

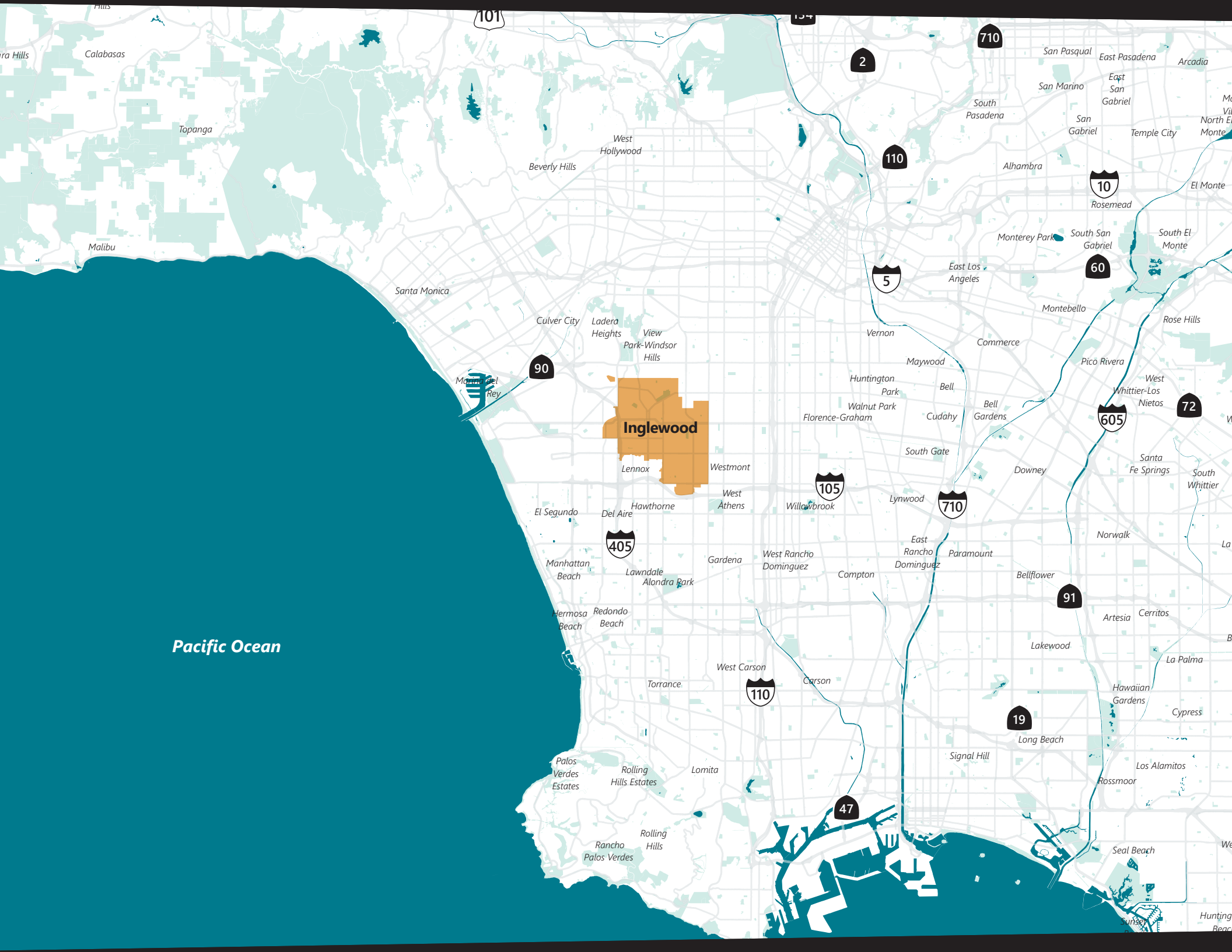


COMMUNITY PROFILE

January 2025



City of Inglewood
General Plan Update



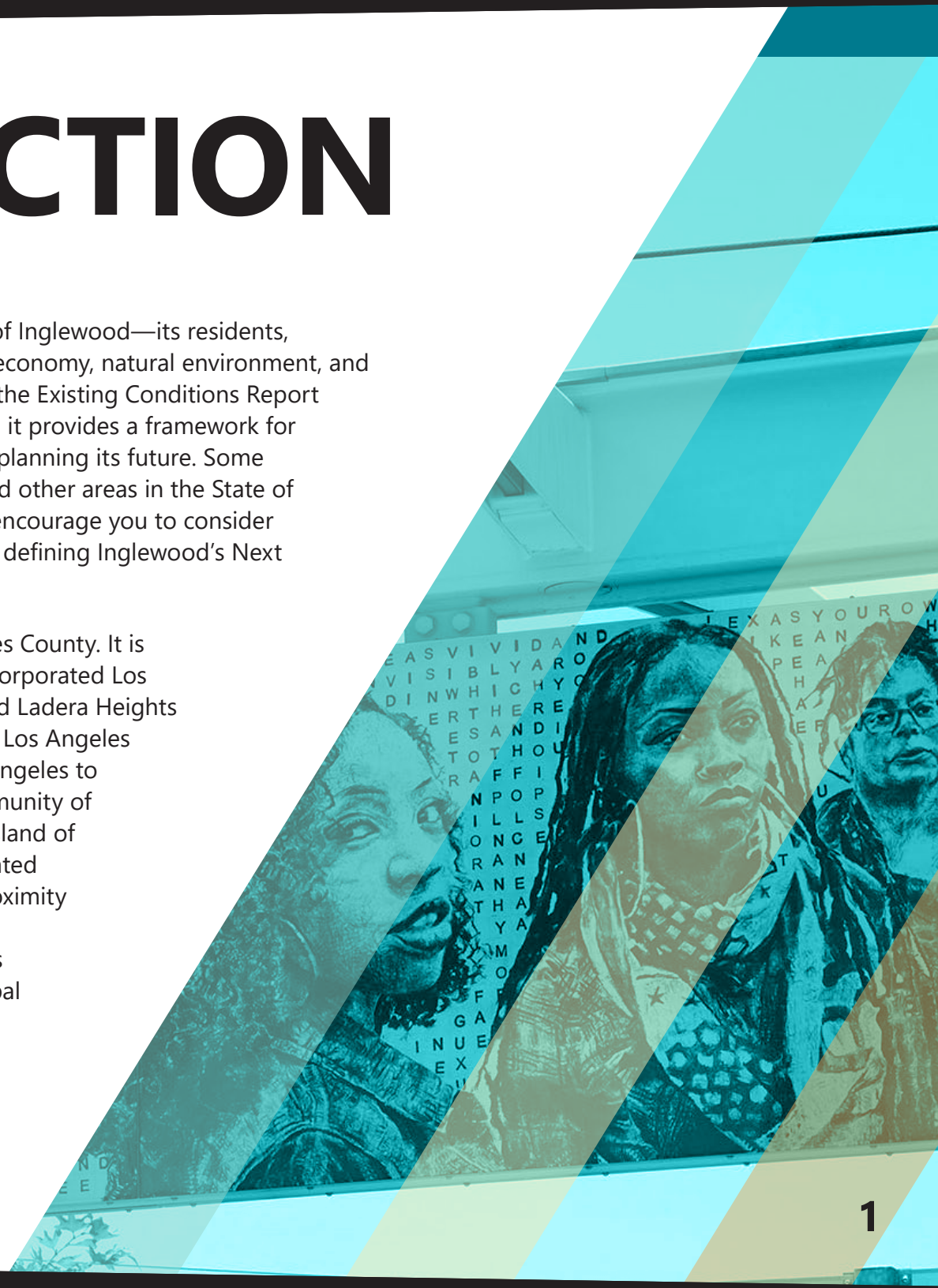
Pacific Ocean

Inglewood

INTRODUCTION

The Community Profile is a description and analysis of Inglewood—its residents, development, housing, infrastructure and services, economy, natural environment, and hazards. Summarized from information included in the Existing Conditions Report prepared for the City's General Plan Update project, it provides a framework for understanding the city, its attributes, and relevant issues in planning its future. Some information compares Inglewood to Los Angeles County and other areas in the State of California to highlight the City's unique characteristics. We encourage you to consider the findings presented in the Profile as the City embarks on defining Inglewood's Next Level for the General Plan Update.

The city of Inglewood is located in southwestern Los Angeles County. 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. 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.



OUR HISTORY

Pre-History

3500 BC. Native American History: The Tongva people establish villages across the Los Angeles basin, including the South Bay region near present-day Inglewood, trading and thriving along the California coast and inland valleys.

Spanish Colonial Period

1542. First European Contact: Spanish explorer Juan Rodriguez Cabrillo leads an expedition along the California coast, making the first document European contact with the native Tongva people, who inhabited areas around present-day Inglewood and the Los Angeles Basin.

1769. Portolá Expedition: Spanish colonizers, led by Governor Gaspar de Portolá and accompanied by Father Junípero Serra, establish early missions, including nearby Mission San Gabriel in 1771, which encounters and draws native Tongva labor from the village of Yang-na.



Mexican Period

1821. Transition to Mexican Rule: After Mexico's independence from Spain, Alta California becomes a territory of the new Mexican Republic.

1834. Rancho Aguaje de la Centinela: Mission lands begin to be secularized, and large land grants, including those around Inglewood, are distributed as ranchos. The Machado family builds the Centinela Adobe, marking the beginnings of a settlement in the area that is now considered the "birthplace of Inglewood."

American Period

1848. Treaty of Guadalupe Hidalgo: The treaty officially cedes California to the United States, following the Mexican-American War. Mexican land grants, including Rancho Aguaje de la Centinela, are recognized under U.S. rule.

1860. Scottish Influence: Sir Robert Burnett acquires Rancho Aguaje de la Centinela, combining it with nearby lands to create the expansive 25,000-acre Centinela Ranch, laying the foundation for what would become Inglewood.

1873-1887. Establishing Inglewood: Burnett leases his property to Daniel and Catherine Freeman, leading to Daniel Freeman officially acquiring Burnett's property and names it Inglewood. Freeman sells some 11,000 acres of his ranch to the Centinela-Inglewood Land Company for development.

Inglewood Townsite

1888. Inglewood Townsite: The Centinela-Inglewood Land Company plats the townsite, marking the establishment of Inglewood. With the California Central Railway connecting Los Angeles and Redondo Beach, the town grows quickly.

1905. Inglewood Park Cemetery Founded: A cemetery association establishes Inglewood Park Cemetery, which later becomes the resting place of notable residents like Ray Charles, Ella Fitzgerald, and Mayor Tom Bradley.



City of Inglewood

1908. City Incorporation: Inglewood is officially incorporated as a city on February 14th, cementing its place in Los Angeles County's evolving landscape.

1920. Booming Growth: With fertile lands, oil fields, and a budding aviation industry, Inglewood's population and downtown business district expand rapidly.

1937. Mines Field Purchase: The City of Los Angeles buys Mines Field (now Los Angeles International Airport) near Inglewood, bringing aviation jobs and economic growth to the area.

1938. Hollywood Park Opens: This state-of-the-art thoroughbred racetrack attracts both fans and Hollywood stars, making Inglewood a destination and boosting its economy.



Wartime & Postwar Growth

1949. Fox Theater Opens: Inglewood's Fox Theater, built with Late Moderne architecture, opens as a luxurious venue for movie premieres and local entertainment.

1957. End of Trolley Service: The removal of the Market Street trolley signals Inglewood's shift from public transit to car-centered urban design, impacting downtown businesses.

1967. The Forum Opens: The Forum, designed by Charles Luckman & Associates, becomes a prominent arena for sports, concerts, and major events, establishing Inglewood as a hub for entertainment.

1972. School Desegregation Case: A lawsuit mandates the integration of Inglewood schools, leading to a challenging period of busing and social transition in the community.



1971–1976. Civic Center Development: Inglewood invests \$50 million to build a new civic center complex along La Brea Avenue, rejuvenating the city's core with modern municipal facilities.

1980. The City's First General Plan: The City adopted a General Plan for the City that balanced residential, commercial, and industrial growth, and improved the conditions and availability of housing in the community.

1984. Olympic Basketball at the Forum: Inglewood's Forum hosts men's and women's basketball events for the 1984 Summer Olympics, showcasing the city on an international stage.

Inglewood Today

2000. Inglewood Redevelopment: Major redevelopment initiatives begin, aimed at revitalizing Market Street and the surrounding downtown area with new businesses and infrastructure improvements.

2015. SoFi Stadium Groundbreaking: Construction begins on SoFi Stadium, marking the start of a new era as Inglewood prepares to host major NFL games, concerts, and entertainment events. In 2018, the Los Angeles Rams announce Inglewood's SoFi Stadium as their new home, drawing national attention and boosting local investment.

2020. SoFi Stadium Opens: The highly anticipated SoFi Stadium opens, redefining Inglewood as a premier destination for sports and entertainment with a state-of-the-art, multi-billion-dollar complex. In 2022, Inglewood hosts Super Bowl LVI at SoFi Stadium, bringing global attention to the city as the Rams claim victory on home turf in a historic game.

2028. Summer Olympics: SoFi Stadium will host the opening and closing ceremonies for the Summer Olympics, as well as soccer events.

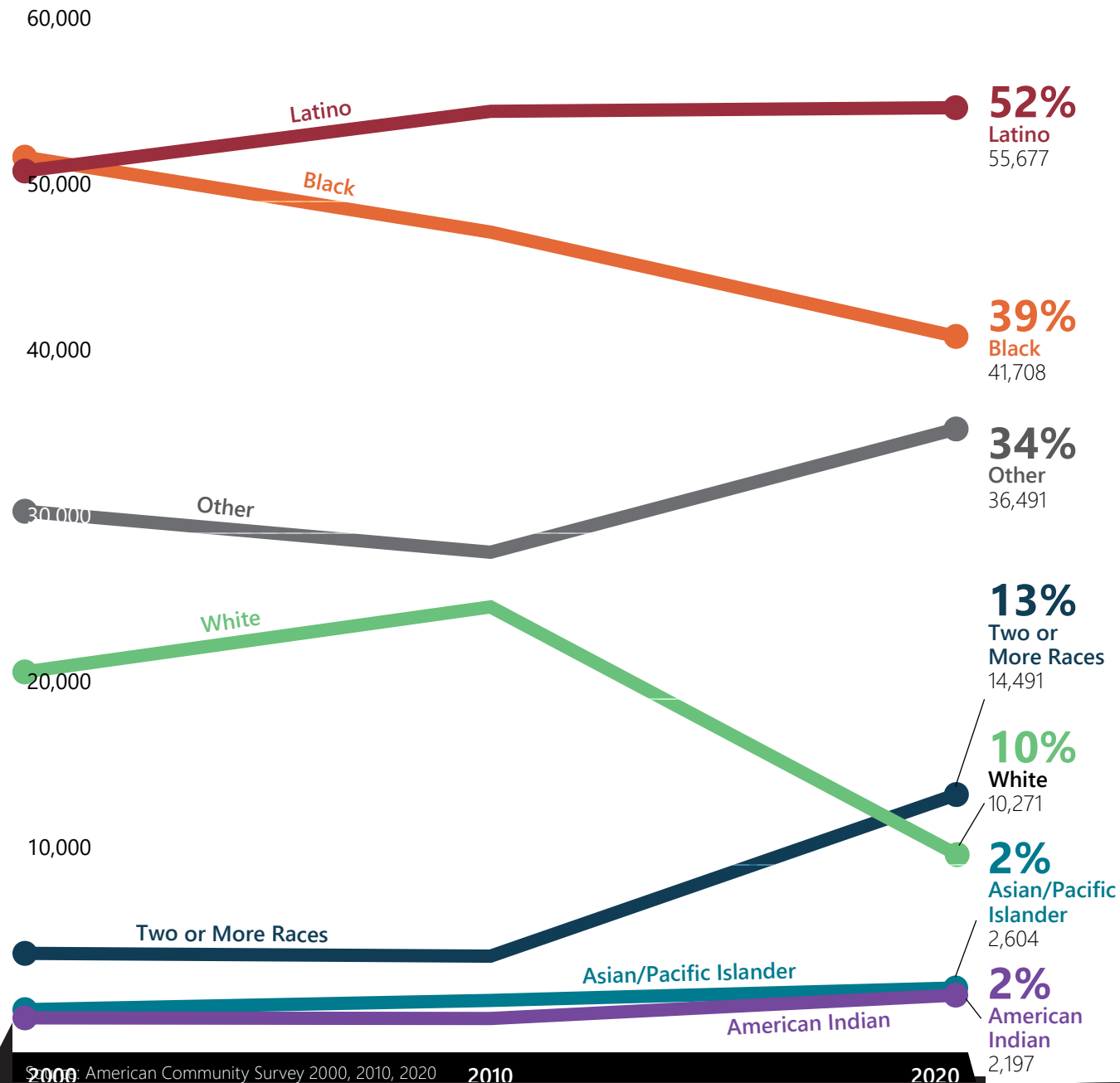
OUR PEOPLE

Race & Ethnicity

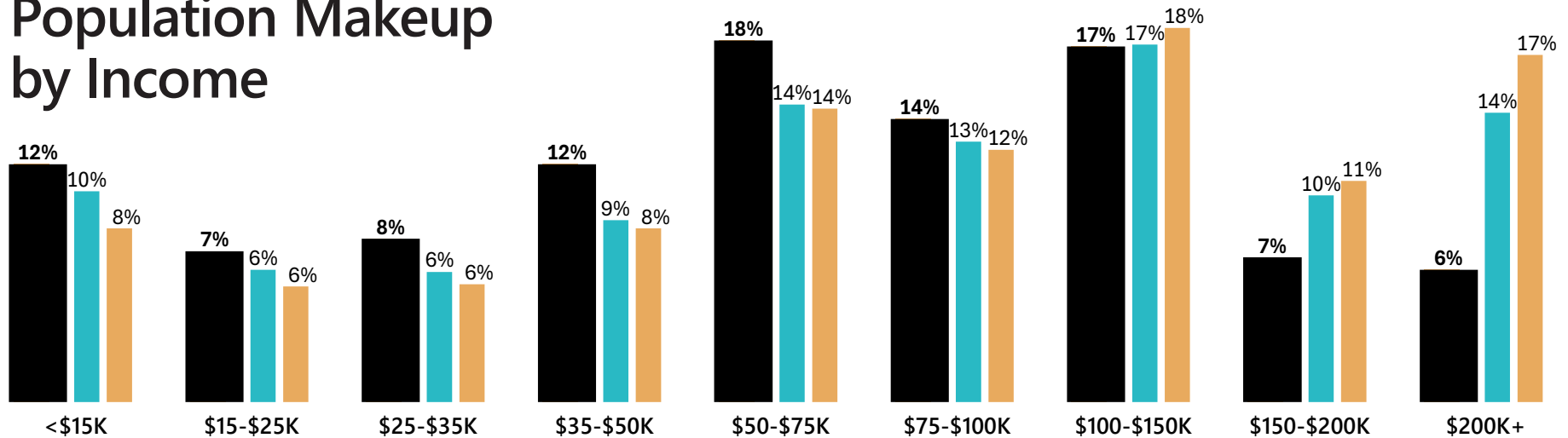
Historically, Inglewood has had significant Hispanic and Black populations. The percentage of Hispanic and Black residents in the City is higher than in the County and State (49.1 percent and 40.6 percent Hispanic, respectively; 7.9 percent and 5.7 percent Black, respectively).

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).

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.

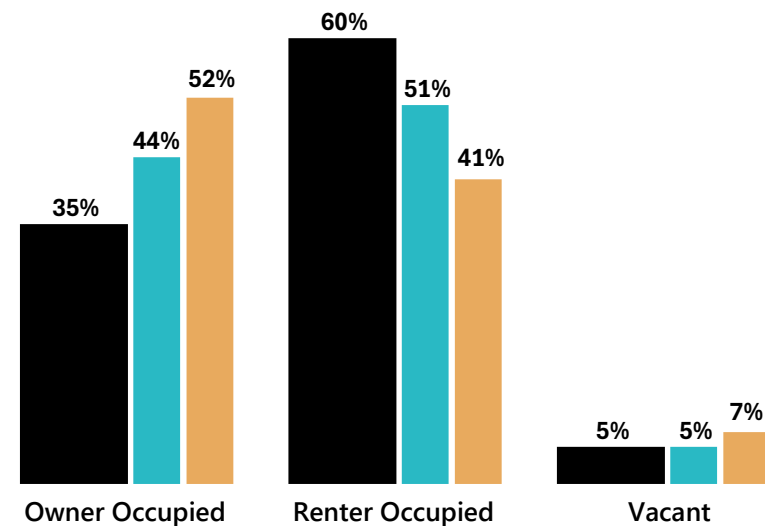
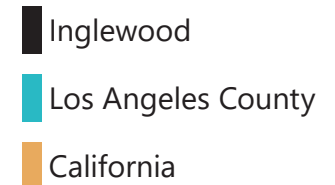


Population Makeup by Income



Source: Esri Business Analyst Online 2023

The average household income in Ingleswood 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). 57 percent of Ingleswood households earn less than \$75,000 annually.



Source: Esri Business Analyst Online 2023

Housing by Tenure

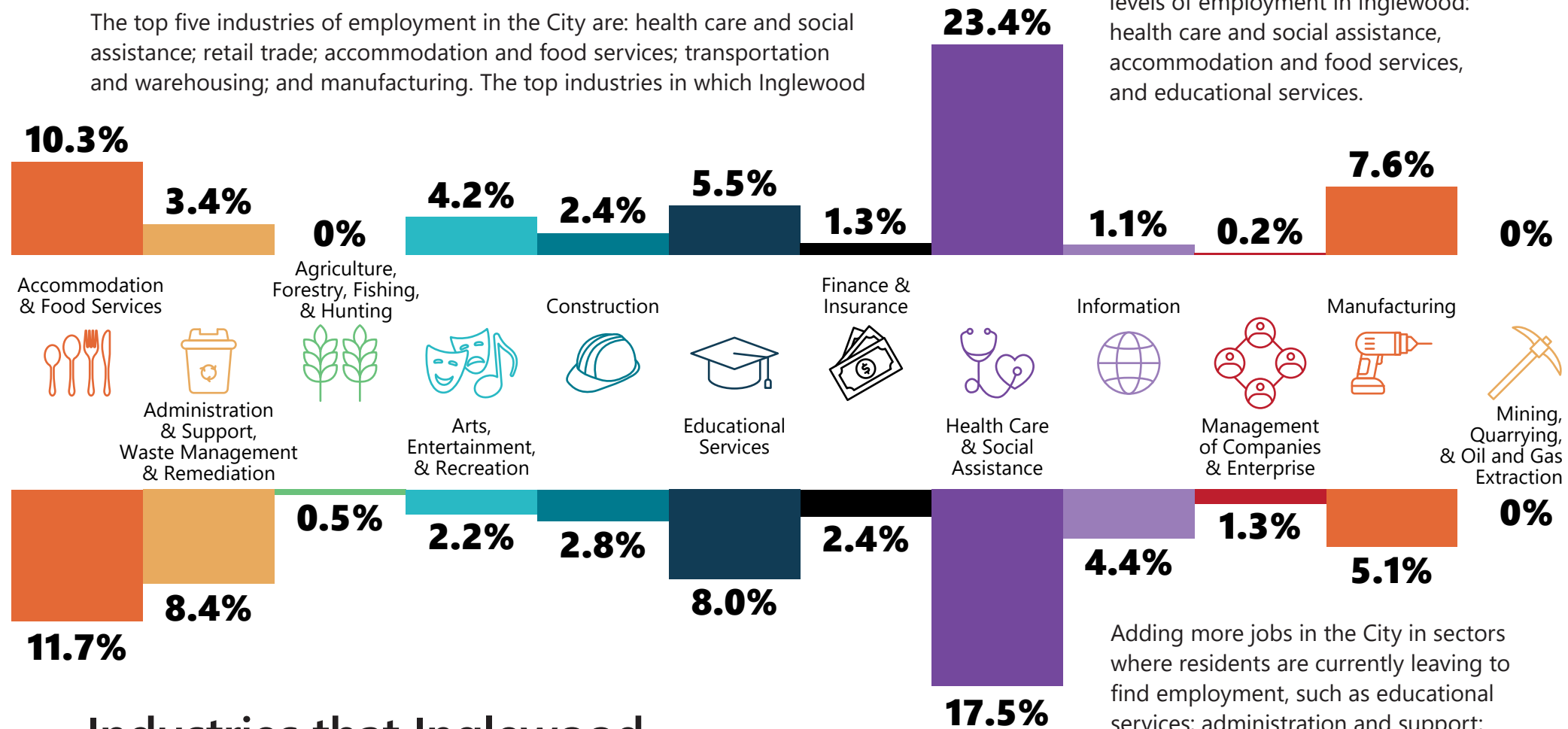
Ingleswood is a relatively affordable city to live in, with an average home value of \$725,000, approximately 14 percent lower than the state and 3 percent lower than the county average home values. Ingleswood contains significantly more renter-occupied dwelling units (60 percent) than owner-occupied dwelling units (35 percent). Average monthly rent for multifamily units in Ingleswood 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.

OUR JOBS

Jobs in Inglewood by Industry

The top five industries of employment in the City are: health care and social assistance; retail trade; accommodation and food services; transportation and warehousing; and manufacturing. The top industries in which Inglewood

residents are employed are: health care and social assistance; accommodation and food services; retail trade; administration and support; and educational services. Three of the five fastest-growing industries in the County are industries with high levels of employment in Inglewood: health care and social assistance, accommodation and food services, and educational services.



Industries that Inglewood Residents Work in

Source: U.S. Census Bureau Center for Economic Studies 2019

Adding more jobs in the City in sectors where residents are currently leaving to find employment, such as educational services; administration and support; and professional, scientific, and technical services, would decrease job outmigration, reducing vehicle miles traveled among residents and ultimately lowering greenhouse gas emissions.

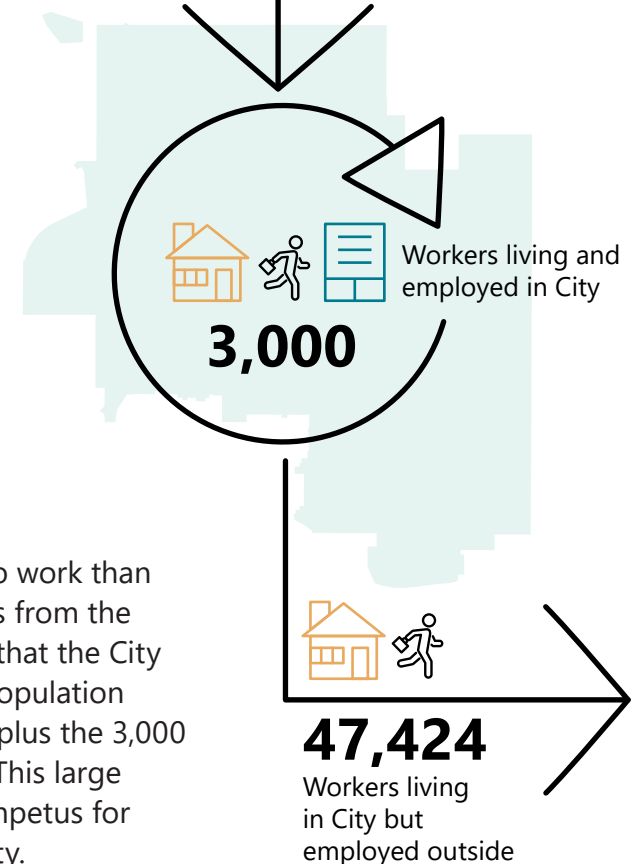
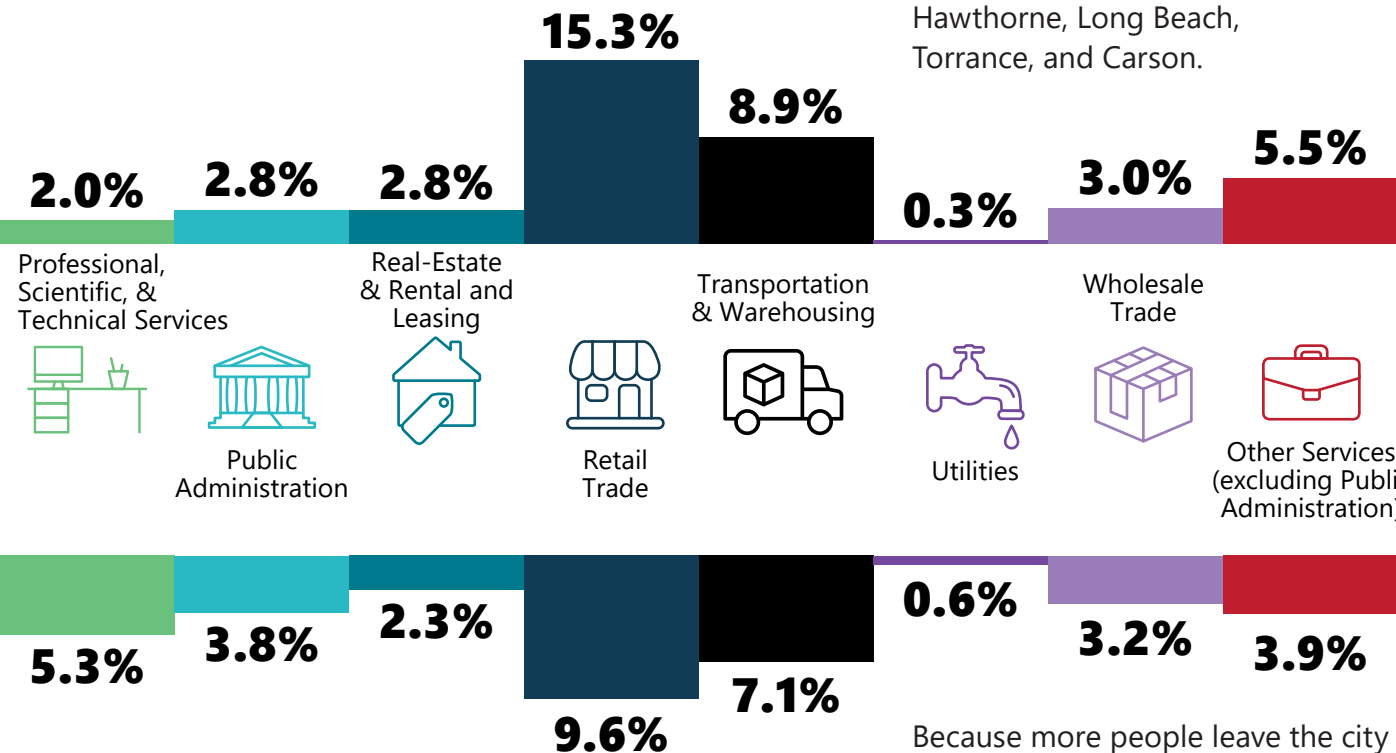
Worker Inflow/Outflow

A majority of 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. Many Inglewood employees come from: Los Angeles, Hawthorne, Long Beach, Torrance, and Carson.



25,542

Workers employed in City but living outside

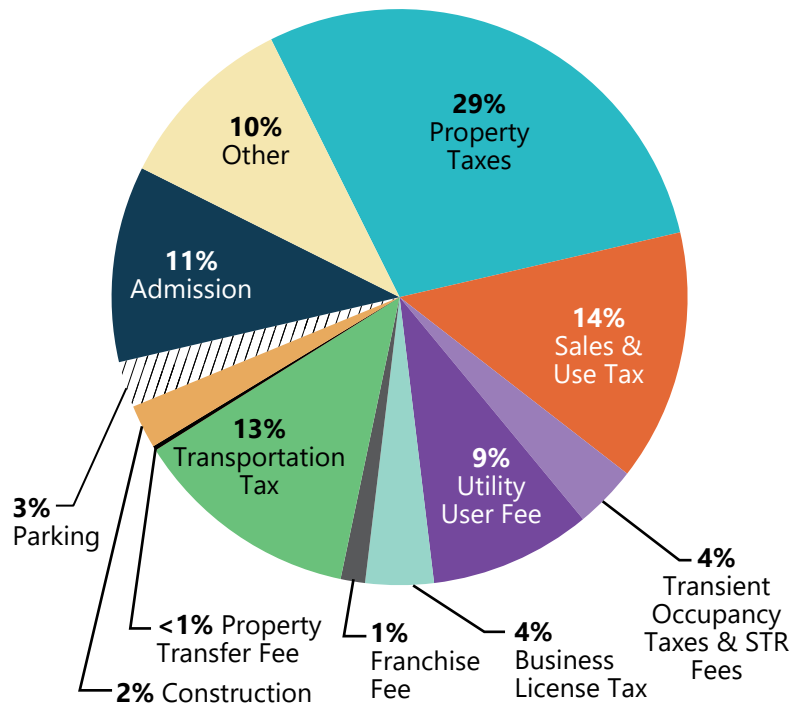


Because more people leave the city to work than arrive, this yields a net outflow of jobs from the city. It is important to note, however, that the City features a relatively strong daytime population given the influx of 25,542 employees plus the 3,000 people that live and work in the city. This large daytime population can provide an impetus for additional retail and services in the city.

OUR FINANCES

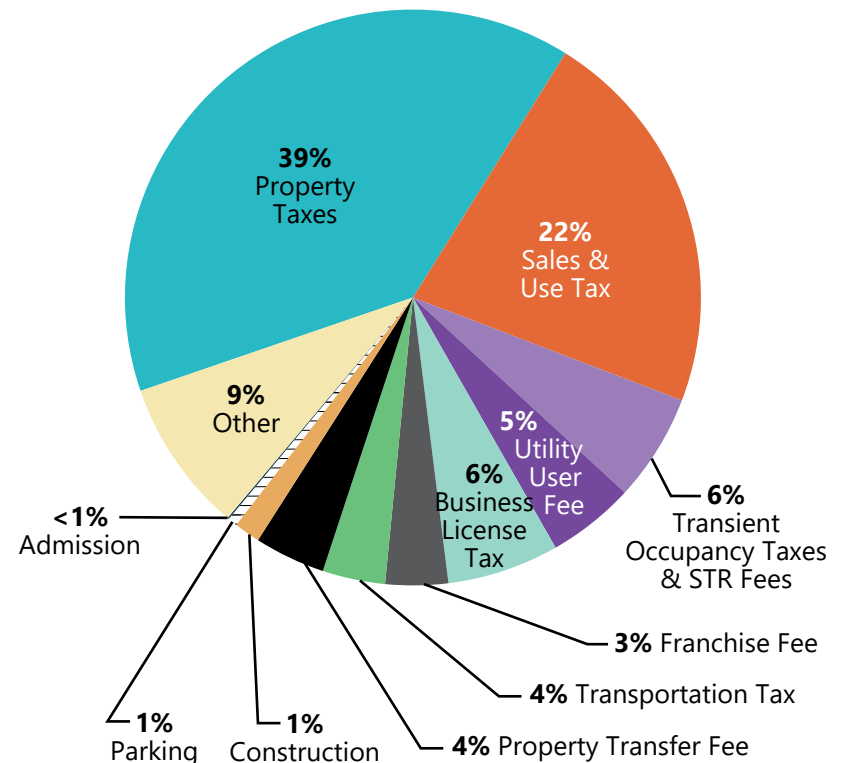
General Fund Revenue

Inglewood 2022



Although the City does not capture as much from property tax, sales and use tax, or Transient Occupancy Taxes (TOT) compared to all cities in California, it does capture more from transportation tax (e.g., parking, towing), admissions taxes and other 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.

All California Cities 2022



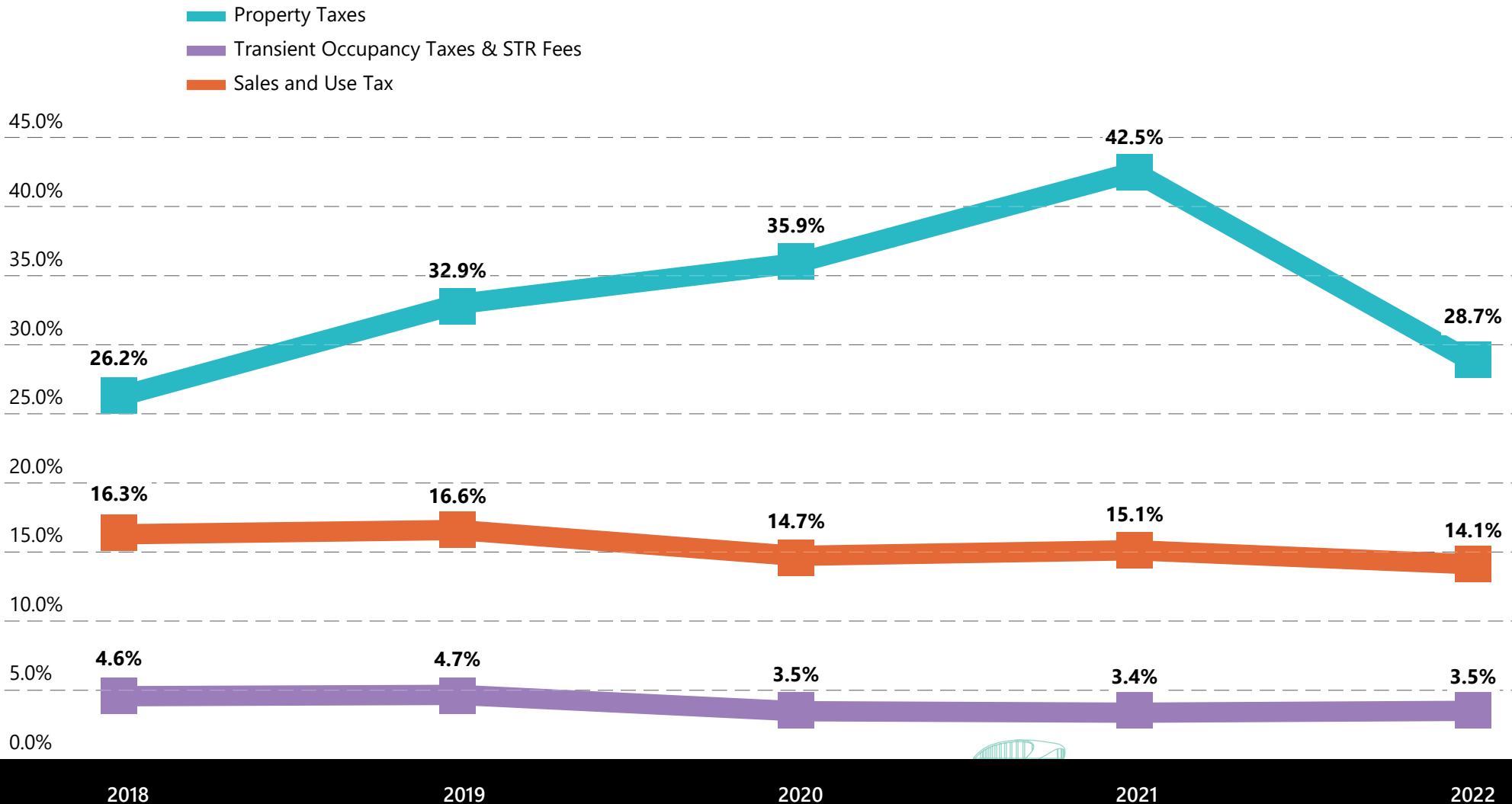
Inglewood's TOT revenue has averaged 4 percent of General Fund revenues between 2018 and 2022. Comparatively, TOT revenue across all California cities was 6 percent during the same period. TOT could be an area of potential revenue growth for the City, particularly given the additional demand generated from the construction and opening of new sports/entertainment venues, along with the city's close proximity to LAX.

Source: Kosmont Companies 2024, CA DOF 2024

City Historic Tax Revenue Growth

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 source (69 percent) was property tax. Although sales and use tax and TOT revenues comprised a smaller share of total General Fund tax revenues in 2022 compared

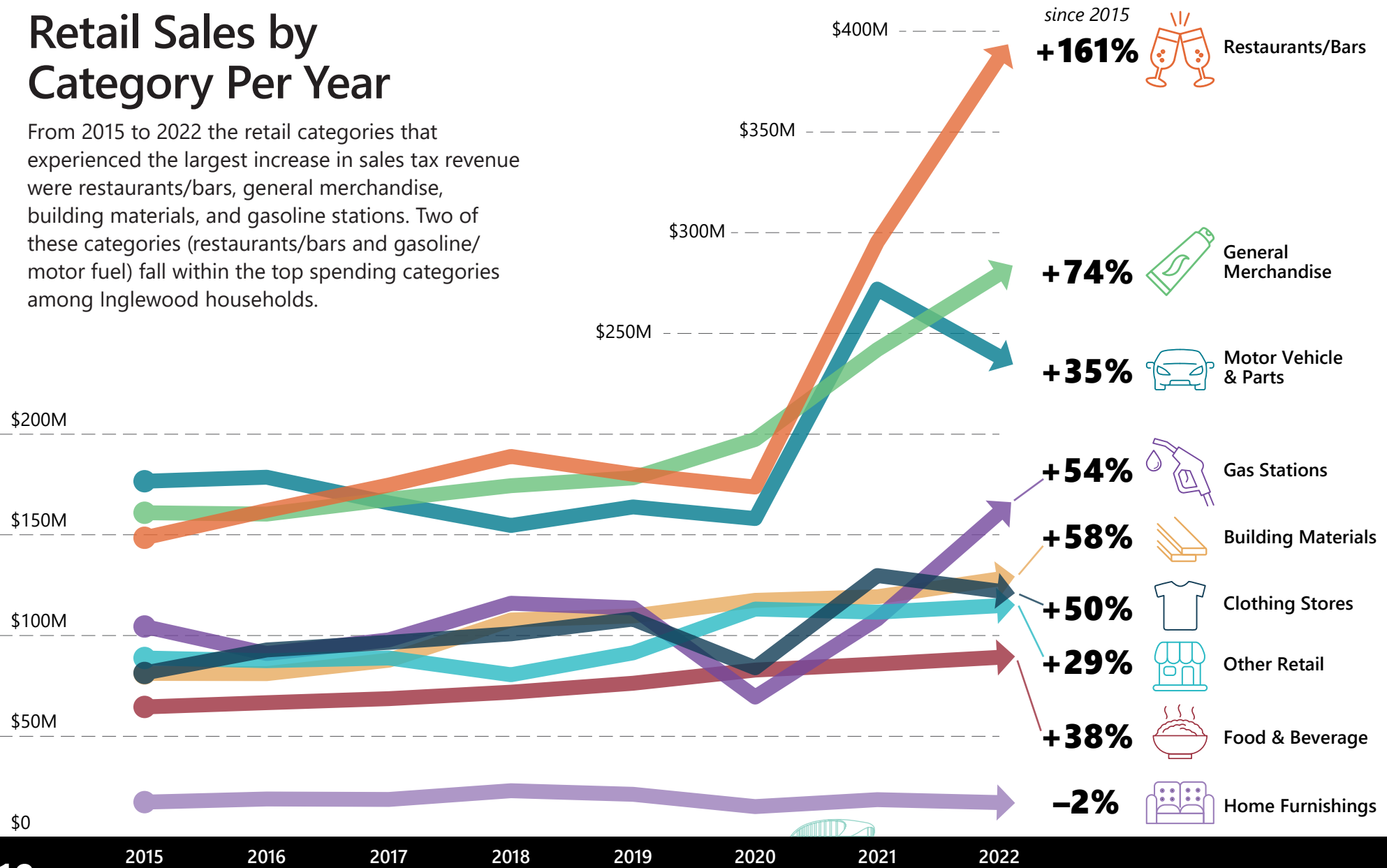
to 2018, these revenues ultimately grew by 34 percent and 19 percent, respectively, during the same time period. TOT revenues fell by more than \$1 million from 2019 to 2020 but began recovering the following year, and by 2022 exceeded pre-pandemic levels.



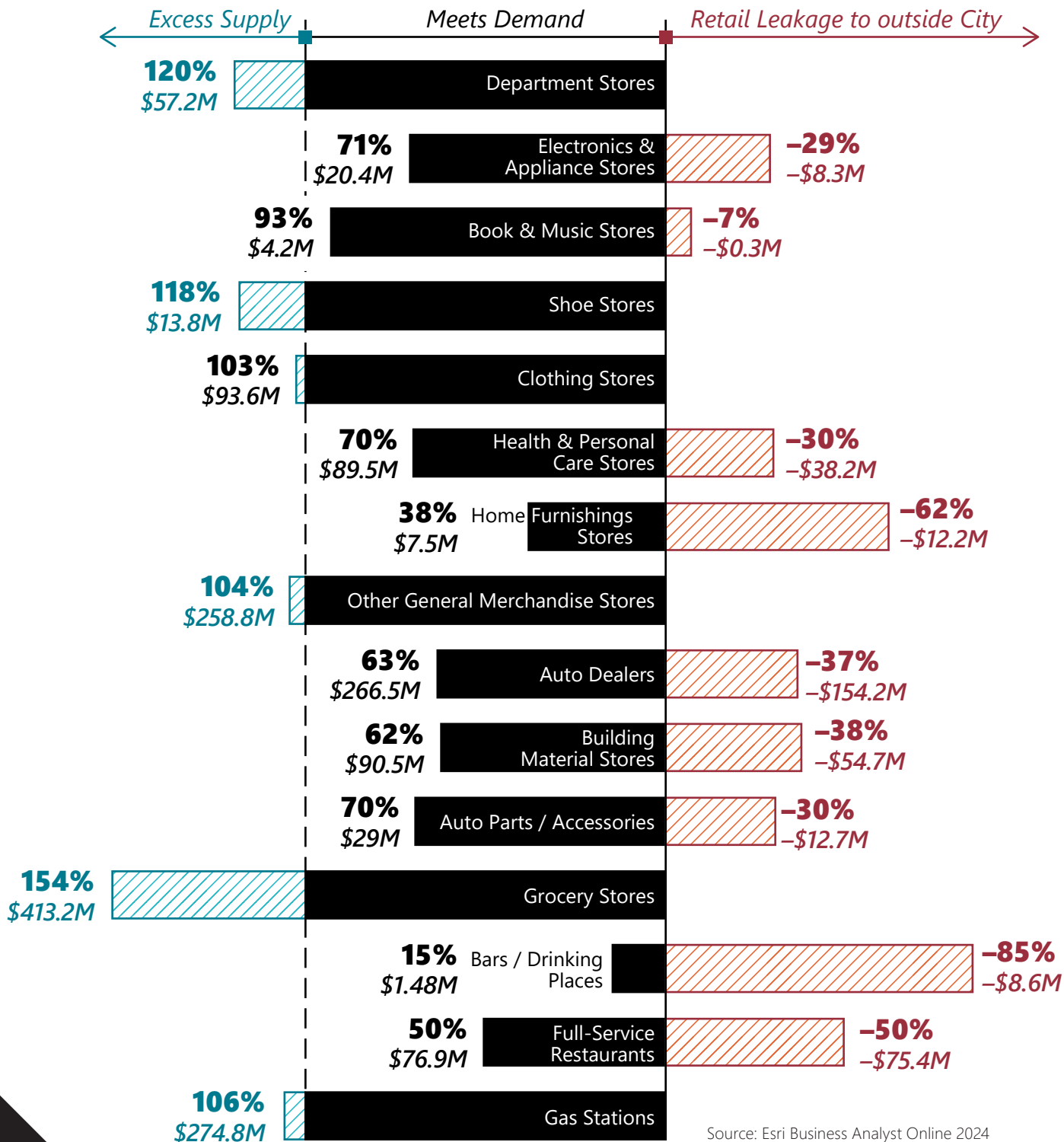
WHERE WE SHOP

Retail Sales by Category Per Year

From 2015 to 2022 the retail categories that experienced the largest increase in sales tax revenue were restaurants/bars, general merchandise, building materials, and gasoline stations. Two of these categories (restaurants/bars and gasoline/motor fuel) fall within the top spending categories among Inglewood households.



Source: CA DOF 2024; CDTFA 2024; Kosmont Companies 2024



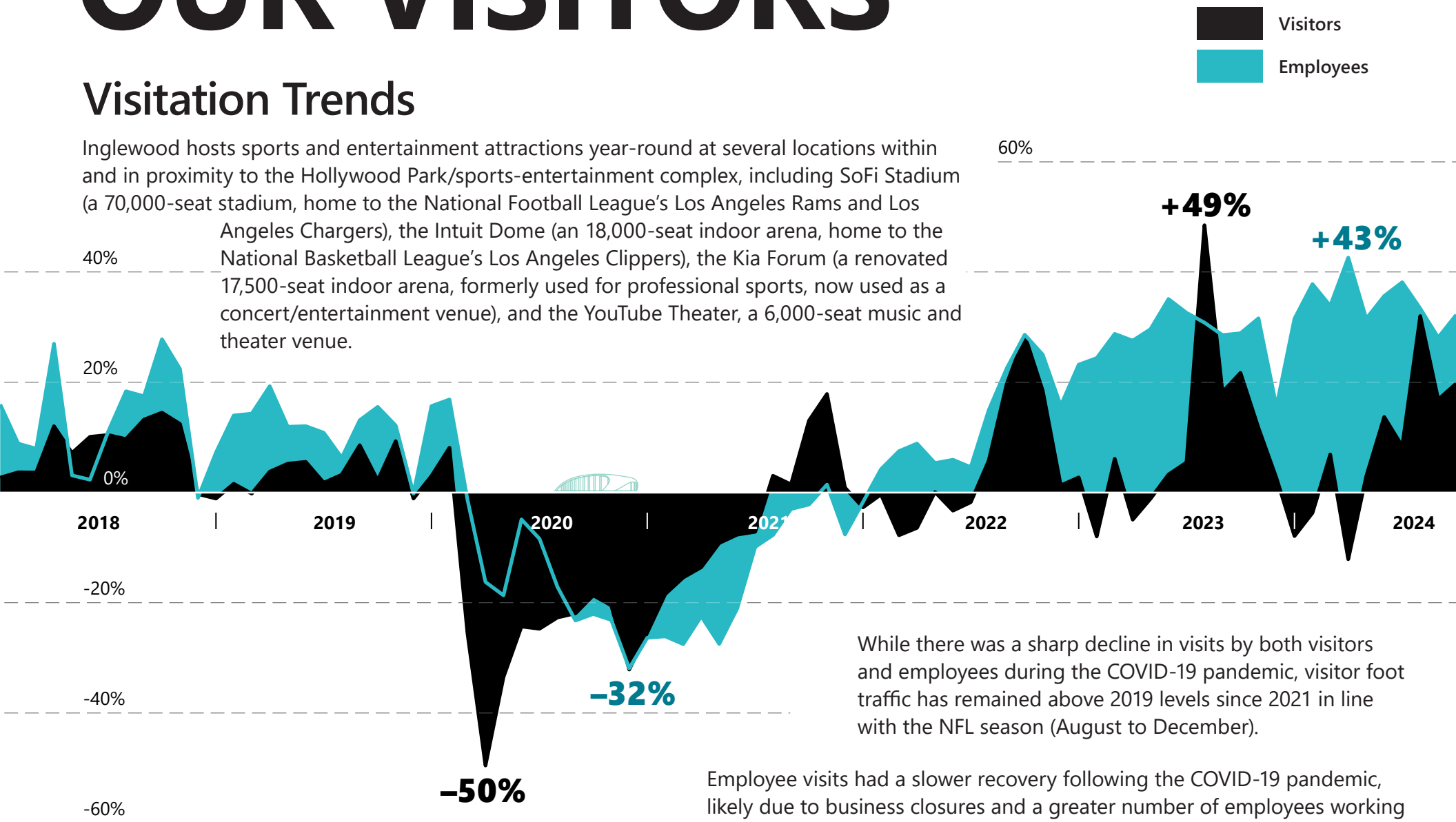
Retail Sales Leakage by Category

By observing retail spending potential (demand) and retail sales (supply) in Inglewood we can determine the retail leakage by retail category. The data shows 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). However, 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.

OUR VISITORS

Visitation Trends

Inglewood hosts 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.

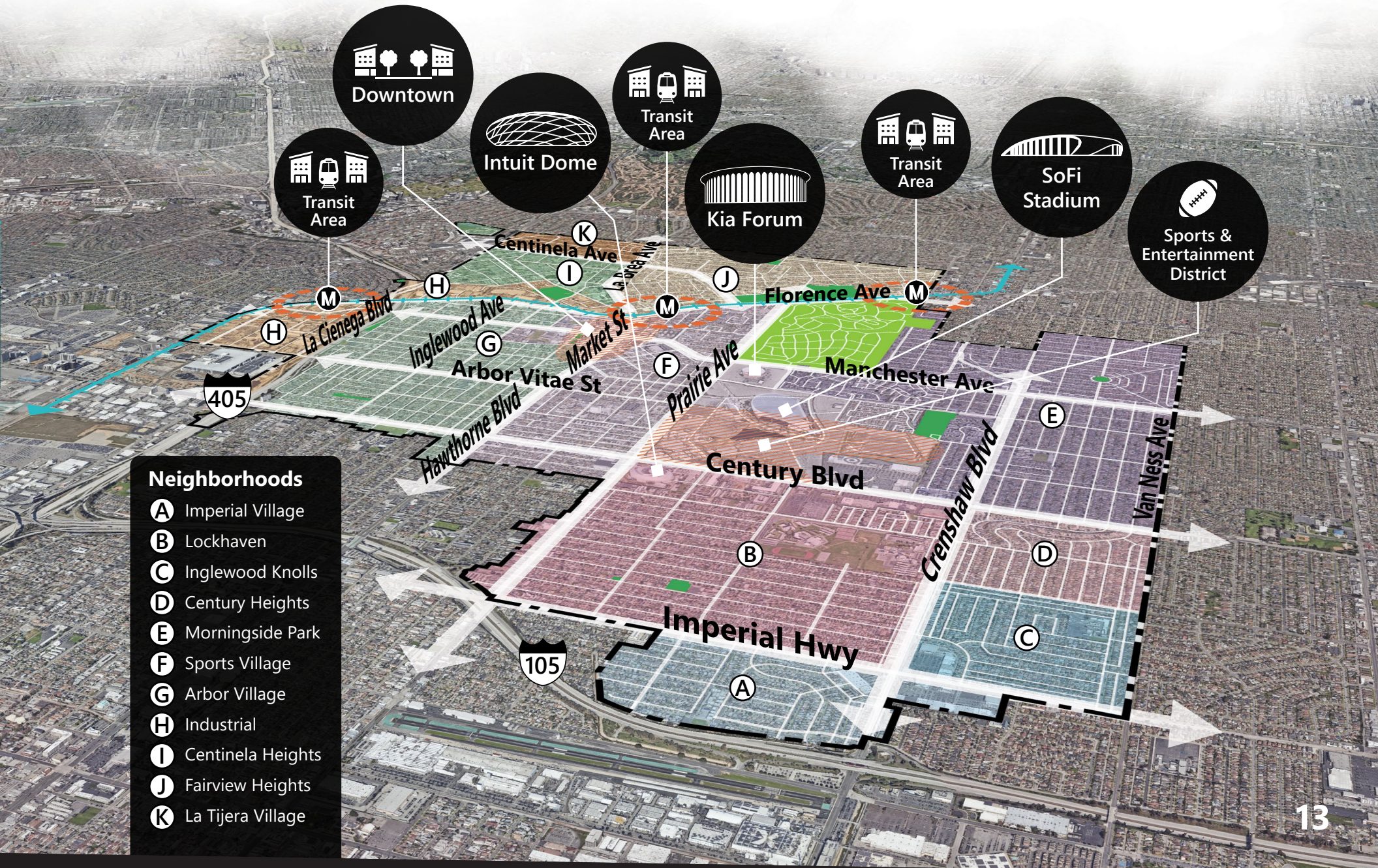


While there was a sharp decline in visits by both visitors and employees during the COVID-19 pandemic, visitor foot traffic has remained above 2019 levels since 2021 in line with the NFL season (August to December).

Employee visits 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.

Source: Placer.ai 2024

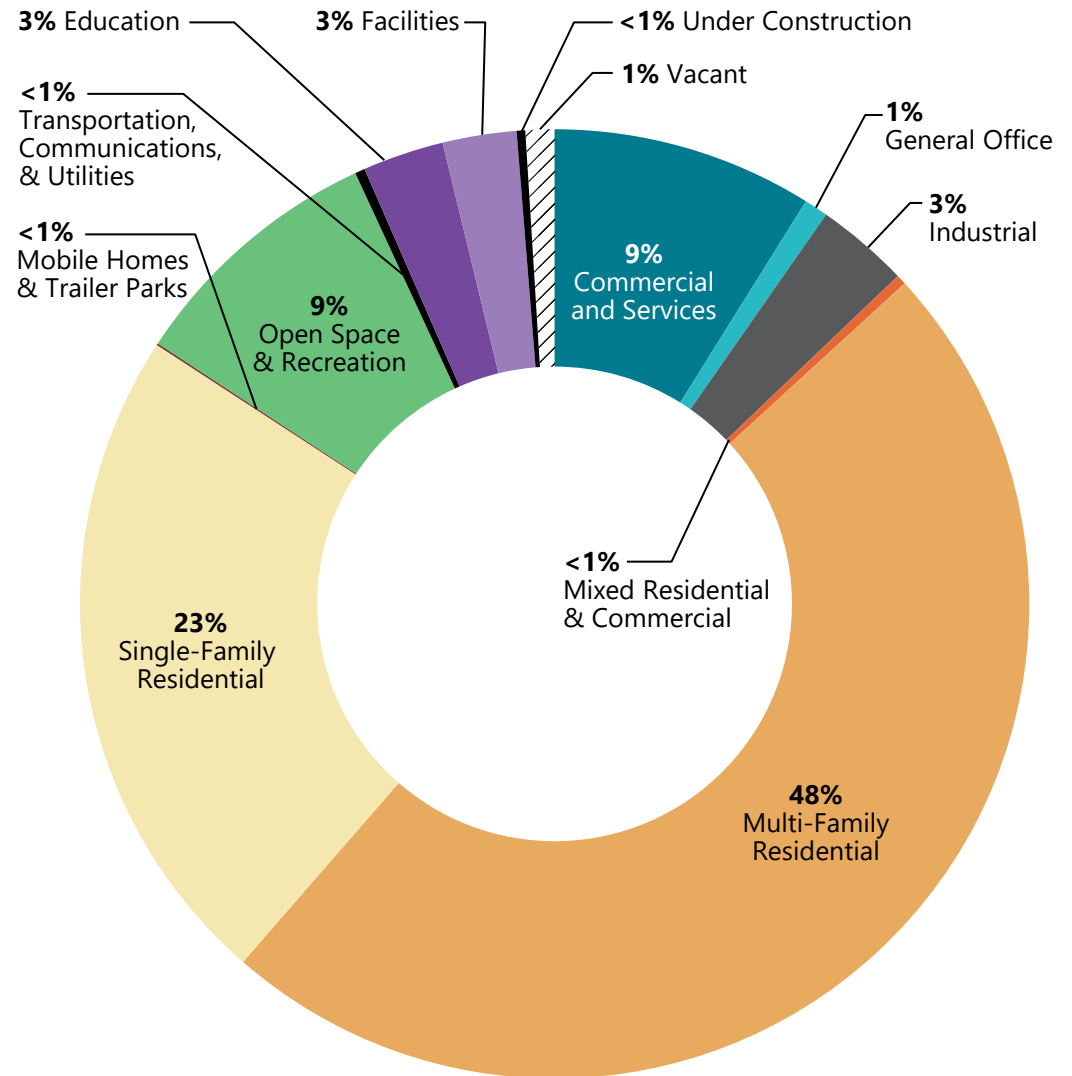
OUR PLACES



LAND USE

Current Land Uses


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).




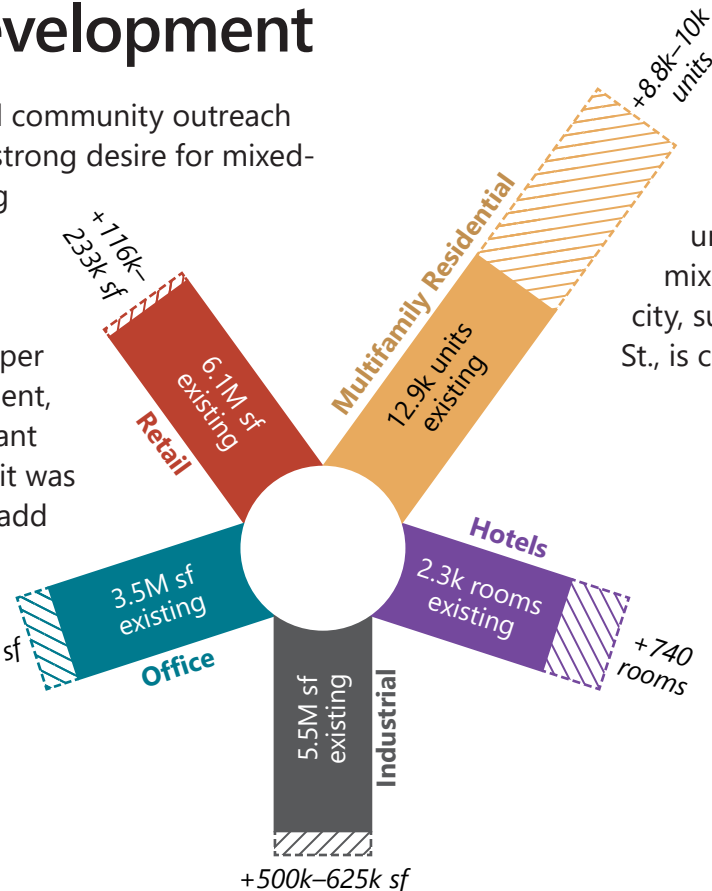
Source: City of Inglewood 2024


DEVELOPMENT


Potential Future Development


 **Retail.** 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).

 **Office.** 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 reimaged or redeveloped, particularly into high-demand office uses, such as medical office.



 **Industrial.** 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).

 **Multifamily.** 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.

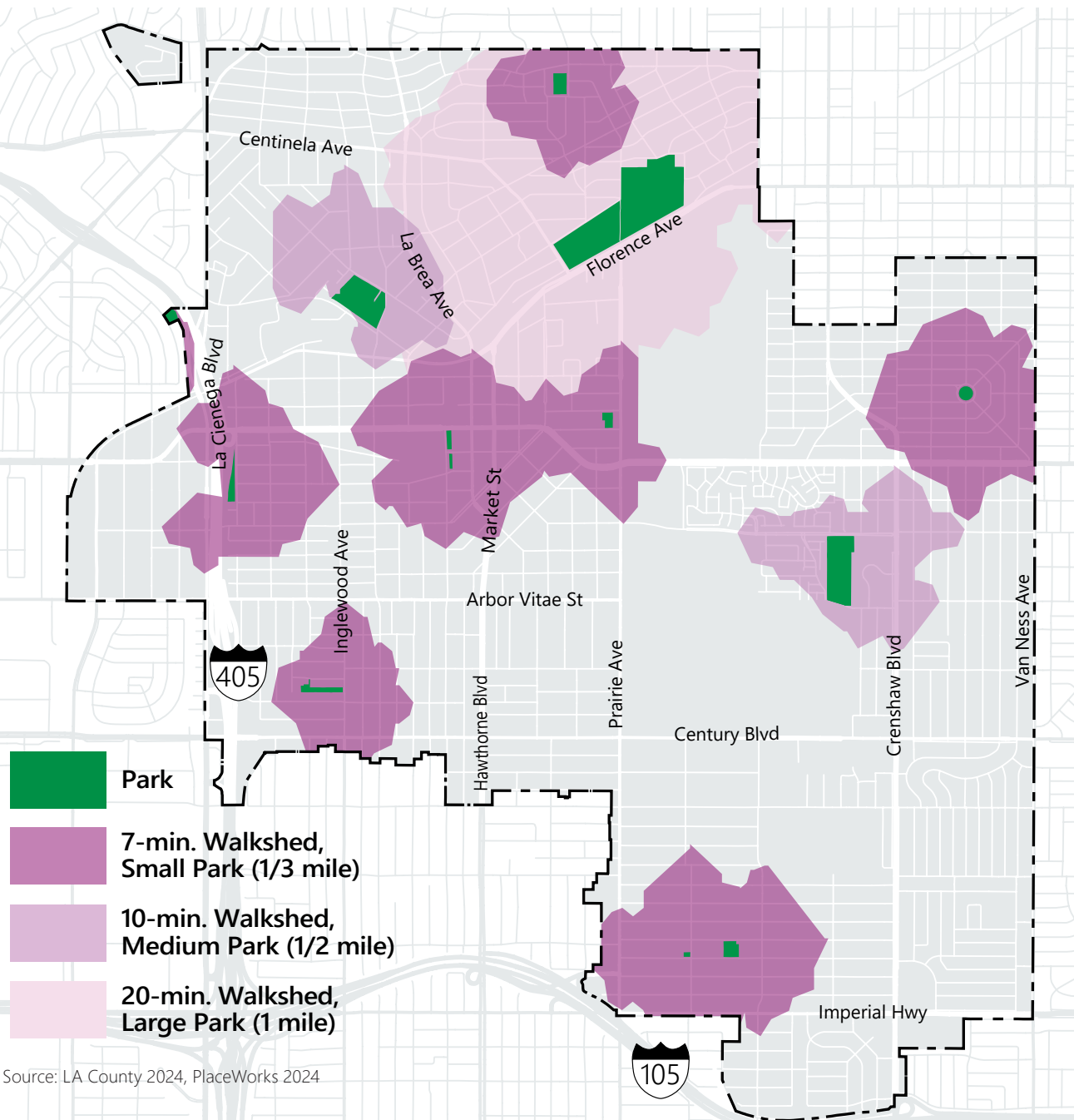
 **Hotels.** Inglewood's hospitality industry is poised for significant growth, driven in part by the opening of SoFi Stadium in September 2020, a cornerstone of the Hollywood Park/sports-entertainment complex. Along with YouTube Theater, The Shops at Hollywood Park, and the recently opened Intuit Dome, 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. Inglewood is already seeing movement in the hotel pipeline, with four projects in final planning or proposed, totaling 744 rooms.

OUR PARKS

Parks & Walking Distance

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.

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.





LAKE PARK TRAIL

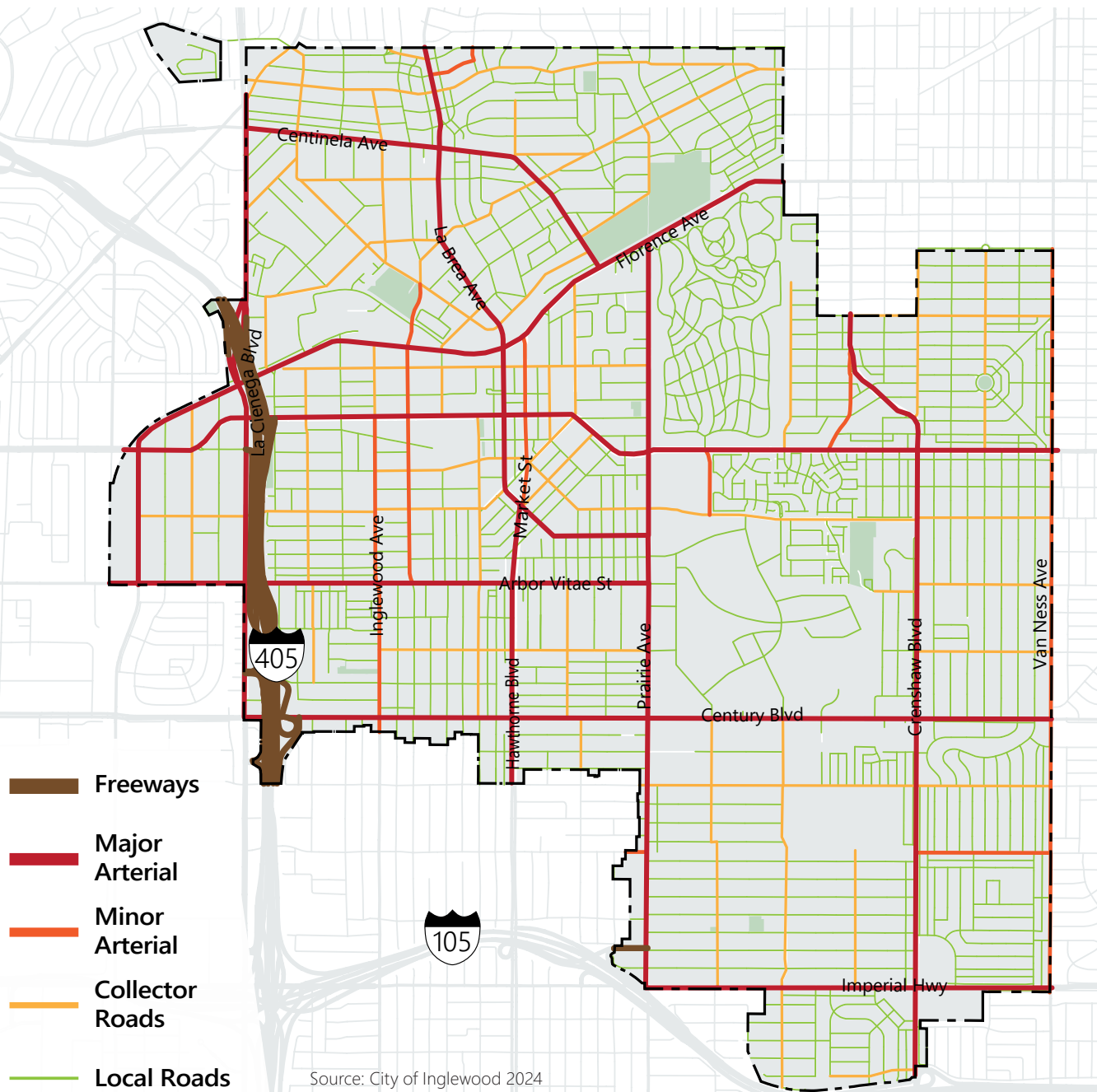
HOLLYWOOD PARK

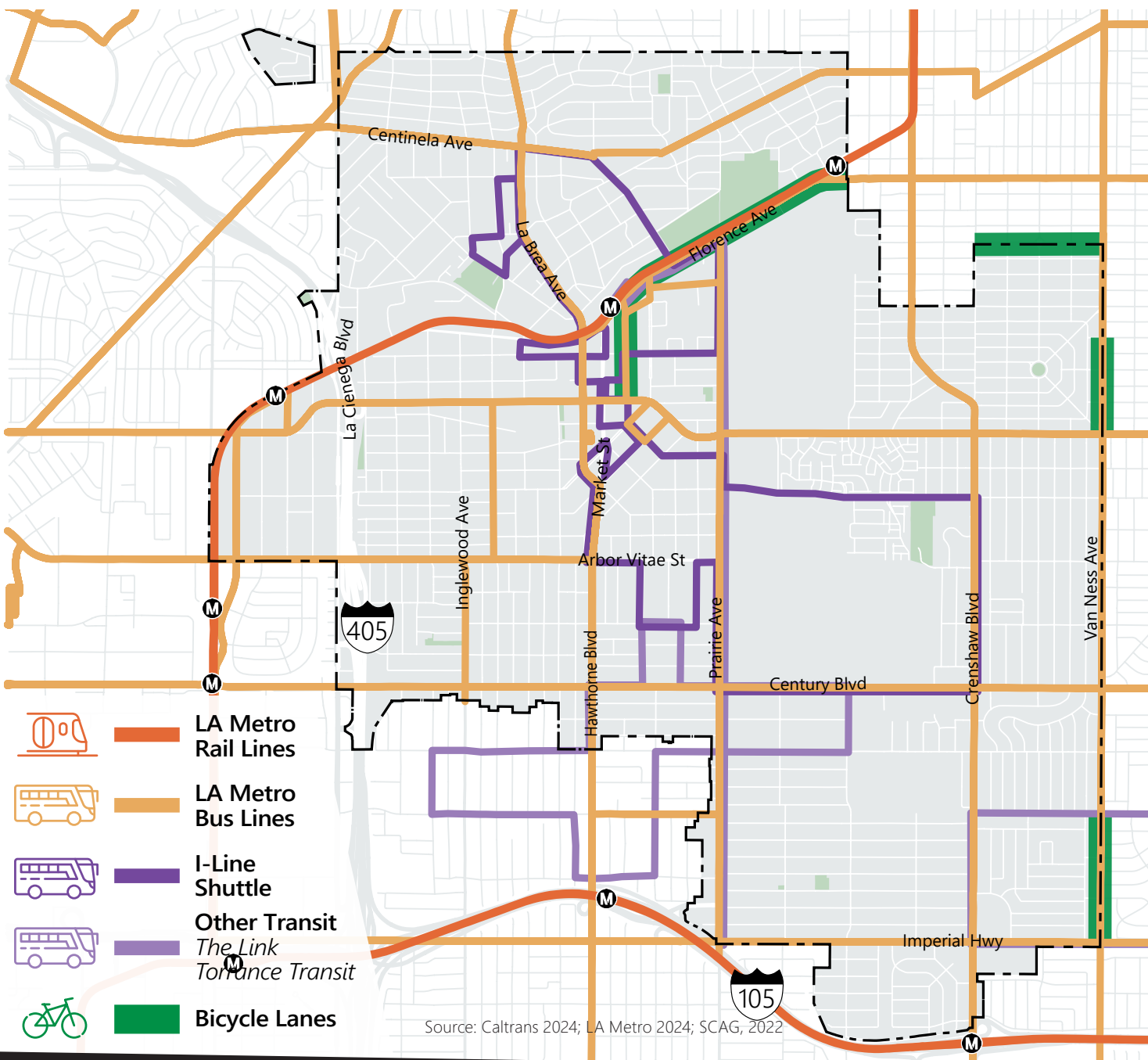
HOW WE MOVE AROUND

Roadway Network

Inglewood has five main roadway types: freeways, arterials (major and minor arterials), collectors, and local streets. Inglewood's roadways are generally designed for vehicles and predominantly used by vehicles. Automobile trips (both single occupancy vehicles and carpool) constitute about 75 percent of total commute trips.

Community members have voiced concerns about the increase in vehicular traffic in the city, particularly in neighborhoods adjacent to new sports and entertainment venues.



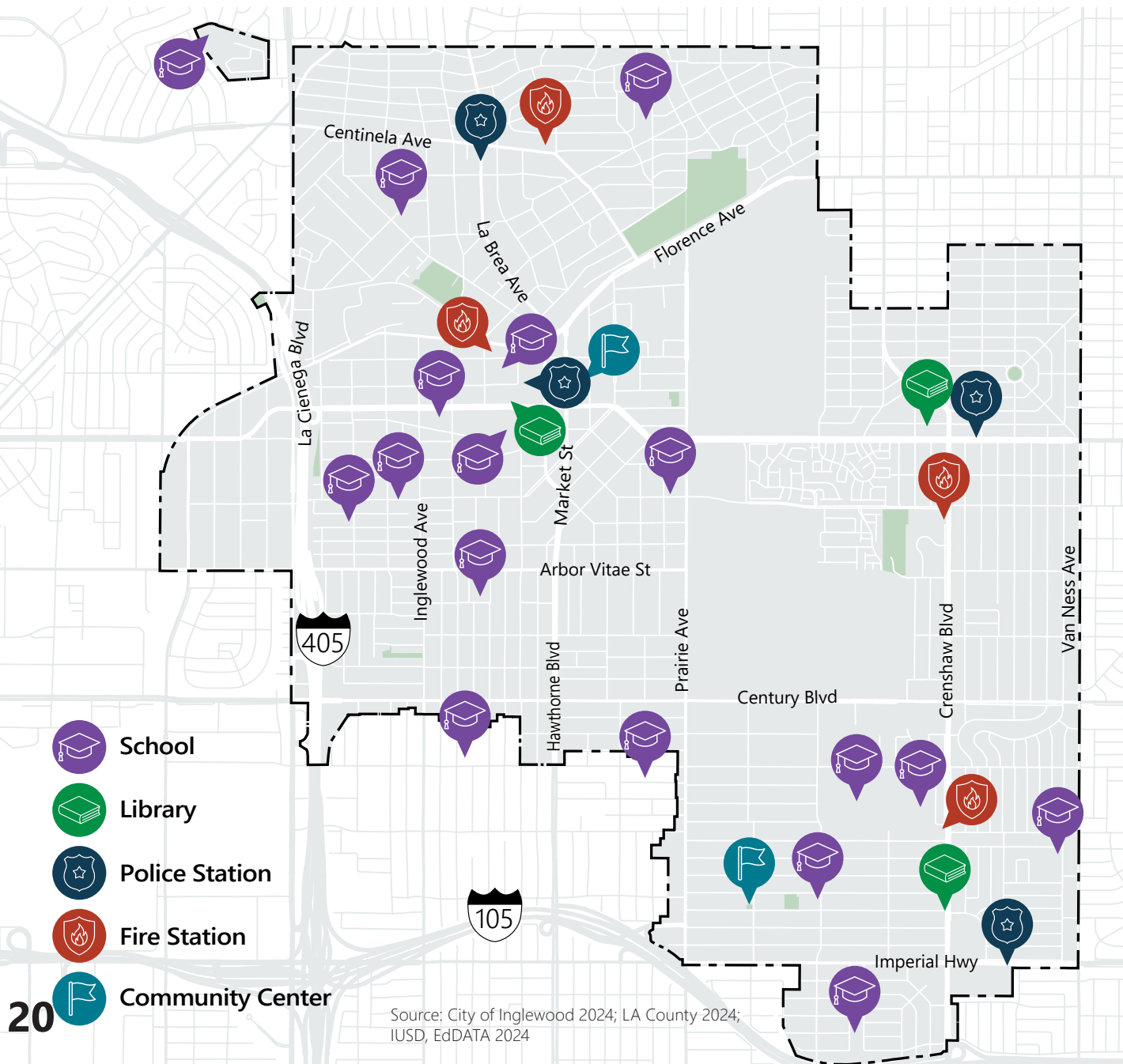


Transit & Bike Routes

Transit service in Inglewood is currently served by multiple agencies and programs. 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. 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. 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.

3.2 miles of bikeways make up the existing bicycle network.

OUR FACILITIES



Public Facilities



The City of Ingleswood is primarily served by the Ingleswood Unified School District (IUSD). A small portion of southwest Ingleswood is served by the Lennox School District. Several private and charter schools also serve the community. Due to declining enrollment, the cost of payments, and increased operating costs, IUSD has decided to close five schools by the end of the 2025-26 school year. Concurrently, IUSD will make significant investments in improving its remaining facilities.



The Lockhaven Center at 11125 Doty Avenue acts as the city's primary community center, while the Senior Center at 111 Locust Street serves Ingleswood's senior citizens.

OUR INFRASTRUCTURE



There are three library facilities operated by the City's Parks, Recreation and Community Services Department. In

general, the number of books is considered adequate by the Department. However, the current space configurations of the three libraries presents challenges for programs and general public use.



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 and has three additional Police Community Centers located elsewhere in the city.



The City of Inglewood contracts with the Los Angeles County Fire Department for fire services within the city limits.

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.

Who Manages Our Water, Stormwater, & Wastewater?



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. The City's water utility department provides water to 86 percent of the residences and businesses in Inglewood.

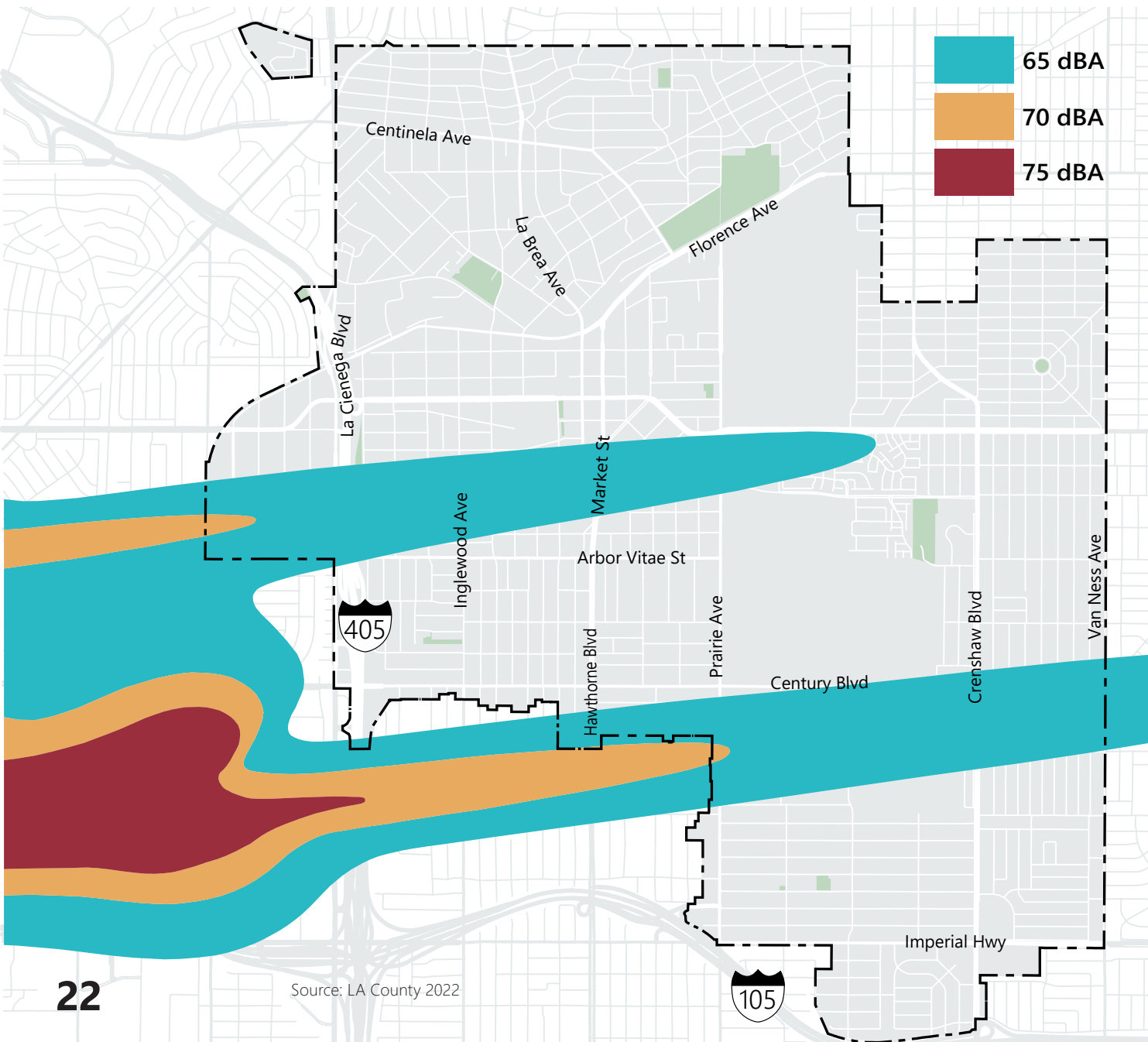


The City provides wastewater service to the community through a collection system comprising 149 miles of gravity sewer pipes. The City is part of Los Angeles County Sanitation Districts' (LACSD) District No. 5. The majority of sewers tie directly into Los Angeles LACSD trunk lines crossing the city primarily in arterial streets. 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.



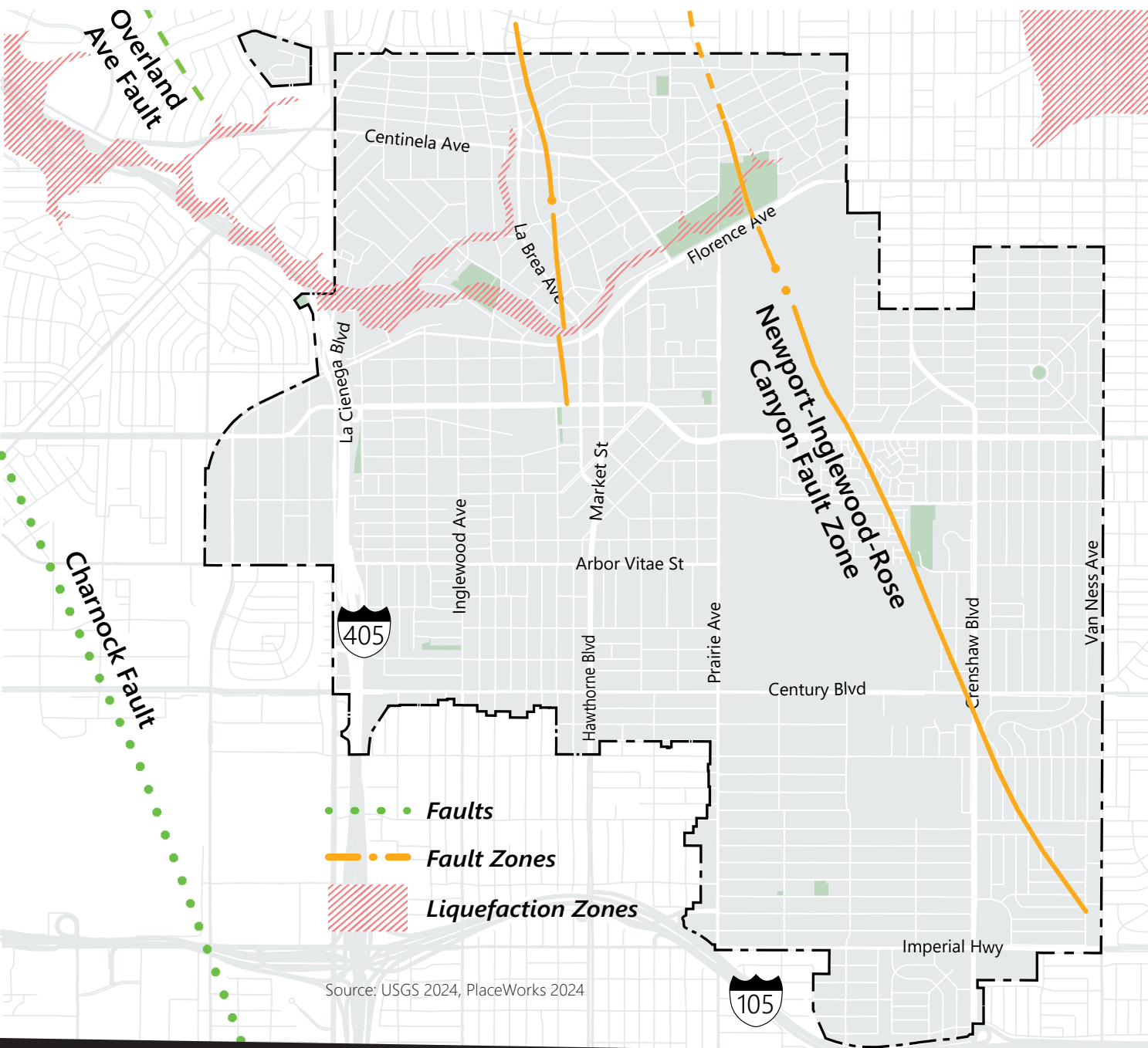
The city sits in two watersheds, the Dominguez Channel and Santa Monica Bay watersheds. Each watershed comprises a number of channels that ultimately deliver stormwater to the Pacific Ocean. The city is largely built out with a storm drain system consisting of catch basins and storm drain lines owned 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.

RISKS & HAZARDS



Aircraft Noise

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 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. 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.



Seismic Risks

The city is in a seismically active region and faces a high probability of severe shaking due to an earthquake about every thirty years. 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. Quaternary faults, which are typically small fissures in the earth's crust that 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. Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. There is one Liquefaction Zone in the northwest area of Inglewood.

CONSIDERATIONS



Land Use

- As a highly urbanized and built-out area, the City of Inglewood has few parcels remaining for development. Consequently, development of new housing, commercial, and other uses will occur as infill of vacant and underutilized properties or replacement of existing uses.
- Development is characterized by a diversity of residential neighborhoods within which are a mix of local and region-serving destinations. Balancing and maintaining small local businesses with major sports and entertainment uses and their respective impacts and benefits will continue to be a challenge.
- Once the center of community identity and culture, downtown Inglewood suffers due to the lack of investment, inactivity, and competition from other commercial centers. Its history and physical form with buildings fronting onto landscaped street frontages offers the opportunity for revitalization and enhancement.
- Inglewood's strip commercial corridors face a number of challenges, such as lack of parking, storefront vacancies, and uncertainty about their 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.



Urban Form

- Inglewood's pattern of land uses illustrates the typical suburban form of many Southern California communities, with its background of low density residential neighborhoods punctuated by several high-activity centers of activity and crossed by strip commercial corridors, primarily inducing travel by the automobile.
- These forms of development pattern necessitate primary travel by the automobile affecting air quality, levels of greenhouse gas emissions, public health, and residents' quality of life.
- Recent transportation investments—the construction of K Line transit stations—and the integration of future development with this infrastructure provides opportunities to reduce these impacts.
- Redevelopment of existing commercial centers provides the opportunity to integrate and orient multiple uses around common plazas and pedestrian-oriented spaces, as exemplified, at a much larger scale, by the So Fi Stadium/Hollywood Park community.

FOR THE FUTURE



Economy

- 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.
- The categories of retail sales that could capture spending that currently leaves the city includes bars/drinking places, full-service restaurants, auto parts stores, auto dealers, building materials stores, home furnishings stores, and health and personal care stores.
- The asset classes exhibiting significant growth for the future include multifamily residential and hospitality.
- To mitigate the significant job outmigration in Inglewood, with many residents commuting outside the city for work because local jobs may not align with residents' abilities this, Inglewood should attract growth industries that match the skills of its residents and enhance workforce programs that align training with local industry needs.



Historic Resources

- 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.
- 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

CONSIDERATIONS



Demographics

- 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.
- By prioritizing housing diversity and affordability, aligning economic development with resident skills, and investing in education and workforce development, Inglewood can address current challenges and capitalize on emerging opportunities.



Circulation

- Many of the City's commercial land uses are located along auto-oriented transportation corridors where businesses are separated from either side and create 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.
- 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 future transit hubs.
- 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.
- Given the increased popularity of the sports-entertainment venues, 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.

FOR THE FUTURE



Infrastructure

- As Inglewood grows, the City's backbone infrastructure systems (water, wastewater, and stormwater and water quality) will experience increase demands and may need to modify and/or expand current services to ensure that its residents and businesses are adequately and safely served.
- Future construction needs to be grounded by the use of sustainable design strategies contributing to the sustainability of water resources.



Public Services & Facilities

- As Inglewood grows, the City will experience increased demands for its diversity of public services and facilities and may need to modify and/or expand these to ensure that its residents and businesses are adequately and safely served.
- Public facility capital improvements will need to incorporate sustainable construction and operational practices.



Natural Environment

- The City of Inglewood has existing mitigation measures to address various challenges associated with the natural environment. However, public comments indicate 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.

