability to meet the current needs of the city. Information in this section is provided by the Los Angeles County Fire Department's website and other online sources.

8.5.1 Fire Service Provider

The City of Inglewood contracts with the Los Angeles County Fire Department (LA County Fire) for fire services within the city limits. It is the responsibility of LA County Fire to respond to fire emergencies in the city, including structures and vehicles. LA County Fire's services are paid for through fees for engineering and building plan reviews, as well as parcel and tract map plan reviews. As of November 1, 2018, the Los Angeles County Fire Department has updated and added new fees for Fire Prevention/Life Safety Services.

Fire Stations, Staffing, and Equipment

LA County Fire's Division VI, Battalion 20, is the primary responder for medical and fire emergencies in Inglewood. Battalion 20's headquarters is Station 171 on West Regent Street, and other fire stations throughout the city include Stations 170, 172, and 173. Stations are staffed full-time and there are three battalion chiefs, one for each shift. Other full-time staff for Battalion 20 include a deputy fire chief, assistant fire chief, and community services representative.

LA County Fire utilizes the following emergency vehicles:

- **Engines.** A specially designed truck that functions as a firefighting apparatus.
- **Quints.** Also known as quintuple combination pumpers, quints are fire trucks that can function as both an engine and a ladder truck.
- **Squads.** An emergency service that provides technical rescue services.

These facilities and their respective emergency vehicles and staffing levels are listed in Table 8-13 and shown on Figure 8-5, *Fire Stations*.

Table 8-13 Inglewood Fire Stations

Station Name	District	Address	Emergency Vehicles	Staffing
Fire Station 170	District 4	10701 South Crenshaw Boulevard Inglewood, CA 90303	Quint 170 (4 person)[1]	1 captain, 1 firefighter specialist, 1 firefighter paramedic, 1 firefighter
			Engine 170 (2 person)[1]	2 firefighters
Fire Station 171 & Battalion 20 Headquarters	District 3	141 West Regent Street Inglewood, CA 90301	Engine 171 (3 person)	1 captain, 1 firefighter specialist, 1 firefighter
			Squad 171 (2 person)	2 firefighter paramedics
Fire Station 172	District 2	810 Centinela Avenue Inglewood, CA 90302	Engine 172 (3 person)	1 captain, 1 firefighter specialist, 1 firefighter
			Squad 172 (2 person)	2 firefighter paramedics
Fire Station 173	District 1	9001 South Crenshaw Boulevard Inglewood, CA 90305	Engine 173 (3 person)	1 captain, 1 firefighter specialist, 1 firefighter
			Squad 173 (2 person)	2 firefighter paramedics

Source: LA County Fire, 2024.

[1] Assessment Light Force is a two-piece company consisting of a ladder truck and a pumper, operating as one integrated unit and staffed with one fire fighter paramedic position.

LA County Fire has both automatic and mutual aid agreements with the City of Los Angeles that can respond into Inglewood, if needed. Mutual aid is provided by one fire protection agency to another upon request.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

- Fire Stations
- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source: LA County 2024, PlaceWorks 2024

0 1/4 1/2 1 Miles

Figure 8-5
FIRE STATIONS

Response Times and Protocol

LA County Fire uses the national guideline of a 5-minute response time for basic life support for the first-arriving unit and an 8-minute response time for advanced life support (paramedic) in urban areas as response time goals. In 2023, the average response time for the first-in-response unit in Inglewood was 3:51 minutes/seconds.

LA County Fire notes that fire protection serving the Inglewood area is adequate with existing development and land use. However, each additional development increases demands on existing resources. Currently, LA County Fire has no plans for any service improvements or new facilities in Inglewood. Though there are no studies or reports demonstrating rates of fire incidence throughout Inglewood, LA County Fire has an online reporting system that generates ad hoc fire incident reports, which allows the public to provide LA County Fire with customized reports based on the incident witnessed. Once filed, these reports are available from the County of Los Angeles Fire Department Public Records Office approximately two weeks after the date that the incident occurred.

LA County Fire's Prevention Division is under the command of an assistant fire chief designated as the department's fire marshal. The division focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions that pose a threat to life, the environment, and property.

8.6 Findings

8.6.1 Public Comments

This section summaries initial public feedback on public services and facilities gathered from the engagement activities described in Chapter 1. The comments provide insight into community perceptions of what is missing, what needs improvement, and what is currently working well in Inglewood, guiding future planning considerations.

What People Appreciate about the City

In general, commenters appreciated the City's existing parks and the programming available at the City's parks and community facilities, such as the senior center. With regard to parks, commenters appreciated their safety and cleanliness. Commenters also appreciated special events held in the city, such as fairs and festivals.

Missing / Need More of in the City

Commenters also stated that the City needed additional parks as well as specific facilities such as teen centers, children's programming, skate parks, and dog parks. Commenters also expressed a desire for more trees in public spaces. Commenters sought additional upkeep of the City's existing parks and recreational facilities as well as increased safety and more security. Finally, commenters wanted more art and events that reflected the city's culture and values.

Needs to Improve

Commenters stated an overall need for maintaining and cleaning the city's existing public spaces, with litter removal being a key issue. Commenters expressed a desire for better advertising of the City's existing programs as well as more programs overall for a variety of age groups. Commenters stated that the noise level in the city could be reduced, especially given the number of events held at the city's stadiums. Commenters also specifically called out that the city's schools needed improvements, especially in light of recent school closures.

Vision for the City

In their vision for the city, commenters expressed a desire for more parks and more public art, well maintained, kept clean, and programmed with key features such as community events, community gardens, cultural centers, sports courts, skate parks, and splash zones. Commenters wanted a system of trails and paths connecting these public places in the city. They also spoke of a desire to be part of an informed community whose culture has been preserved.

8.6.2 Implications for Planning

Parks and Recreation

As the General Plan Update evolves, there will be opportunities to confirm and elaborate on existing plans and programs to address park needs and meet the City's parkland goals. The following opportunities should be explored further as updated policies and programs are defined.

- Integrate privately owned public open spaces, such as the 12-acre Lake Park at SoFi Stadium, into new developments.
- Increase open space standards for new residential development.
- Require a dedication of land or payment of fees for all new residential development so that the City can acquire new land for parks in underserved areas or improve facilities at existing parks.
- Formalize a joint-use agreement with Inglewood Unified School District to utilize existing schools as parks when school is not in session.
- Explore utilizing former schools that have closed due to lack of enrollment (or portions thereof) as new parkland.
- Incorporate sustainability features into parks to mitigate environmental impacts and reduce operating costs associated with water usage and electricity usage.

Library Facilities

As the City's existing libraries facilities continue to age, new or renovated facilities may be required. As previously stated, a new library is proposed as part of a new civic center facility. The new library design accounts for community needs based on current population. Additional library resources and updated collections may be required as the city's population changes over time. In addition, there may be a need for greater digital access at the City's libraries, as resources such as physical books are replaced by e-books, audiobooks, and other digital resources. Libraries also are undergoing a shift in their role in the community, with libraries taking on more functions traditionally served by community centers. The design and features of any new or renovated library facilities in the city will need to take such functions into account.

Schools

The decline of the school-age population in Inglewood will lead to a significant decrease in the number of students enrolled at IUSD in the near future and require significant changes to school facilities and usage. While the projected utilization for IUSD's facilities is expected to decline to 44.5% by 2030, utilization of IUSD's existing facilities as more specialized spaces may allow IUSD to provide a project-based learning model without significant new infrastructure. The closure of school facilities may provide opportunities to consider how those grounds can best serve the community in different ways in the future.

Police Services

As the City's population and employment growth increases, the need for police services is expected to grow due to the increase in population and workers and the associated potential for additional crime and accidents. If increases in population employment lead to increased traffic congestion, response times could drop below the target goal established by the Police Department. If calls for service increase and exceed the capacity of Inglewood's Police Department existing workforce, additional staff would be needed and ongoing revenue would be needed to fund additional staff.

Fire Services

Future development in the city can be expected to increase the need for new fire facilities, apparatus, and personnel to maintain adequate response times. As discussed above, new construction projects are required to pay fire facilities fees through engineering and building plan reviews, as well as parcel and tract map plan reviews that contribute to the County's funding to acquire, construct, and furnish new fire protection and emergency services facilities and to purchase new equipment.

This page intentionally left blank.

9 Natural Environment

9 NATURAL ENVIRONMENT

9.1 Introduction

This chapter discusses the existing conditions and planning considerations related to the natural environment, including biological resources, climate change, air quality, geology and soils, hazards and hazardous materials, hydrology, and noise.

9.2 Biological Resources

The City of Inglewood is entirely developed with urban uses and has limited presence of natural biological resources. This section offers a discussion of those resources and the city's natural setting, which can influence the General Plan's land uses and policy approach. This overview focuses on resources in the city that characterize Inglewood's natural landscape.

9.2.1 Habitat Linkages and Corridors

Because the City is developed and urbanized with no open space connections, habitat linkages and corridors are not present in Inglewood, according to the CFDW's Biogeographic Information and Observation System (BIOS).[1]

9.2.2 Special-Status Plants and Wildlife

Plant communities and habitats in Inglewood are limited due to extensive urbanization and development. Plant communities in urbanized areas typically consist of maintained ornamental species. Special-status plants are those classified as rare or listed, proposed, or candidates for threatened or endangered status under federal or California regulations. Special-status species that have the potential to occur in the city are discussed in this section. Future proposed projects must ensure the avoidance of disruption to endangered species.

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 (FESA) defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." Threatened species are defined as "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under Section 9(a)(1)(B) of the FESA, it is illegal to "take" any listed species. According to Section 3(18) of the FESA, "take" includes actions such as harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct. Additionally, the USFWS has interpreted "harm" and "harass" to include certain types of

[1] California Department of Fish and Wildlife (CDFW). 2024. Biogeographic Information and Observation System (BIOS). https://wildlife.ca.gov/Data/BIOS.

habitat modification as forms of "take." These interpretations are typically considered and applied on a case-by-case basis and often vary by species.[2]

California Endangered Species Act

California's Endangered Species Act (CESA) defines an endangered species as a native species or subspecies of bird, mammal, fish, amphibian, reptile, or plant that is in danger of becoming extinct throughout all or a significant portion of its range due to factors such as habitat loss, habitat change, overexploitation, predation, competition, or disease. A threatened species is defined as a native species or subspecies that, although not currently at risk of extinction, is likely to become endangered in the foreseeable future without special protection and management efforts.[3]

Special-Status Plants

The California Native Plant Society (CNPS) is a private plant conservation organization dedicated to monitoring and protecting sensitive species in the State of California. This organization has compiled an inventory that focuses on the geographic distribution and qualitative characterization of rare, threatened, or endangered vascular plant species in California.

Four special-status plants have the potential to be found in the Inglewood (3311883) Quadrant, per CNPS.[4] The listed plants can be found in Table 9-1. Despite their formal listing, the urbanization of the city likely precludes their presence, and it is unlikely that these species are still found in the area.

Table 9-1 Special Status Plants with Potential to Occur in Inglewood

Common Name	Scientific Name	Federal Listing	State Listing
California orcutt grass	*Orcuttia californica*	Endangered	Endangered
Coastal dunes milk-vetch	*Astragalus tener var. titi*	Endangered	Endangered
San Diego button-celery	*Eryngium aristulatum var. parishii*	Endangered	Endangered
Spreading navarretia	*Navarretia fossalis*	Threatened	None

Source: California Native Plant Society, Rare Plant Inventory, https://rareplants.cnps.org/Search/result?frm=T&ccl=LAX&sl=1&quad=3311883:&elev=:m:o.

Special-Status Wildlife

Information for Planning and Consultation (IPaC) is an advanced project planning tool developed by the U.S. Department of Fish and Wildlife to enhance and streamline the environmental review

[2] Public Law No. 93-205, 87 Stat. 884, 1973, https://www.fws.gov/endangered/laws-policies/esa.html.
[3] California Fish and Game Code, Sections 2050–2116, 2023, https://wildlife.ca.gov/Conservation/CESA.
[4] California Native Plant Society, *Rare Plant Inventory*, https://rareplants.cnps.org/Search/result?frm=T&ccl=LAX&sl=1&quad=3311883:&elev=:m:o.

process conducted by USFWS. This comprehensive tool features an interactive map that identifies and displays special-status wildlife species within a specified project area in the United States.

Using this tool, eight special-status wildlife species have the potential to be found in Inglewood—five birds, one reptile, one amphibian, and one insect.[5] The species are identified in Table 9-2.

Table 9-2 Special Status Wildlife with Potential to Occur in Inglewood

Common Name	Scientific Name	Federal Listing	State Listing
California Least Tern	*Sternula antillarum browni*	Endangered	Endangered
Coastal California Gnatcatcher	*Polioptila californica californica*	Threatened	None
Least Bell's Vireo	*Vireo bellii pusillus*	Endangered	Endangered
Southwestern Willow Flycatcher	*Empidonax traillii extimus*	Endangered	Endangered
Western Snowy Plover	*Charadrius nivosus nivosus*	Threatened	None
Southwestern Pond Turtle	*Actinemys pallida*	Proposed Threatened	None
Western Spadefoot	*Spea hammondii*	Proposed Threatened	None
Monarch Butterfly	*Danaus plexippus*	Candidate	None

Source: California Department of Fish and Wildlife, Special Animals List (Document ID No. 109406), 2024, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406; U.S. Fish and Wildlife Service, IPaC: Information for Planning and Consultation, 2024, https://ipac.ecosphere.fws.gov/location/2LYQQZWF5JDM7DODUBWXWIUO5E/resources.

9.3 Climate Change Impacts

This section examines the current and projected effects of climate change on the City of Inglewood. Climate change is a pressing and ongoing issue, intensifying various environmental and public health challenges, including the urban heat island effect, increased frequency and severity of heatwaves, heightened wildfire risks, and exacerbated flooding. These changes can significantly impact urban infrastructure, ecosystems, and the well-being of residents.

Increased intensity and instances of the urban heat island effect can lead to greater occurrences of heat-related illnesses and mortality. The combination of increased temperatures and urbanization can result in more frequent and severe heatwaves.[6] Climate change can increase the

[5] U.S. Fish and Wildlife Service, *IPaC: Information for Planning and Consultation*, 2024, https://ipac.ecosphere.fws.gov/location/2LYQQZWF5JDM7DODUBWXWIUO5E/resources.

[6] C. Heaviside, H. Macintyre, and S. Vardoulakis, "The Urban Heat Island: Implications for Health in a Changing Environment." *Curr Environ Health Rep* 4(no. 3, Sep 2017):296–305. doi: 10.1007/s40572-017-0150-3. PMID: 28695487.

risk and intensity of wildfires, which can encroach upon urban areas and pollute the air.[7] All pose significant health risks, especially for vulnerable populations. Climate change can also exacerbate flooding in urban areas by intensifying rainfall and storm events, potentially overwhelming drainage systems.

9.3.1 Extreme Heat

The effects of extreme heat can be amplified in urban centers with high levels of development, such as the City of Inglewood, with potential consequences for health and air quality. Urbanized areas experience significantly higher temperatures than natural landscapes, creating "heat islands" that emphasize the effects of temperature increases associated with climate change. Roads, paved lots, and building materials reflect less solar energy and absorb more heat compared to natural vegetation cover, resulting in daytime temperatures in urban areas about 1°F to 7°F higher than temperatures in outlying areas and nighttime temperatures about 2°F to 5°F higher.[8]

As described in the 2022 Safety Element of the Inglewood General Plan, the intensity and duration of extreme heat events has been increasing in the city. Average minimum temperatures and annual number of extreme heat instances are expected to increase even more significantly in upcoming years.[9] According to the EPA's Environmental Justice Screening Tool, Inglewood had less than 20 average days over 90°F per census block (from 2019 to 2023).

Extreme Heat Mitigation Measures

To address extreme heat in Inglewood, the General Plan Safety Element outlines several goals aimed at mitigating its impact on residents and infrastructure. Implementation S-3.2.5 proposes reducing the urban heat island effect by introducing cooling features in neighborhoods, such as cool pavement materials, cool corridors, and innovative designs to enhance pedestrian comfort at public transit stops and park amenities. Additionally, it recommends establishing cooling spaces like open areas and cooling centers. Implementation S-3.2.6 focuses on adopting development standards that incorporate climate-adapted urban design principles, especially in high-heat areas and for vulnerable populations, such as seniors or multi-family housing. These standards may include cross-ventilation, increased open space, use of cool materials, green roofing, and requirements for both heating and cooling systems in buildings.

---

7 US Environmental Protection Agency, *Climate Change Indicators: Wildfires*, 2016, https://www.epa.gov/climate-indicators/wildfires.

8 US Environmental Protection Agency, *Learn about Heat Islands*, n.d., https://www.epa.gov/heatislands/learn-about-heat-islands.

9 City of Inglewood, *Inglewood General Plan Safety Element*, 2022.

Further mitigation measures referenced in the Safety Element involve creating alert systems, such as hotlines, to notify public health officials about individuals at risk during extreme heat events. Integrating urban heat island reduction strategies, like green or cool roofs, cool pavements, and enhanced vegetation, into long-term planning can help manage temperature extremes in future heat waves.

The City of Inglewood has adopted the 2018 California Building Code, which includes energy efficiency provisions that could enhance power grid resilience during peak heat events. While the code mandates heating for residential units, it does not currently require air conditioning. As extreme heat events become more frequent and intense, the City may explore incentives or other measures to promote the installation of cooling systems and features in both new and existing buildings. This approach aims to mitigate the adverse health effects of rising temperatures.[10]

Shade and Tree Canopy Cover

Increasing tree canopy cover and vegetation in urban spaces can significantly mitigate the effects of extreme heat. Expanding the tree canopy and adding greenery in urban areas helps reduce the urban heat island effect. Research shows that urban forests can lower sensible heat flux and increase latent heat flux, resulting in cooler surroundings. Strategically planting trees—such as around buildings or to shade pavements in parking lots and streets—can enhance their effectiveness in mitigating extreme heat.[11]

Observed temperatures during extreme heat events vary significantly across Inglewood due to differences in housing density, impervious surfaces, building type, and presence of tree canopy. As of 2015, the city had an average tree canopy cover of 14 percent that ranged from 6 to 20 percent across Inglewood. Much of the existing canopy cover consists of smaller ornamental trees, such as palms, instead of larger shade trees, such as oaks. Low-income neighborhoods also contain disproportionately less tree shade and natural land surface cover, contributing to higher temperatures during extreme heat events.[12]

[10] City of Inglewood, *Inglewood General Plan Safety Element*, 2022.
[11] Li et al., "Cooling Benefits of Urban Tree Canopy: A Systematic Review." *Sustainability* 16 (no.12, 2024): 4955, https://doi.org/10.3390/su16124955.
[12] City of Inglewood, *Inglewood General Plan Safety Element*, 2022.

The 2022 Safety Element notes that while the preservation of existing trees is already codified, future development should focus on landscaping efforts to increase shade tree canopy specifically, to cool the city. Implementation-S-3.2.4 describes the continued protection of existing shade trees and increased private development requirements for new shade tree plantings. Public tree plantings will be targeted in spaces such as public rights-of-way and parks, with priority for vulnerable populations. Implementation-S-3.2.5 aims to reduce the urban heat island effect by installing cooling features in neighborhoods, including shade trees.[13]

Sidewalk lined with shade trees in front of local shops

9.3.2 Wildfire

There are no Fire Hazard Severity Zones in Inglewood per CAL FIRE's Fire Hazard Severity Zone Map,[14] meaning there is a very low risk of wildfire in the area. However, though the risk of wildfire is very low because the city is located away from natural forest stands and has no Wildland Urban Interface (WUI) zone,[15] wildfire is a statewide hazard of concern that can still affect the city and its residents. The main local impact from wildfire is poor air quality, which can lead to health

[13] City of Inglewood, *Inglewood General Plan Safety Element*, 2022.

[14] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones Viewer*, 2024, https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/.

[15] U.S. Forest Service, *Wildland Urban Interface: 2020 (Map Service)*, 2020, https://data-usfs.hub.arcgis.com/documents/7804d89ed1094ccb9aae753228e8d89a/explore.

consequences for vulnerable populations such as children, the elderly, and those with previous respiratory/health complications. Smoke and air pollution from wildfires can be widespread and last for weeks,[16] blowing into the general Inglewood region.

9.3.3 Flooding

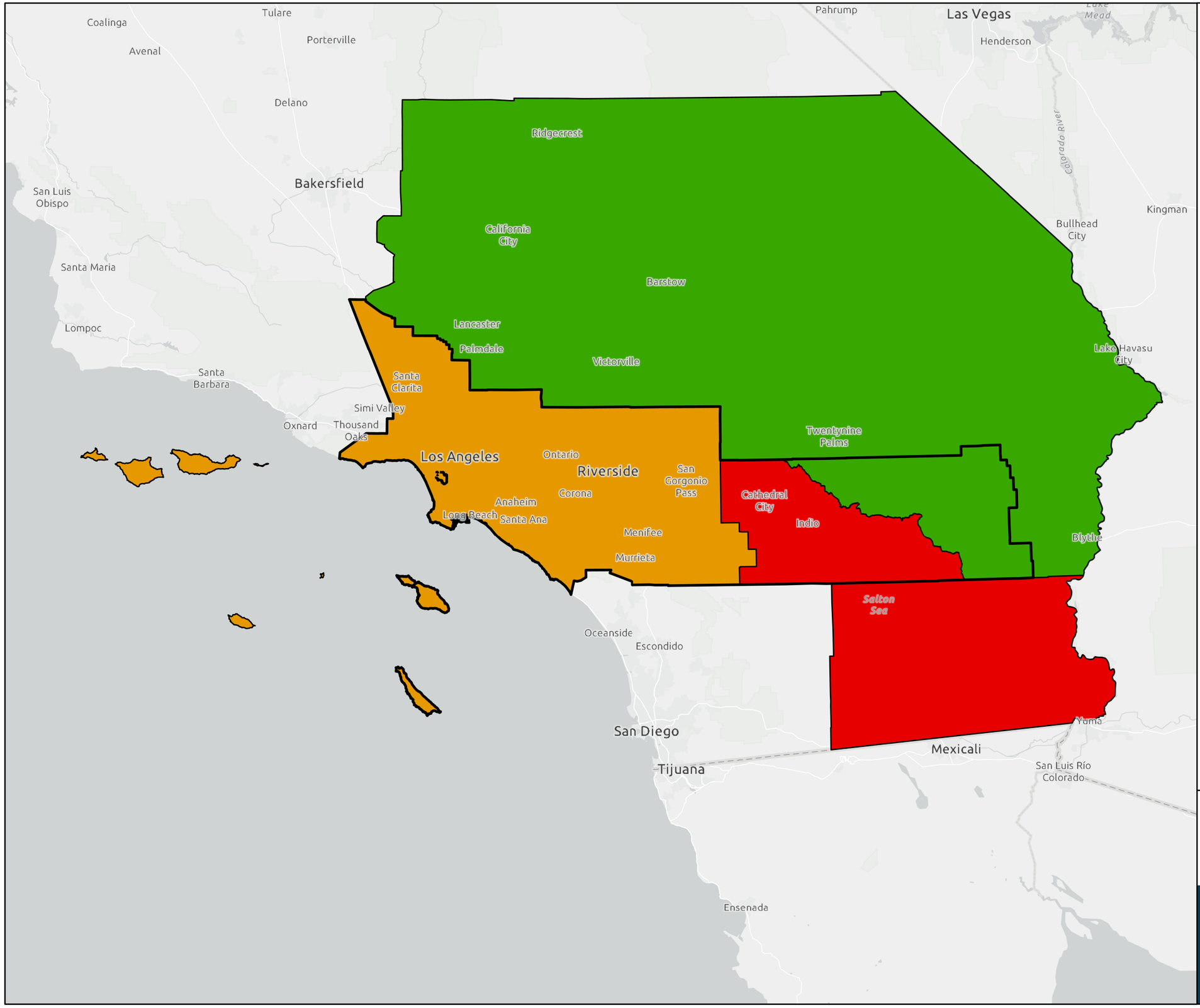
Climate change intensifies rainfall by increasing atmospheric moisture levels, as warmer temperatures enhance the atmosphere's capacity to hold water vapor. This elevated moisture contributes to more intense and frequent extreme precipitation events when the additional water vapor is released during storms, leading to heavier and more intense rainfall.[17] Periods of intense rainfall exacerbated by climate change can lead to increased urban flooding if urban storm drains are not properly equipped to handle large amounts of water. In urbanized areas such as Inglewood, direct runoff is extensive, not only because of the density of impermeable pavements, which allow less rain to infiltrate the ground, but also because storm-sewer systems carry more water directly to the ocean. The presence of vegetation and other natural surface cover absorbs water and reduces the volume of runoff.[18]

Because Inglewood is in the upper portion of the local Dominguez Channel watershed, the city is not in the path of any upstream runoff and is not susceptible to flooding. According to FEMA, Inglewood is in Zone X, an area of minimal flood hazard. In 1974, the Federal Insurance Administration determined that the likelihood of flooding in Inglewood is less than 1 percent per year.

9.4 Air Quality

Since 1947, the South Coast Air Quality Management District (South Coast AQMD) has been the agency responsible for improving air quality in the South Coast Air Basin (Air Basin), which includes all of Orange County and major portions of Los Angeles, Riverside and San Bernardino Counties, including the City of Inglewood. Figure 9-1, *California Air Basins and South Coast AQMD Region,* shows the boundaries of the Mojave Desert, Salton Sea, and South Coast Air Basin, and the South Coast AQMD Region.

[16] City of Inglewood, *Inglewood General Plan Safety Element*, 2022.
[17] K. E. Trenberth, J. T. Fasullo, and J. K. Davis, "Climate Change and the Intensity of Extreme Precipitation," *Nature Climate Change* 5 (no.6, 2015): 443–447, https://doi.org/10.1038/nclimate2617.
[18] City of Inglewood, *Inglewood General Plan Safety Element*, 2022.



NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

Air Basins

- Mojave Desert
- Salton Sea
- South Coast

Air Region

- South Coast AQMD Region

Source: South Coast AQMD, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-1
CALIFORNIA AIR BASINS AND SOUTH COAST AQMD REGION

South Coast AQMD collects data on current air quality within the region and ensures that the ambient air quality standards adopted by the EPA and the California Air Resources Board (CARB) are attained and maintained. In general, air pollution in the Air Basin has improved over the past few decades, primarily due to stricter emissions standards and cleaner fuels. However, the Air Basin is currently designated as nonattainment for ozone (1-hour and 8-hour), particulate matter (PM_{10}, and $PM_{2.5}$) under the California ambient air quality standards and nonattainment for ozone, $PM_{2.5}$, and lead (Los Angeles County only) under the National ambient air quality standards.[19]

Existing levels of ambient air quality and historical trends and projections in the vicinity of Inglewood are best documented by measurements taken by the South Coast AQMD. The air quality monitoring station closest to Inglewood is the Los Angeles-Westchester Parkway Monitoring Station, which is one of 31 monitoring stations South Coast AQMD operates and maintains in the Air Basin.[20] Data from this station includes O_3, nitrogen dioxide (NO_2), and PM_{10}. Data for $PM_{2.5}$ is supplemented by the Compton-700 North Bullis Road monitoring station. As summarized in Table 9-3, *Ambient Air Quality Monitoring Summary*, the data shows limited violations of the federal $PM_{2.5}$ threshold in the last three years.

Table 9-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Was Exceeded and Maximum Levels during Such Violations[1,2]		
	2021	2022	2023
Ozone (O_3)			
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	0	*	*
State & Federal 8-hour ≥ 0.070 ppm (days exceed threshold)	0	*	*
Max. 1-Hour Conc. (ppm)	0.059	*	*
Max. 8-Hour Conc. (ppm)	0.049	*	*
Nitrogen Dioxide (NO2)			
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	*	*
Max. 1-Hour Conc. (ppb)	0.628	*	*
Coarse Particulates (PM10)			
State 24-Hour > 50 µg/m^3 (days exceed threshold)	0	0	0
Federal 24-Hour > 150 µg/m^3 (days exceed threshold)	0	0	0
Max. 24-Hour Conc. (µg/m^3)	33.3	*	*

[19] CARB, Maps of State and Federal Area Designations, 2024, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

[20] Locations of the SRAs and monitoring stations are shown here: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

Table 9-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Was Exceeded and Maximum Levels during Such Violations[1,2]		
	2021	2022	2023
Fine Particulates (PM2.5)			
Federal 24-Hour > 35 µg/m^3 (days exceed threshold)	12	6	2
Max. 24-Hour Conc. (µg/m^3)	102.1	52.8	54.6

Source: CARB, 2024 August 19 (accessed). Air Pollution Data Monitoring Cards (2021, 2022, and 2023). https://www.arb.ca.gov/adam/topfour/topfour1.php.

Notes: ppm = parts per million, ppb = parts per billion, µg/m3 = micrograms per cubic meter; * = Data not available

[1] Data for O3, NO2, and PM10 from Los Angeles-Westchester Parkway Monitoring Station. Data for PM2.5 from Compton-700 North Bullis Road Monitoring Station.

[2] Most recent data available as of August 2024.

9.4.1 Major Sources of Air Pollution

Stationary Sources of Air Pollution

About 20 percent of the region's ozone-forming air pollution comes from the operation and regular use of businesses and residences, otherwise known as stationary sources. Consumer products (including house paint, furniture varnish, and thousands of products containing solvents) can also contribute to poor air quality.

South Coast AQMD is responsible for controlling emissions from certain larger stationary sources of air pollution, which may include anything from large power plants and refineries to the corner gas station. Rules are adopted to reduce emissions from various sources, including specific types of equipment, industrial processes, paints, and solvents, even consumer products.[21] Figure 9-2, *South Coast AQMD Permitted Facilities,* identifies permitted sources of emissions in Inglewood that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered at major intersections of commercial corridors and in industrial areas of the city.

[21] South Coast AQMD, About South Coast AQMD, 2024, https://www.aqmd.gov/nav/about.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

- Facilities with Permit to Release Pollutants

City Boundary
Metro Rail Stations
Freeways
Roads
Parks and Open Space

Source: South Coast AQMD, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-2
SOUTH COAST AQMD PERMITTED FACILITIES

Mobile Sources of Air Pollution

The other 80 percent of ozone-forming air pollution comes from mobile sources—mainly cars, trucks, and buses, but also construction equipment, ships, trains, and airplanes.[22] Airports attract a variety of mobile emissions sources, including private and commercial passenger vehicles, shuttle and intercity buses, medium and heavy-duty trucks, private and commercial aircraft, and a wide range of ground support equipment. The Federal Aviation Administration forecasts that California aircraft activity will increase by two-thirds between now and 2050 based on historical aircraft activity and economic predictors. Specifically, nitrogen oxides (NO_X) emissions from aircraft operations in California are projected to increase from 55 to 71 tons per day (tpd) between 2024 and 2050, whereas all other mobile source sectors are projected to decrease.[23] Consequently, in the Los Angeles metropolitan area, the combustion of gasoline and other hydrocarbon fuels in airplanes contributes to various emitted pollutants.[24]

Additionally, diesel engines emit diesel particulate matter (DPM) that contribute to cancer and acute health risk in the Air Basin.[25] Almost all diesel exhaust particles are 10 microns or less in diameter, and due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Even short-term (i.e., acute) exposure can cause irritation and inflammatory symptoms and may exacerbate existing allergies and asthma symptoms.[26]

Most major sources of DPM emissions, such as ships, trains, and trucks, operate in and around ports, rail yards, and heavily traveled roadways. These areas are often near highly populated areas, which leads to elevated exposure to DPM levels in urban areas such as Inglewood.

Multiple Air Toxics Exposure Study

South Coast AQMD initiated a Multiple Air Toxics Exposure Study (MATES) to monitor and evaluate existing ambient concentrations of toxic air contaminants, including DPM, and the potential health risks from air toxics in the region. MATES V modeling depicted that the average cancer risk for the Air Basin was 424 per million (inhalation only) and 455 per million (multiple pathway). MATES V showed the highest risk locations are near the Los Angeles International Airport (LAX) and the Ports of Long Beach and Los Angeles.[27]

---

[22] South Coast AQMD, About South Coast AQMD, 2024, https://www.aqmd.gov/nav/about .

[23] CARB, California's Actions in Reduce Emissions from Airports and Aircraft, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-08/California%20Aircraft%20and%20Airports%20Fact%20Sheet%20-%20July%202024_0.pdf.

[24] South Coast AQMD, General Aviation Airport Air Monitoring Study, 2010, https://www.aqmd.gov/docs/default-source/air-quality/air-quality-monitoring-studies/general-aviation-study/study-of-air-toxins-near-van-nuys-and-santa-monica-airport.pdf.

[25] CARB, Overview: Diesel Exhaust & Health, 2024, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

[26] United States EPA, Health Assessment Document for Diesel Engine Exhaust (Final 2002), 2002, https://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=29060.

[27] South Coast AQMD, Final Report, Multiple Air Toxics Exposure Study V (MATES V), 2021, http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.

DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk), with goods movement and transportation corridors having the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and an incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime. As shown in Figure 9-3, *South Coast AQMD MATES V Cancer Risk*, the cancer risk is highest in areas along both sides of the high-volume freeway (I-405) and along Century Boulevard, with an excess cancer risk of 561 per million. The lowest risk is in the city is northwest Inglewood (514 per million). Both portions of the city have a higher cancer risk in comparison to the average cancer risks for the Air Basin.

9.4.2 Sensitive Receptors and Mitigation

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, daycare, and schools.

Placement of New Sensitive Receptors

To reduce exposure to toxic air contaminants (TAC), CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities.[28] This guidance document was developed to assess compatibility and associated health risks when siting sensitive receptors near existing pollution sources. CARB's recommendations were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies was that proximity substantially increases exposure and the potential for adverse health effects.

[28] CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005, https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

Cancer Risk [per million]

- 482 - 490
- 491 - 520
- 521 - 540
- 541 - 560
- 561 - 625

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: South Coast AQMD, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-3
SOUTH COAST AQMD MATES V CANCER RISK

Three carcinogenic toxic air contaminants constitute the majority of the known health risks from motor vehicle traffic—DPM from trucks and benzene and 1,3 butadiene from passenger vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB's minimum distance separations. As mentioned earlier, the City of Inglewood is next to two high-volume freeways (I-405 and I-105) and several major arterials roads, which would contribute (along with other stationary sources) to a higher estimated excess cancer risk than in other locations in the community.

In 2017, CARB provided a supplement to the *Air Quality and Land Use Handbook* for near-roadway air pollution exposure, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory.*[29] Strategies to reduce exposure include practices and technologies that reduce traffic emissions, increase dispersion of traffic pollution (or the dilution of pollution in the air), or remove pollution from the air.

CalEnviroScreen Air Quality Indicators

CalEnviroScreen (CES) is a mapping tool the helps identify the California communities that are most affected by sources of pollution and where people are especially vulnerable to pollution's effects.[30] People in "Environmental Justice (EJ) communities"[31] identified by CES Version 4.0 (CES4) may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, $PM_{2.5}$, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density.

The CES pollution burden score considers the disproportionate effect of pollution on EJ communities because the score weighs socioeconomic factors (e.g., educational attainment, poverty) and sensitivity of the population (e.g., asthma rates, cardiovascular disease). As shown on Figure 9-4, *CES4 Indicator: Pollution Burden*, and Figure 9-5, *CES4 Indicator: Diesel Particulate Matter,* the highest percentile for pollution burden and DPM is where I-405 bisects the city and where I-105 abuts the southern portion of Inglewood. Similarly, the highest $PM_{2.5}$ percentile is in portions of the city near high-volume freeways and several major arterials roads (refer to Figure 9-6, *CES4 Indicator: $PM_{2.5}$*).

[29] CARB, "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways," Technical Advisory, 2017, https://ww2.arb.ca.gov/resources/fact-sheets/strategies-reduce-air-pollution-exposure-near-high-volume-roadways.

[30] California Office of Environmental Health Hazard Assessment, California Communities Environmental Health Screening Tool, version 4.0, California Environmental Protection Agency, 2023, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

[31] In the 2022 Air Quality Management Plan, "EJ communities" are defined as census tracts in the top 25 percent in the CalEnviroScreen. Approximately 42 percent of the Air Basin residents live in EJ communities. South Coast AQMD, 2022 AQMP, 2022, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

CalEnviroScreen 4.0 Indicator

Pollution Percentile

- 38 - 50
- 51 - 60
- 61 - 70
- 71 - 90
- 91 - 98

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: CalEnviroScreen 4.0, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-4
CES4 INDICATOR: POLLUTION BURDEN

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

CalEnviroScreen 4.0 Indicator

Diesel PM Percentile

- 19 - 40
- 41 - 60
- 61 - 70
- 71 - 80
- 81 - 99

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: CalEnviroScreen 4.0, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-5
CES4 INDICATOR: DIESEL PARTICULATE MATTER

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

CalEnviroScreen 4.0 Indicator

PM2.5 Percentile

- 70 - 74
- 75 - 76
- 77 - 79
- 80 - 81
- 82 - 85

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: CalEnviroScreen 4.0, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-6
CES4 INDICATOR: PM2.5

Though the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants can trigger asthma attacks. Children, the elderly, and low-income Californians suffer disproportionately from asthma. Figure 9-7, *CES4 Indicator: Asthma*, shows the asthma percentile for Inglewood by census tract, with the highest asthma percentile in central Inglewood along a major arterial road (i.e., Manchester Boulevard and Century Boulevard) and where I-405 bisects the city.

Mitigation

South Coast AQMD conducts regular inspections of businesses and other sources of air pollution to evaluate compliance with applicable air quality rules and permit conditions. Additionally, South Coast AQMD's 2022 Air Quality Management Plan includes several control strategies for reducing air pollution from new and existing stationary sources and from vehicle travel. The control strategy for the 2022 Air Quality Management Plan includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero emission (ZE) and low-NO_X (nitrous oxides) technologies and (2) developing ZE and ultra-low NO_X technologies for use in cases where the technology is not currently available.

South Coast AQMD is prioritizing distribution of incentive funding in EJ areas and seeking opportunities to focus benefits on the most disadvantaged communities.[32] Figure 9-8, *How Can We Reduce Air Pollution Exposure,* lists multiple types of strategies that can be used to reduce exposure to local air pollution in the city.[33]

[32] South Coast AQMD, 2022 Air Quality Management Plan, 2022, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16.

[33] Bay Area Air Quality Management District (BAAQMD), Planning Healthy Places, 2016, https://www.baaqmd.gov/~/media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

CalEnviroScreen 4.0 Indicator

Asthma Percentile

- 15 - 30
- 31 - 70
- 71 - 85
- 86 - 90
- 91 - 98

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: CalEnviroScreen 4.0, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-7
CES4 INDICATOR: ASTHMA

Figure 9-8 How Can We Reduce Air Pollution Exposure

9.5 Seismicity and Hazards

The City of Inglewood lies within the northwestern Peninsular Ranges geomorphic province. The Peninsular Ranges province includes rocks that range in age from Quaternary to Paleozoic. Basement rocks include Jurassic and Cretaceous igneous rocks of the Peninsular Ranges batholith that intrude Triassic and Jurassic metasedimentary sequences.[34] The city is majorly underlain with Old Alluvium, undivided (Qoa), and Young alluvial fan deposits, undivided (Qyf). The northern extent of the city is underlain with many geologic components, such as San Pedro Formation (undivided (Qsp), Very old alluvium, undivided (Qvoa), Artificial fill (af), and Alluvium (Qa).[35]

[34] Saucedo et al., Geologic Map of the Long Beach 30' x 60' Quadrangle, California, 2016.
[35] Saucedo et al., Geologic Map of the Long Beach 30' x 60' Quadrangle, California, 2016.

9.5.1 Regional and Local Faults and Seismicity

The city is in a seismically active region and faces a high probability of severe shaking due to an earthquake about every thirty years.[36] Seismic ground shaking could damage buildings, parking areas, and utility infrastructure in the city. Historically, two major earthquakes along the Newport-Inglewood fault resulted in major damage and loss of life for communities on and around the fault trace. On June 21, 1920, a magnitude 4.9 earthquake struck the communities surrounding the fault, resulting in significant damage to existing infrastructure. This led to a better understanding of the Newport-Inglewood fault, which helped in the development of measures to protect the community along and around the fault. On March 10, 1933, a magnitude 6.4 earthquake hit the southern segment of the Newport-Inglewood Fault, which resulted in widespread damage to the region and 115 to 200 deaths. Since then, modern infrastructure has been developed to mitigate damage and potential loss of life to the communities in the region. To mitigate any potential hazards related to seismic events, projects in the city are required to conform with the City of Inglewood Department of Building and Safety building codes pertaining to earthquake hazards and the 2022 California Building Code (CBC).

Faults and Seismicity

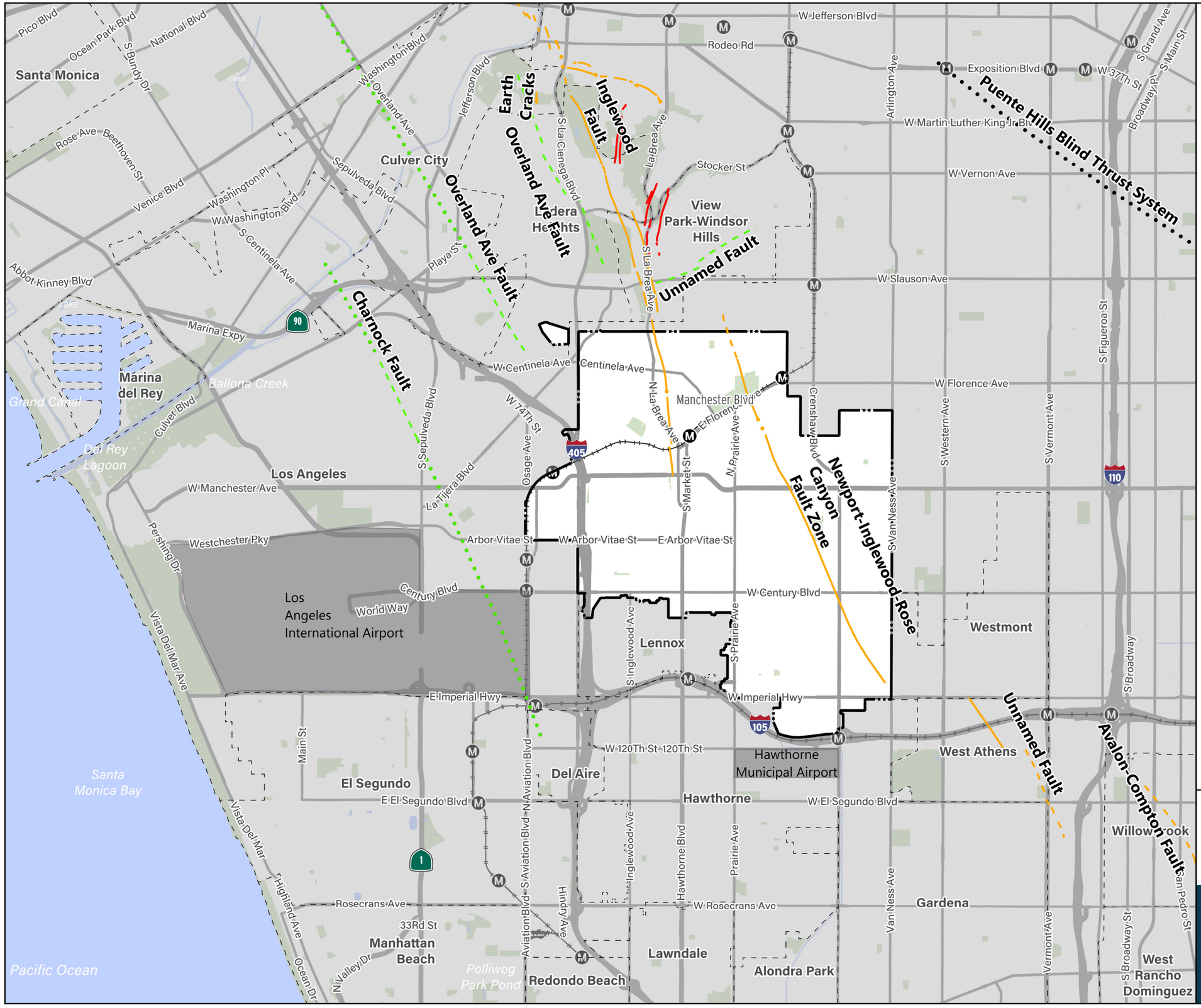
Alquist-Priolo Fault Zones are regulatory zones surrounding the surface traces of active faults. Alquist-Priolo Fault Zones in and near the city include the Newport-Inglewood Fault, which is an active fault line running through the city, and the Palos Verdes Fault, which runs west of the city.[37] Quaternary faults, which are typically small fissures in the earth's crust and have moved within the past 1.6 million years, also exist in and around the city, such as the Overland Avenue fault, and the Charnock Fault. The City has experienced seismic events in the past from the mentioned surrounding faults. Figure 9-9, *Earthquake Faults,* shows the location of major faults that cross the City of Inglewood.

Regional and Local Faults

Newport-Inglewood Fault (Rose Canyon Fault Zone)

The Newport-Inglewood-Rose Canyon fault zone traverses the northwest part of the city, including the Inglewood Park Cemetery. The fault zone consists of a series of northwest-trending, generally right-lateral strike-slip faults. This fault zone is a major structural element, or major geological structure that outlines different geologic units in the Peninsular Ranges, separating contrasting Mesozoic basement terrane-Catalina Schist on the west and metasediments, intrusives, and volcanics to the east. A Holocene to late Pleistocene age has been determined for traces in the quadrangle, with a slip rate of about 1.0 millimeter/year.[38] This right-lateral fault zone is composed of numerous fault splays that collectively can produce a magnitude 7.5 earthquake.

[36] City of Inglewood, General Plan Safety Element, 2022.
[37] City of Inglewood, General Plan Safety Element, 2022.
[38] Saucedo et al., Geologic Map of the Long Beach 30' x 60' Quadrangle, California, 2016.



NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

Legend

USGS Quaternary Faults

Based on Time of Most Recent Surface Deformation

- Historical (<150 years), well constrained location
- Historical (<150 years), moderately constrained location
- Latest Quaternarny (<15,000 years), well constrained location
- Latest Quaternarny (<15,000 years), moderately constrained location
- Latest Quaternarny (<15,000 years), inferred location
- Late Quaternarny (<130,000 years), well constrained location
- Late Quaternarny (<130,000 years), moderately constrained location
- Late Quaternarny (<130,000 years), inferred location
- Undifferentiated Quaternary (<1.6 million years), inferred location

- City Boundary
- Metro Rail Stations
- Metro Rail Lines
- Freeways
- Roads
- Parks and Open Space

Source: USGS, PlaceWorks

0 1 2 Miles

Figure 9-9
EARTHQUAKE FAULTS

Overland Avenue Fault

The Overland Avenue Fault is a late Quaternary fault that nearly coincides with Overland Avenue in Culver City; it is about six miles long and trends to the northwest, from the southwestern part of the Baldwin Hills northwestward across Ballona Gap. This fault is located immediately north-northwest of the city.

Charnock Fault

The Charnock Fault is a late Quaternary fault west of Inglewood. It is immediately west of the Overland Avenue Fault and forms the western edge of the graben. The area between the two faults has dropped as much as 140 feet during the Pliocene; however, the late Pleistocene and Holocene sediments have not been displaced. Therefore, the faults are only considered potentially active by the California Geological Survey.

Seismic Hazards

Liquefaction

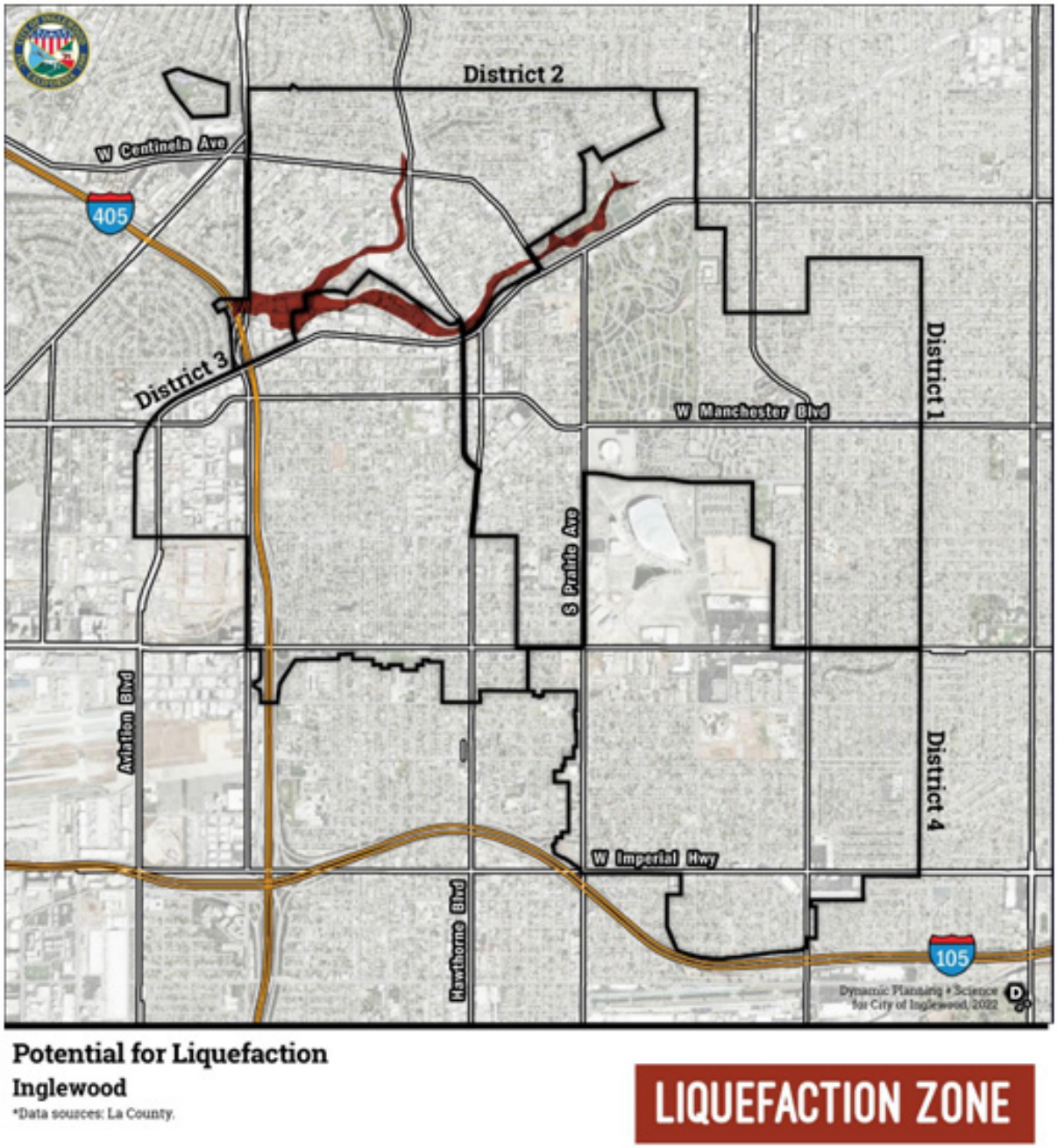
Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. As described in the Safety Element, there is one Liquefaction Zone in the northwest area of Inglewood, as shown on Figure 9-10.[39] Specifically, this area covers areas surrounding Industrial Park Avenue and further along to West Hyde Park Boulevard and areas north of West Florence Avenue. A small and localized section of this zone extends to the north, just north of Centinela Avenue. The liquefaction zone continues east, north of Cable Way, with coverage over Rogers Park, extending alongside West Florence Avenue and ending north-northeast of Vincent Park, where a majority of Vincent Park's central portion is located in a liquefaction zone.[40]

Landslides

Landsliding is a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors. These factors are usually present in combination and include steep slopes, condition of rock and soil materials, the presence of water, formational contacts, geologic shear zones, and seismic activity. Inglewood is mostly developed and flat. The only location having landslide potential is in the Inglewood Park Cemetery. The remainder of the city is not susceptible to landslides.[41]

[39] City of Inglewood, General Plan Safety Element, 2022.
[40] City of Inglewood, General Plan Safety Element, 2022.
[41] ArcGIS, Landslide Zones, 2024, www.arcgis.com/apps/mapviewer/index.html?layers =306103cb524845368d5ae2923fbdccb3; City of Inglewood, General Plan Safety Element, 2022.

Figure 9-10 Liquefaction Zone (Safety Element 2022)



Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. The city of Inglewood does not have any areas that are susceptible to subsidence.[42]

9.5.2 Hazardous Materials

Database Searches

Inglewood contains a mix of residential, commercial, mixed use, public/semi-public, open space, and industrial land uses. The city had oil fields in the past.[43] Some of these historic and current uses may contribute to the presence of hazardous materials, otherwise known as recognized environmental conditions. A database search for the City of Inglewood has been conducted to examine the known hazardous materials, sites, and buildings in the city. Below are the findings of those database searches. Also, given the age of developed structures in much of the city, there is likelihood that structures built prior to the enactment of modern hazardous materials regulations contain lead-based paint, asbestos-containing materials, radon, mercury, pesticides, polychlorinated biphenyls (PCBs), mold, and other applicable hazards. As a whole, the city does contain various sites listed as "active" or "open" on the various databases searched. These sites are in these databases as a way for the general public to know about the hazardous materials sites near them and the potential hazardous materials that may pose a potential threat to the community. The city does not have a large concentration of these sites in any given area that may cumulatively result in a potentially significant hazard. The following databases were searched.

EnviroStor

EnviroStor was created by the Department of Toxic Substances Control as a data management system to track current cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or potential contamination. According to EnviroStor, 29 known facilities/sites were located in the city. Of those, six sites are listed as Active, and of the six Active sites, two are nonoperating, one is operating, one is designated as a State Response, one is a Corrective action, and one is a general evaluation.[44] These sites are generally dispersed west of I-405, and two sites are north of SR-42.

GeoTracker

GeoTracker is a database that provides access to statewide environmental data and tracks regulatory data for the Leaking Underground Storage Tanks (LUST) cleanup sites. According to the database search conducted on GeoTracker, 127 facilities were located in the city. Of those,

[42] U.S. Geological Survey, California subsidence areas, 2024, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html.
[43] City of Inglewood, General Plan Safety Element, 2022.
[44] California Department of Toxic Substances Control, EnviroStor mapping tool, 2024, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Inglewood+California.

16 sites are listed as Open cases, and of the 16 Open case sites, 12 are Cleanup Program sites and 4 are LUST cleanup sites. A facility or site on GeoTracker with classification of "Open," "Cleanup Program Site," or "LUST cleanup site" indicates a release (of petroleum or other hazardous substance) from a petroleum underground storage tank system that requires corrective action. It is important to identify LUSTs because contamination from an affected site can seep into the surrounding soil and potentially contaminate groundwater.[45] The majority of these sites are generally west of I-405, near the Kia Forum/ SoFi Stadium, and in the eastern section of the city. Five sites are dispersed in the central portion of the city.

UST Finder

The EPA UST Finder database identifies the location and status of underground storage tanks, which are tanks and any underground piping connected to the tank that have at least 10 percent of their combined volume underground. According to the EPA UST Finder, there are 33 USTs in the city. A large portion of these sites are in the portion of the city close to the LAX Airport, west of I-405, and along West Century Boulevard.[46]

EJ Screen

According to EPA's EJScreen database, which is a public online mapping tool that identifies demographic and environmental information of an area, the entire city is in the 95th to 100th percentile for hazardous waste proximity. This means that, in the city, facilities that handle hazardous wastes are within five kilometers (about three miles) of any given point.[47]

Cortese List

One location in the city is listed on the Cortese List, which is a public hazardous waste and substances sites list that provides information about the location of hazardous materials sites. The site is the LAX Inflite Services LLC DBA Royal Airline Linen at 125 N. Ash Avenue, which has had an Active cleanup status since April 2022.[48] According to historical documentation, the site was used for industrial purposes, including manufacturing, from 1970 to 1986, and a laundry facility from at least 1986 to present. Contaminants found at the site include 1,2-dichloroethlene, 1,2-dichloroethlene, tetrachloroethylene, trichloroethylene, and vinyl chloride.[49]

WellStar

The city of Inglewood straddles a line of subsurface naturally occurring oil deposits that run southeast-northwest, parallel to the Newport-Inglewood Fault Zone. According to a search of the

[45] California State Water Resources Control Board, GeoTracker mapping tool, 2024, https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=inglewood.
[46] U.S. Environmental Protection Agency, UTS Finder, 2024, https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=c220c67462e14763a8e0c4df75550278.
[47] U.S. Environmental Protection Agency, EPA Environmental Justice Screening and Mapping Tool (EJScreen), 2024, https://ejscreen.epa.gov/mapper/index.html?wherestr=Inglewood+.
[48] California Department of Toxic Substances Control, EnviroStor Hazardous Waste and Substances Sites List, 2024.
[49] California Department of Toxic Substances Control, EnviroStor Hazardous Waste and Substances Sites List, 2024.

WellStar website, there are no active oil and gas wells in the city.[50] The nearest active oil well production is at the Inglewood Oil Fields in unincorporated Los Angeles County, which are anticipated to decommission active use over time. The Inglewood Oil Field, although not in the City, was one of the most productive oil fields in the entire LA Basin, with more than 400 million barrels of oil produced. This oil field has produced an average of 2.5 to 3.1 million barrels annually for the past decade.[51]

9.5.3 Mineral Resources

MRZ-1 Zone

Inglewood is in an MRZ-1 and MRZ-3 Zone. The city straddles two mineral resource maps.[52] A classification of MRZ-1 means there is enough adequate geological information to indicate that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.[53] A classification of MRZ-3 means there is not enough available evaluated data to determine significance of deposits.[54]

9.6 Hydrology

The Hydrology section describes the region's current water systems and resources, including surface water and groundwater characteristics.

9.6.1 Groundwater

The original town site of Inglewood was established in 1888, in part because of the abundance of water from a natural artesian spring in what is now Centinela Park. At that time, the land was mainly unused, allowing rain to naturally recharge the aquifer. That spring has now been inactive for decades, and much of the rainfall runs off the various impervious surfaces into the ocean.[55] As the city has grown and developed, the hydrological landscape has changed.

[50] California Department of Conservation, Well Finder, 2024, https://maps.conservation.ca.gov/doggr/wellfinder/.
[51] Inglewood Oil Field, Future of Inglewood Oil Field, 2024, https://inglewoodoilfield.com/history-future/future-Inglewood-oil-field.
[52] California Geological Survey, Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions, 2021; California Geological Survey, Mineral Land Classification Map, 1982.
[53] California Geological Survey, Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions, 2021.
[54] California Geological Survey, Mineral Land Classification Map, 1982.
[55] City of Inglewood, General Plan Conservation Element, 1997.

Inglewood sits atop the Coastal Plain of Los Angeles, with the majority of the city in Groundwater Basin 4-011.03, and eastern parts of the territory in Groundwater Basin 4-011.04. They are commonly referred to as the "West Coast Basin" and the "Central Basin," respectively. See Figure 7-6 for their location.

West Coast Basin

The West Coast Basin is bounded on the north by the Ballona Escarpment, an abandoned erosional channel from the Los Angeles River. It is bounded on the east by the Newport-Inglewood fault zone. The basin is bounded on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills. Discharge of groundwater from the basin occurs primarily by pumping extractions. The Silverado aquifer, which underlies much of the West Coast Basin, is the most productive aquifer in the region, supplying 80% to 90% of the basin's annual groundwater extraction.

Recharge Areas

The natural replenishment of the Basin's groundwater supply is mainly restricted to underflow from the Central Basin via the Newport-Inglewood fault zone. Water that infiltrates into the aquifers of the Central Basin can eventually cross this fault and contribute to the groundwater supply in the West Coast Basin.

The West Coast Basin receives minor replenishment through the infiltration of surface water from the Los Angeles and San Gabriel Rivers into the uppermost aquifers. Additional minor recharge sources include irrigation return flows from fields and lawns, industrial wastewater, and other applied surface waters.[56]

Central Basin

The Central Basin is bounded on the north by a surface divide called the La Brea high. The basin is bounded on the northeast and east by rocks of the Elysian, Repetto, Merced and Puente Hills. The southeastern boundary between the Central Basin and the Orange County Groundwater Basin roughly aligns with Coyote Creek, which marks a regional drainage divide. The southwestern boundary is defined by the Newport-Inglewood fault system and the folded rocks of the Newport-Inglewood uplift.

The primary productive aquifers in the basin are the Gardena and Gage aquifers in the Lakewood Formation and the Silverado, Lynwood, and Sunnyside aquifers in the San Pedro Formation. Historically, groundwater in the Central Basin flowed from recharge areas in the northeast to the Pacific Ocean in the southwest. However, increased pumping has lowered water levels in the Central Basin, resulting in similar water levels on both sides of the Newport-Inglewood uplift and reducing subsurface outflow to the West Coast Basin.

[56] California Department of Water Resources, West Coast Subbasin Description, Bulletin 118, 2003, https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_03_WestCoastSubbasin.pdf.

Recharge Areas

Groundwater enters the Central Basin through surface and subsurface flow as well as direct percolation of precipitation, stream flow, and applied water, primarily replenishing the aquifers in the forebay areas where permeable sediments are exposed. The natural replenishment of the basin's groundwater is predominantly from surface inflow through Whittier Narrows and some underflow from the San Gabriel Valley. Additionally, imported water from the Metropolitan Water District and recycled water from the Whittier and San Jose Treatment Plants are used for artificial recharge in the Montebello Forebay at the Rio Hondo and San Gabriel River spreading grounds.[57]

Much of the City's rainfall runs off the various impervious surfaces directly into the ocean instead of recharging the aquifers in the region. Historically, natural processes such as aquifer recharge were more efficient due to undeveloped land. Now, with urbanization, much of the natural landscape has been replaced by impervious surfaces (buildings, roads), preventing rainwater from percolating into the aquifers. Future land use policies may need to focus on enhancing groundwater recharge efforts. There is a potential need for policies supporting stormwater capture systems and artificial recharge methods to maintain groundwater levels.

9.6.2 Dams

An inundation map shows flooding that could result from a hypothetical failure of a dam or its critical appurtenant structure. In 2017, the California Legislature passed a law requiring all state jurisdictional dams, except low hazard dams, to develop inundation maps and emergency action plans.[58] Using the US Army Corps of Engineers' National Inventory of Dams database, it was determined that Inglewood is not in the inundation zones of any dams.

9.6.3 Runoff

The discharge of pollutants from the city into the storm drain system is a major concern. Though the city has no shoreline or beach in its jurisdiction, it can still be a major contributor to ocean pollution due to surface runoff into storm drains. Because the city is at the upper part of the local watershed, Dominguez Channel, runoff is discharged in various directions. Most of north Inglewood drains westward into Centinela Creek, which flows west to Ballona Creek and Santa Monica Bay.[59]

[57] California Department of Water Resources, Central Subbasin Description, Bulletin 118, 2003, https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_04_CentralSubbasin.pdf.

[58] California Department of Water Resources, *Inundation Maps*, 2024, https://water.ca.gov/programs/all-programs/division-of-safety-of-dams/inundation-maps.

[59] City of Inglewood, General Plan Conservation Element, 1997.

9.7 Noise and Vibration

9.7.1 Noise Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people who are overexposed, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

Changes of 1 to 3 decibels (dBA)—the unitless measure of sound on a logarithmic scale—are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

9.7.2 Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, sea waves, landslides, or man-made as from explosions, music frequencies, and the action of heavy machinery or heavy vehicles such as trains. Both natural and man-made vibration may be continuous such as from operating machinery, or transient as from an explosion.

9.7.3 Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, libraries, places of worship, and parks are particularly sensitive to noise and vibration. These uses are regarded as sensitive because they are where citizens most frequently engage in activities that are likely to be disturbed by noise, such as reading, studying, sleeping, resting, or engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

9.7.4 Traffic Noise

On-road vehicles represent the most prominent source of noise in the city. Traffic noise levels depend primarily on the speed of the traffic and the volume of trucks and are typically greatest during peak traffic periods such as morning and evening commute times, and during major events at entertainment facilities that draw many vehicles in a short period of time. The primary source of vehicular noise from automobiles is high-frequency tire noise, which increases with speed. Freeways that traverse Inglewood include I-405 along the western portion of the city and I-105 in southern Inglewood, each having 250,000+ daily vehicles, resulting in noise levels of 76 dBA CNEL

at 175 feet (measured from the centerline of the freeway). Major roadways in Inglewood that generate notable traffic noise include Crenshaw Boulevard, La Brea Avenue, Centinela Avenue, Florence Avenue, Manchester Boulevard, West Century Boulevard, and Imperial Highway. Additionally, increased traffic noise is also associated with truck routes and larger distribution/industrial uses.

9.7.5 Aircraft Noise

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and has an air circulation or air conditioning system, as appropriate. Assembly Bill 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

Aircraft overflights occur regularly because Inglewood is adjacent to Los Angeles International Airport to the west and Hawthorne Municipal Airport to the south. The Los Angeles County Airport Land Use Commission's Airport Land Use Plan (adopted in 1991 and revised in 2004) covers all of the public airports in Los Angeles County. The Los Angeles County Airport Land Use Commission is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards, and the Commission's Los Angeles County Airport Land Use Plan identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

Inglewood is directly under the approach paths for the airport, as shown on Figure 9-11, *Inglewood Airport Noise Contours*. Approximately 25 percent of the dwelling units in the city are within the projected 65 dB CNEL noise exposure area, as described in the 1987 Noise Element of the Inglewood General Plan.[60] It is expected that that proportion is much greater today, because both LAX and the city have grown. Per the 2015 LAX Noise Exposure Map Final Report by Los Angeles World Airports, 15 schools and 20 places of worship in Inglewood are exposed to aircraft noise of CNEL 65 dB or higher.[61] The City of Inglewood is within the planning boundary/airport influence area established for LAX in the Los Angeles County Airport Land Use Plan; however, it is not within the planning boundary or airport influence area for Hawthorne Municipal Airport, as shown in Figure 6-9, *Hawthorne Municipal Airport Noise Contours*.

[60] City of Inglewood, Noise Element, 1987, https://www.cityofinglewood.org/DocumentCenter/View/130/Noise-Element-1987.

[61] Los Angeles World Airports, *LAX Noise Exposure Map (NEM) Final Report*, n.d., https://www.lawa.org/-/media/lawa-web/noise-management/files/150-noise-exposure/final-lax-nem-entire-report.ashx.

NEXT LEVEL INGLEWOOD
FORGING OUR DESTINY

Legend

Noise Contour Level

- 65 dBA
- 70 dBA
- 75 dBA

- City Boundary
- Metro Rail Stations
- Freeways
- Roads
- Parks and Open Space

Source: LA County, PlaceWorks

0 1/4 1/2 1 Miles

Figure 9-11
INGLEWOOD AIRPORT NOISE CONTOURS

Mitigation Efforts

In public meetings for the Environmental Justice Element of the Inglewood General Plan, residents identified aircraft noise from LAX as a major pollution concern for Inglewood. For the past several decades, the Federal Aviation Administration and LAX have allocated over $400 million to the City of Inglewood for purchasing, demolishing, or soundproofing hundreds of homes in noise contour zones. As of September 2019, 7,690 homes had been soundproofed, which generally includes installing solid-core wood doors, double-paned windows, or new air conditioning and heating systems. The City's Residential Sound Insulation Department oversees these projects. Residents are also urged to report excessive aircraft noise, short turns, low-flying aircrafts, and after-hour arrivals (midnight to 6:30 a.m.) to Los Angeles World Airports Noise Management.[62]

The Sound Insulation Grant Program, created by Los Angeles World Airports, is responsible for administering and monitoring funds for various residential sound insulation (RSI) programs in Inglewood. The Sound Insulation Grant Program also administers funding for sound insulation of schools in the Inglewood Unified School District. The RSI programs, including the LAX RSI Program, the Inglewood RSI Program, and the LA County RSI Program, are financed by grants from Los Angeles World Airports and the Federal Aviation Administration.[63]

Inglewood Residential Sound Insulation Program

The Inglewood RSI Program specifically serves residents of Inglewood. The program is for homeowners whose properties (residential single family or multi-family) are within the Federal Aviation Administration–Approved Part 150 Noise Exposure Map's 65 dB noise contour. Eligible homes must have been constructed before October 1, 1998, and be zoned for residential or mixed-use purposes. Homes must have an average interior noise level (in habitable rooms) of 45 dB or higher.

Eligible homeowners will be contacted by RSI Program staff and introduced to the RSI Program. Eligibility is confirmed through acoustical testing of the home using loudspeakers. An architectural study and hazardous materials inspection will also take place prior to finalizing design plans. Once the scope of work is approved, contractors will bid on the project and must meet the City's requirements for quality workmanship. As part of the program, all doors and windows are replaced with solid-core doors and dual-pane windows of the homeowner's choice. In some cases, central air and heating systems may also be installed. These measures collectively help reduce the impact of exterior noise on the home.[64]

---

[62] City of Inglewood, *Environmental Justice Element*, 2020, https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element-2020.

[63] LAWA, Sound Insulation Grant Program (SIGP), 2024, https://www.lawa.org/lawa-environment/-management/sound-insulation-grant-program.

[64] LAWA, LAX RSI Program Overview, 2024, https://www.lawa.org/lawa-environment/noise-management/sound-insulation-grant-program/rsi-program.

9.7.6 Light Rail Noise

The Metro K Line runs roughly parallel with Florence Avenue through the city with three stations, Fairview Heights, Downtown Inglewood, and Westchester/Veterans. Noise-generating activities at stations include entrance and egress from the stations (through stairways, escalators, and elevators) as well as an increase in the number of people around the station. K Line service hours are from 4:30 a.m. to 12:00 a.m. daily. Trains operate every 10 minutes throughout the day, and night and early morning weekend service is every 20 minutes. According to the Federal Transit Administration, noise levels from "rapid transit/light rail" range from 74 dBA to 80 dBA L_{max} with typical hourly noise levels of 63 dBA L_{eq} at 50 feet.

Passing trains create vibration events that last approximately two minutes, though it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage. Older, historic buildings are often considered fragile and are the predominant source of concern from rail-related vibration (FTA 2018). According to the Federal Transit Administration, groundborne vibration from "rapid transit/light rail" is barely perceptible at a distance of 50 feet (74 VdB) (FTA 2018). While each building has different characteristics for structure-borne vibration, in general, the heavier the building, the lower the levels of vibration. Additionally, community (human) response to vibration correlates with the frequency of events, and more-frequent low-vibration events may evoke the same response as fewer high-vibration events.

Metro train departing station

9.7.7 Stationary Noise

Stationary sources of noise occur from all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses generate noise from HVAC systems, loading docks, and outdoor machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses generate noise on a more continual basis. Stadiums, arenas, outdoor dining and gathering areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common stationary noise sources.

Exterior of SoFi Stadium

Stadium/Arena Noise

Large events, including sports and special events, occur throughout the City and can also generate high noise levels at their source. The Forum, SoFi Stadium, YouTube Theatre, and Intuit Dome, as well as their associated outdoor areas, accommodate events that generate elevated noise levels. Event activity noise includes pedestrian, crowd, and amplified noise; stationary mechanical equipment; outdoor activities with amplified sound and crowd noise; loading area activity; parking lot/structure activity (vehicle engines and accelerating, doors slamming, car alarms, and people talking); media truck/broadcast access activity (truck movements/idling and loading/unloading of

media equipment); and delivery vehicles (semi-trucks, trash collection trucks, and large food service trucks).

Public Facility Noise

Outdoor activities that occur on school campuses and in parks throughout the city generate noticeable levels of noise. Noise generated on both the weekdays (from physical education classes and sports programs) and weekends (from use of the fields and stadiums) can elevate community noise levels somewhat during the timeframe of each particular usage.

Construction Noise

Construction activity also contributes to the noise environment; however, such activities are typically temporary, occurring in any one location and only for a relatively limited period of time. Larger or multiphase construction projects, however, may contribute to the noise environment of a particular location for a more extended period of time. Public infrastructure that requires open-ended maintenance may also result in ongoing noise impacts, though usually not at a constant location. For example, different sections of road may be repaved at different times, meaning that noise impacts from associated construction activities would, at any given time, only occur along and near the section of roadway undergoing such maintenance.

9.8 Findings

9.8.1 Public Comments

This section summarizes initial public feedback on environmental topics gathered from the engagement activities described in Chapter 1. The comments provide insight into community perceptions of what is missing, what needs improvement, and what is currently working well in Inglewood, guiding future planning considerations.

In the environment and health category, seven comments raised concerns about noise from outdoor events and aircraft; four mentioned a lack of green spaces and vegetation (including trees); four focused on the desire for clean energy solutions like solar power; and one comment highlighted air quality concerns. These issues were identified as needing improvement, with two additional comments emphasizing the lack of green spaces in the city.

Regarding future visions for Inglewood, four comments proposed increased vegetation and landscaping, three supported greater clean energy usage, one mentioned better air quality, one suggested a more efficient water runoff and rainwater capture system, and one called for improved noise conditions.

In terms of what works well today, four comments highlighted existing green spaces, with two specifically mentioning Inglewood Park Cemetery as a valuable green space. One comment praised the current air quality, and two indicated that noise pollution in Inglewood is better than in neighboring cities.

Under parks and recreation, 16 comments identified park availability and safety as needing improvement. Five comments called for more trees and landscaping, and three cited event-related noise as an area for improvement. Additionally, residents expressed a desire for more parks, with 15 comments envisioning expanded park space for Inglewood's future.

Public feedback highlights key areas for improvement, including noise, green spaces, clean energy, air quality, and parks. While some green spaces and noise conditions are seen as strengths, the community desires more parks, trees, and cleaner energy options to enhance Inglewood's environment.

9.8.2 Implications for Planning

The City of Inglewood's natural setting impacts various planning considerations. Inglewood is largely developed with limited biological resources, lacking habitat linkages and sensitive natural communities such as riparian habitats and wetlands. Although there is potential for four special-status plants and eight special-status wildlife species, their presence is unlikely due to unsuitable habitat conditions. In the heavily urbanized environment of Inglewood, residents are advocating for more green spaces and outdoor recreation areas in the future.

Climate change poses an increasing threat to Inglewood, particularly through exacerbated extreme heat. Wildfire and flooding are less concerning due to the city's location away from natural forest stands and absence of a wildland urban interface zone, though wildfire remains a statewide hazard. The city is not subject to upstream runoff and is not prone to flooding. Extreme heat continues to be a major issue, and the General Plan Safety Element addresses this with measures like cooling infrastructure and increased shade canopy. Despite mitigation measures already in place, residents report desires to expand tree canopy cover. Future planning may include updates to strategies that address the evolving impacts of extreme heat and other climate-related challenges.

Transportation sources contribute 88 percent of carcinogenic air toxics emissions in Inglewood, with the highest pollution levels and diesel particulate matter found where I-405 bisects the city and I-105 borders the southern edge. $PM_{2.5}$ concentrations are also highest near high-volume freeways and major arterial roads. Future planning may focus on reducing transportation-related emissions and improving air quality through enhanced public transit options and green infrastructure to mitigate these impacts and safeguard community health.

Inglewood is exposed to geological hazards, including seismic ground shaking, liquefaction, and earthquake-induced landslides. The city's location in a seismically active region, some existing developments are within the liquefaction zone or landslide zone. Future development must comply with state and local building regulations and conduct site-specific geotechnical investigations to assess these hazards. The General Plan Update may continue to address these risks and propose measures to minimize their impact on the community. While the city has experienced hazardous materials incidents in the past, there is no large concentration of such sites that presents a significant cumulative hazard. The General Plan Update can establish a framework for the safe use, storage, manufacturing, and transportation of hazardous materials, ensuring high safety standards and protecting community health and the environment.

Situated on the Coastal Plain of Los Angeles, Inglewood spans the West Coast Basin and extends into the Central Basin. Most of North Inglewood drains westward into Centinela Creek, flowing into Ballona Creek and Santa Monica Bay, raising concerns about runoff pollution. Future planning has the potential to enhance stormwater management practices and implement pollution control measures to improve water quality and protect local waterways and coastal environments.

Noise pollution in Inglewood originates from various sources, including traffic, aircraft from LAX, the Metro K line light rail, and stationary noise from local venues. Although some mitigation measures, such as sound insulation programs, have been implemented, future planning can prioritize additional strategies to further reduce noise impacts, as indicated by public response. This could involve expanding noise barriers, improving urban design to minimize noise transmission, and continuing to support sound insulation initiatives to enhance community well-being.

The City of Inglewood has existing mitigation measures to address various challenges associated with the natural environment. However, public feedback indicates a strong interest in expanding green spaces and renewable energy, increasing tree canopy cover, and improving noise and stormwater management. Future planning will need to account for these concerns while continuing efforts to address air pollution and enhance green infrastructure, supporting both environmental sustainability and public health.

This page intentionally left blank.

NEXT
LEVEL
INGLEWOOD
FORGING OUR DESTINY

NEXT LEVEL INGLEWOOD

FORGING OUR DESTINY

PLACEWORKS

700 South Flower Street, Suite 600
Los Angeles, California 90017
t 213.623.1443

www.PlaceWorks.com

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • **LOS ANGELES** • INLAND EMPIRE