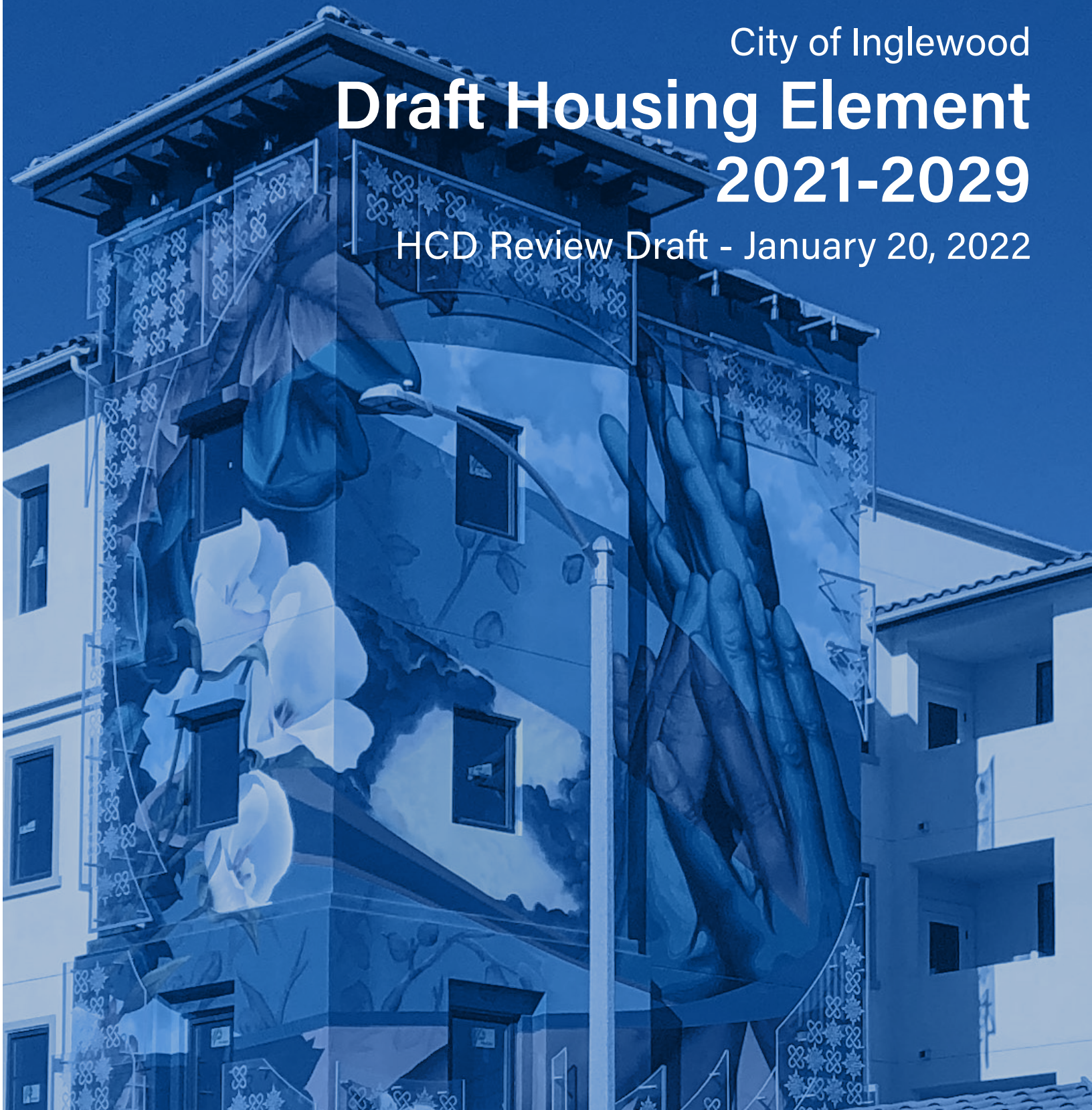




City of Inglewood

Draft Housing Element 2021-2029

HCD Review Draft - January 20, 2022



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Introduction

The City of Inglewood is undergoing dynamic change, including significant infrastructure investments in the commercial and transportation sectors which will provide residents with greater access to opportunity, better amenities and a more attractive places to live. Like localities throughout California, however, the City of Inglewood faces challenges in meeting the demand for affordable and livable housing.

The City of Inglewood's 2021-2029 Housing Element is a blueprint for how the City can promote better, more secure and affordable housing in keeping with the City's General Plan and all of the legal requirements from the State of California.

Statutory Authority/Requirements

The Inglewood Housing Element is an element of the General Plan that is required by State law to address current and future housing needs in the City (Government Code Section 65583). State law requires that Housing Elements address the following issues:

- Local governments must recognize their responsibility in contributing to the attainment of the State's housing goals.
- Local governments must prepare and implement housing elements that are coordinated with State and Federal efforts to provide opportunities for new housing.
- Local governments must cooperate with other agencies and governments to address regional housing needs.

The previous Housing Element covers the period from October 15, 2013 through October 15, 2021 and is part of the State's fifth cycle of Housing Element updates.

This 6th Cycle Housing Element sets housing policy from October 15, 2021 through October 15, 2029, defining how the city will meet requirements from the Regional Housing Needs Assessment (RHNA) developed by the Southern California Association of Governments (SCAG). Specifically, the RHNA calls for 7,439 units to be added during the 2021-2029 planning period.

The California Department of Housing and Community Development (HCD) is the State Agency responsible for ensuring that State housing law is being

implemented at the local level. This includes review and approval of this Housing Element.

Relationship to 2030 General Plan Elements

The City of Inglewood's adopted General Plan Elements include the following:

- The **Land Use Element** was last amended in 2020 and lays out the location and distribution of existing development and permitted land uses in the City.
- The **Conservation Element** was adopted in 2017 and promotes the conservation, development, and sustainable use of natural resources. It also addresses air quality and water quality issues.
- The **Open Space Element** was last amended in 2020 and governs the use of open spaces, parks, and recreation issues.
- The **Safety Element** was adopted in 1995 and protects the community from man-made and environmental hazards, as well as noise.
- The **Circulation Element** was last amended in 2020 and identifies the planned development of the City's multi-modal transportation system. This includes promoting alternative forms of transportation.
- The **Noise Element** was updated in 1987 and provides policy guidelines for controlling the noise environment in the City.
- The **Safety Element** was adopted in 1995 and addresses natural hazards, such as seismic events, tsunamis, and storms.
- The **Environmental Justice Element** was adopted in 2020 and ensures the fair treatment of all peoples, cultures, and incomes with respect to the development and enforcement of environmental laws, regulations, and policies.

State law requires that local general plans be internally consistent. As such, policies and programs in this Housing Element must be reflected in the other General Plan Elements when appropriate. For example, the Land Use Element helps implement housing policy since it determines where housing should be located and how it should look. The other elements of the General Plan directly and indirectly impact how housing develops. This includes policies for open space, protecting natural and cultural resources, controlling noise, and promoting public safety, all of which affect how housing can enhance our quality of life.

Where We've Been: 5th Cycle Housing Element Progress

Over the course of five previous cycles of Housing Elements, the City has set goals and advanced its housing vision. However, since the adoption of the 5th Cycle Housing Element in 2013, several major developments have substantially enhanced the City's ability to make big progress on that vision in the future. The City has been successfully redeveloping the Hollywood Park and entertainment area, including signature developments like SoFi Stadium and the Intuit Dome which are enhancing the City's attractiveness to investment. Major sustainable mobility infrastructure is being planned for in the form of the Metro Rail K Line and the Inglewood Transit Connector, and new Transit Oriented Development Plans are focusing growth in these desirable areas. The City negotiated the Intuit Dome Implementation Community Benefits Program that will provide over \$80 million for programs that help develop and preserve affordable housing. Finally, the City adopted a Housing Protection ordinance that will protect renters and help retain affordable housing Citywide. Figure 1 traces the City's key accomplishments related to the seven goals outlined in the 2014-2021 Housing Element.



Sofi Stadium

Goal	Key Accomplishments
1. Promote the construction of new housing and new housing opportunities.	Built 1,332 residences. The City entitled 79 residential projects that created 1,332 housing units, meeting and exceeding the Regional Housing Needs Assessment goal of 1,013 units. Also extended building permits to three covenanted affordable housing projects totaling 288 new residential units. Advanced State Density Bonus law. Streamlined requirements and processes for Accessory Dwelling Units.
2. Maintain the existing housing stock and neighborhoods by promoting the maintenance, rehabilitation, modernization, and energy efficient upgrades of existing housing as well as the beautification and security of residential neighborhoods.	Affordable Housing Rehabilitation and Renewal of Covenants. The City supported the successful completion of rehabilitation of 875 affordable housing units at nine developments from 2011-2020. Also maintained Code enforcement to ensure building and safety codes were enforced at residences across the City.
3. Encourage the Production and Preservation of Housing for All Income Categories, particularly around high quality transit, including workers in the City that provide goods and services.	Entitled Transit-Oriented Development. The City adopted Transit-Oriented Development Plans and the Hollywood Park Specific Plan, resulting in permits and applications for over 1,000 units near the future Metro Rail K Line (Crenshaw/LAX Transit) and Inglewood Transit Connector.
4. Increase opportunities for homeownership.	Increased Financial Assistance for First-Time Homeowners. Increased funding for first-time low-income homebuyers.
5. Provide housing assistance and supportive services to extremely low-, very low-, low-, and moderate-income households and households with special needs.	Rent Stabilization Program. Adopted ordinance to limit maximum rent increases. Continued to explore options for at-risk housing, and low-income housing assistance.



New Housing Development

6. Protect the rights of persons to obtain housing and provide assistance to those persons faced with displacement from their homes.	Increased Low-Income Renter Protection. Instituted a requirement of relocation fees from any displacement to three times the City's average rent.
7. Encourage energy efficiency and greenhouse gas reductions.	Implemented Climate Action Plan. Promoted energy conservation programs and incentives to Inglewood residents pursuant to 2013 Energy and Climate Action Plan.

These and other developments have made Inglewood a community that attracts investment, infrastructure, and development. Equally important, they give the City leverage to continue its effort to produce, protect, and preserve housing over the 6th Cycle.

This is important, as the City and the world have continued to change significantly since the last Housing Element was adopted in 2014. The supply of affordable housing for all income levels have continued to be major challenges for the State, Region, and City. The COVID-19 pandemic has drastically affected the City's economy and housing situation further in ways that have yet to play out. While this update continues policies and programs that have proven successful from the 5th Cycle Housing Element, it also makes updates that capture where the City and its housing challenges are in 2021.

Public Participation

California law requires local governments to incorporate public input when developing a Housing Element. Specifically, Government Code section 65583(c)(7) says "that the local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

The City of Inglewood has reached out to the community to define the City's housing needs and how to address them. City staff and consultants The Arroyo Group conducted outreach through several different methods and at different times in the process. These methods were designed to elicit inputs from all segments of the community, including those who do not often participate in City meetings. The background for the Element was also informed by public engagement activities for recent projects which emphasized issues relating to housing. These events included ten public workshops for the Inglewood TOD Plans and a social media campaign with over 1,200 followers run by the City and The Arroyo Group.

- **Community Meetings.** Two virtual community meetings were held on December 8, 2021 to gain input from the public at large. In addition to the standard evening meeting, the City held one during the morning



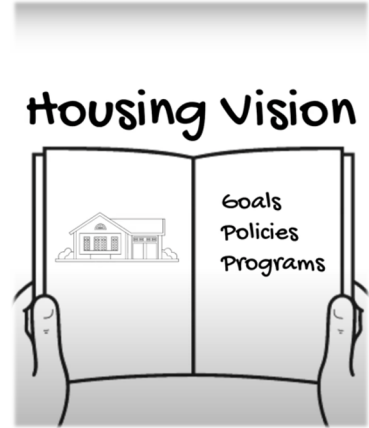
TOD Plans Community Pop-Up

hours to gain inputs from seniors, local employers, and other interested parties.

- **Stakeholder Interviews.** City staff and the consultant team conducted eleven stakeholder interviews with a total of fifteen stakeholders representing long-time residents, residential landlords, housing affordability advocates (who include local clergy) and affordable and market-rate housing developers/designers.
- **Educational Videos.** Educational videos were produced, placed on the City’s web page and YouTube channel, and advertised through social media to help people understand the major issues and trade-offs involved with planning for housing. The videos addressed the following topics:
 - ❑ What is a Housing Element?
 - ❑ Zoning: Your Questions Answered
 - ❑ How Does Affordable Housing Become a Reality?
- **Web Page.** The City maintains a web page with all relevant information at cityofinglewood.org/housingelement.
- **Social Media and E-Mail Broadcasts.** Using the City of Inglewood’s social media accounts, posts were created and disseminated on Facebook, Instagram and Twitter. E-mail notices were sent through City Councilmembers’ weekly newsletter distribution lists.
- **Targeted Stakeholder and Service Provider Outreach.** Targeted e-mail notices were also sent to key stakeholder organizations and service providers within the Inglewood region, including AARP, SCANPH, the Housing Rights Center, the Legal Aid Center, Westside Regional Center, Saint Margaret’s Center, Faithful Central, Saint John’s, and United Methodist Church.
- **30-Day Public Comment Period.** Public comment period took place from November 24, 2021 to December 24, 2021. Despite widespread dissemination of the draft through the methods listed above, no comment letters were received by the City during this time.

Comments and recommendations received during these public forums are summarized in Appendix F. The major themes of these comments and how they influenced the Housing Element are summarized below:

- **More affordable homeownership opportunities.** The Element now includes Goal 3, “A path to homeownership for local renters that strengthens the City’s neighborhoods and provides long-term stability to its population” and a thorough set of recommendations to modify the City’s First-Time Homebuyer Initiative (Program #24).
- **Protect sense of community present in low-density neighborhoods.** This Housing Element does not propose large changes to the physical



Scenes from Educational Videos.

development form of low-density neighborhoods. However, because market forces are altering the use of these neighborhoods, the Element seeks to respond to this community direction through programs such as the First-Time Homebuyer Initiative (Program #24) and Short-Term Rental Regulation (Program #14). The “Embracing the Opportunities” section of the Element extends this direction further, to not only the sense of community in low-density neighborhoods, but the City’s culture and institutions as well.

- **Consider the impact of commercial development.** While the City does not seek to deter commercial development, recognizing it as part of solving affordability challenges by providing more and higher-paying jobs for residents, the Housing Element includes the Intuit Dome Community Benefits Implementation (Program #4) and cites it as a model for future large commercial developments in the City.
- **Streamline development procedures.** Market-rate and affordable housing developers expressed a need to update the City’s codes and streamline development procedures; many programs address this need including Design Standards to Streamline Housing Development (Program #1) and Review and Removal of Governmental Constraints (Program #15).
- **Protect low-income residents and renters from displacement.** Although opinions varied about the City’s recent Housing Protection Ordinance, overall the implementation of this ordinance (Program #27) and supportive programs such as Fair Housing and Tenants’ Rights (Program #28) will be a major emphasis of the 6th Cycle period.

Embracing the Opportunities

Over the past decade, Inglewood has transformed from a city struggling with disinvestment to a city of opportunity. The City is creating a more desirable place to live, fulfilling the long-time aspirations of its residents with new entertainment venues, shops, restaurants, jobs and public transit. It has opened itself up to new housing by rezoning Hollywood Park and the four transit station areas for mixed-use and multi-family development, and is now seeing the market respond with new projects which will improve the City's environment, amenities and services.

The City's rapid progress brings new challenges that need to be faced for the City to continue to serve its citizens in meeting their housing needs. Luckily, the new context also brings with it new resources and opportunities to solve these challenges. The City now finds itself in a position of relative strength which can embolden it to institute policies that ensure that new development results in public benefit. Some of the major new opportunities ahead of the City at this time include:

- **Rising Home Values and Wealth Generation Opportunities.** Inglewood has long had housing values below the regional average, but values are now increasing faster than the region. The value of the average single-family home rose 20.8% to \$757,000 between June 2020 and June 2021. There is still significant room for growth to reach the average values of nearby Hawthorne (\$821,000), Los Angeles City (\$934,000) and Culver City (\$1,585,000). This price appreciation has created an important wealth generation opportunity for the people of color who comprise the vast majority of the City's homeowners. However, at the same time, it has increased barriers to wealth generation for those who are not yet owners. While home prices and rents have been increasing at strong rates, Inglewood's median household income remains at \$54,400, 80% of the County median. This Element lays out a strategy to increase access to homeownership for more Inglewood tenants.
- **Continuing to Provide Affordable Housing for Low-Income Residents.** The City took a major step to protect tenants in 2019 by instituting a Housing Protection ordinance which limited rent increases. This will help residents control housing costs that help them save for homeownership, provide for other needs (e.g. health care), and maintain the stability needed for good educational and job performance. The City is currently supporting at least three affordable housing projects in development which would help to address the situation, but the need will continue. This Element describes many strategies to increase the production of affordable housing in Inglewood.



Single-family home in Inglewood



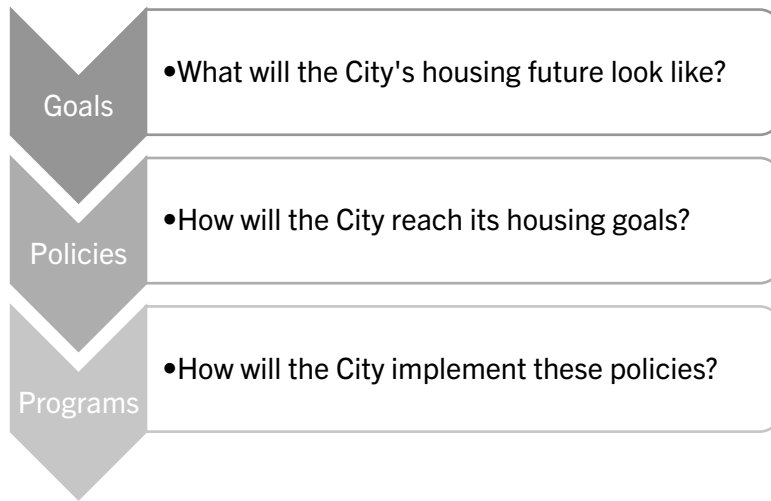
New mixed-use development on D-3 site

- **Supporting the City’s Long-Term Residents, People of Color, and Institutions.** The Housing Element strikes to support long-term Inglewood residents achieve homeownership and provide long-term stability to local neighborhoods. Its policies are intended to mitigate housing market forces that could alter the community’s social make-up and protect renters, the African-American population, and other demographics that have historically made Inglewood special.
- **Leveraging New Development for Public Benefit.** New development has increased markedly in Inglewood, indicating a broadly strengthening housing market prior to the COVID-19 pandemic. The 273 units permitted from 2013 to 2018 were dwarfed by the 1,053 units permitted in 2019 and 2020 alone, and over 4,000 units are in the development pipeline. Better market conditions give the City the opportunity to leverage development interest to achieve needed public benefits, such as affordable housing, open space, impact fees, supermarkets and other community amenities.
- **Preparing City Processes and Codes for Growth and to achieve Public Benefits.** The increase in development activity makes it important to implement up-to-date codes and processes that could streamline the development review process while clarifying City expectations for development and the public benefits it should provide.

At this time of continuing change and concern about housing across the state, the California Legislature has enacted new laws calling for local governments to deepen their commitment to accommodating new housing for all income groups. The City of Inglewood will continue to respond to this call to do its part in alleviating the statewide housing crisis. As such, this Housing Element seeks to respond to all new regulatory obligations imposed by the State, including the City’s allocation of 7,439 new dwelling units that must be planned for over the next eight years, its obligation to affirmatively further fair housing, and its desire to further the state’s climate and environmental justice goals.

Goals and Policies

The Housing Element builds off the successes of the current 5th Cycle Element and its seven goals to produce, preserve, and protect housing for the City's homeowners and renters. This 6th Cycle update is structured to tackle problems with solutions that include action plans. Figure 1 illustrates the hierarchy of ideas in the Housing Element.



*Figure 1.
Hierarchy for the Housing Element*

The Housing Element is anchored by four overarching goals that represent the ideal housing outcomes for Inglewood over the next eight years (6th Cycle) and beyond. As shown in Figure 1, these goals are informed by the challenges identified in the previous section. These ambitious goals will guide the City's decisions and investments and move the City closer to achieving its housing vision.

Goal 1: Diverse housing solutions with affordable options for all income groups minimizing displacement of low-income households.

Goal 2: Stable and safe neighborhoods where housing is protected, rehabilitated, and modernized.

Goal 3: A path to homeownership for local renters that strengthens the City's neighborhoods and provides long-term stability to its population.

Goal 4: Strong supportive services for low-income households and households with special needs.

The City desires to help its residents progress along a pathway of affordable housing options that enable them to live decently, participate fully in the community, and move up into better housing units over the course of their lifetimes, until they ultimately own property and participate in the appreciation taking place. By enabling some Inglewood residents to save money through having affordable rents, and others to build equity through homeownership, the City will ultimately help to address the great disparities in wealth that exist between people of color and others in the Los Angeles area. Figure 2 describes some of the types of affordable housing that the City endeavors to provide, together creating a continuum of housing options for all residents and enabling their upward mobility.

Income Level	Affordable Housing Types	
	Small Households	Large Households
0-30% Area Median Income (AMI)	Transitional housing Permanent supportive housing Single-room occupancy	Transitional housing Permanent supportive housing
30-60% AMI	Affordable rental housing	Affordable rental housing
60-80% AMI	Unsubsidized older rental housing (rent stabilized) Inclusionary rental housing New ADUs	Unsubsidized older rental housing (rent stabilized) Inclusionary rental housing
80-120% AMI	Inclusionary rental housing New ADUs	Inclusionary rental housing Affordable ownership housing
120-150% AMI	New rental housing	Affordable ownership housing
150+% AMI	New condominium housing (e.g. urban apartment)	Single-family ownership housing (new and older)

*Figure 2.
Affordable Housing Strategy for Upward Mobility.*

Opportunity	Goal	Policy	Applicable Program(s)
Rising Home Values and Wealth Generation Opportunities	1. Diverse housing solutions with affordable options for all income groups minimizing displacement of low-income households.	Policy 1.1 Promote new context-sensitive housing throughout the City where appropriate.	Program 1: Design Standards to Streamline Housing Development Program 2: New Affordable Multi-Family Housing Program 3: Intuit Dome Implementation Community Benefits Program 4: Inclusionary Housing Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 8: Accessory Dwelling Units Program 15: Review and Removal of Governmental Constraints
Continuing to Provide Affordable Housing for Low-Income Residents		Policy 1.2. Continue to streamline the permit approval and entitlement process for housing projects.	Program 1: Design Standards to Streamline Housing Development. Program 4: Inclusionary Housing Program 7: Congregational Land Affordable Housing Program 8: Accessory Dwelling Units Program 15: Review and Removal of Governmental Constraints
Leveraging New Development for Public Benefit		Policy 1.3. Cooperate with and assist developers of extremely low-, very low-, low-, and moderate income housing and workforce housing.	Program 2: New Affordable Multi-Family Housing. Program 3: Intuit Dome Implementation Community Benefits Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 10: Housing Grant Application Working Group
Preparing City Processes and Codes for Growth to Achieve Public Benefits		Policy 1.4. Encourage the distribution of affordable housing throughout the City.	Program 4: Inclusionary Housing Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 8: Accessory Dwelling Units Program 15: Review and Removal of Governmental Constraints
		Policy 1.5. Encourage the construction of mixed income housing developments that provide housing for a variety of income levels such as extremely low-income up through and including market rate.	Program 2: New Affordable Multi-Family Housing Program 3: Intuit Dome Implementation Community Benefits Program 4: Inclusionary Housing Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 24: First-Time Homebuyer Initiative
		Policy 1.6. Provide development incentives for the construction of affordable housing.	Program 1: Design Standards to Streamline Housing Development Program 2: New Affordable Multi-Family Housing Program 4: Inclusionary Housing Program 6: (Public Land) Affordable Housing Program 15: Review and Removal of Governmental Constraints
		Policy 1.7. Vigorously promote new housing development opportunities in identified transit-oriented development areas.	Program 1: Design Standards to Streamline Housing Development Program 4: Inclusionary Housing Program 5: Commercial Corridors Evaluation Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 8: Accessory Dwelling Units

Goals and Policies

Opportunity	Goal	Policy	Applicable Program(s)
		Policy 1.8. Promote housing development on lands owned by local institutions.	Program 2: New Affordable Multi-Family Housing Program 7: Congregational Land Affordable Housing
		Policy 1.9 Optimize the strategic use of City-owned property to create affordable housing.	Program 2: New Affordable Multi-Family Housing. Program 6: (Public Land) Affordable Housing
Supporting the City's Long-Term Residents, People of Color, and Institutions	2. Stable and safe neighborhoods where housing is protected, rehabilitated, and modernized.	Policy 2.1. Promote the use of public and private funding sources to facilitate rehabilitation and maintenance loans and grants for multi-family housing and senior owner occupied single family homes.	Program 16: Rehabilitate Affordable Rental Housing Program 17: Rehabilitate Ownership Housing for Seniors and Adults with Ambulatory Disabilities
		Policy 2.2. Facilitate an FAA and LAWA funded sound insulation program for homes that are significantly impacted by noise from LAX.	Program 22: Residential Sound Insulation
		Policy 2.3. Monitor the ongoing upkeep and safety of housing units and neighborhoods.	Program 16: Rehabilitate Affordable Rental Housing Program 18: Rehabilitate Homes for Individuals with Developmental Disabilities Program 19: Code Enforcement/Property Maintenance/Rental Inspection Program 20: Neighborhood Watch Program 21: Graffiti Abatement Program 23: Energy Conservation Program 27: Housing Protection Ordinance Administration
		Policy 2.4. Preserve the existing supply of affordable, income-restricted, and rent-stabilized housing.	Program 3: Intuit Dome Implementation Community Benefits Program 11: Monitor and Preserve Existing Supply of Affordable Housing Program 14: Short-Term Rental Regulation Program 16: Rehabilitate Affordable Rental Housing Program 18: Rehabilitate Homes for Individuals with Developmental Disabilities Program 19: Code Enforcement/Property Maintenance/Rental Inspection Program 27: Housing Protection Ordinance Administration.
		Policy 2.5 Ensure the sharing economy for short-term rentals does not adversely affect the City's housing stock.	Program 14: Short-Term Rental Regulation
		Policy 2.6. Explore options to raise local funds for the development or preservation of housing affordable to extremely low-, very low-, low-, and moderate income households and the City's workforce, and support related federal and State legislation.	Program 9: New Revenue Sources Program 10: Housing Grant Application Working Group Program 12: Long-Term Stewardship of Housing Subsidies – Community Land Trusts

Opportunity	Goal	Policy	Applicable Program(s)
Rising Home Values and Wealth Generation Opportunities	3. A path to homeownership for local renters that strengthens the City's neighborhoods and provides long-term stability to its population.	Policy 3.1. Promote opportunities for affordable home ownership for city residents and workers in the city who are first time home buyers.	Program 3: Intuit Dome Implementation Community Benefits Program 24: First-Time Homebuyers Initiative Program 25: Section 8 Homeownership
Supporting the City's Long-Term Residents, People of Color, and Institutions			
Continuing to Provide Affordable Housing for Low-Income Residents	4. Strong supportive services for low-income households and households with special needs.	Policy 4.1. Support rental and mortgage assistance programs for lower income households.	Program 29: Tenant Based Rental Assistance Program 30: Family Self Sufficiency Program 32: Homelessness Solutions Program 33: Veterans Affairs Supportive Housing
		Policy 4.2. Permanently transition Inglewood homeless individuals and families to permanent housing by matching housing and supportive services to the needs of priority homeless populations: Inglewood's chronically homeless; those whose last permanent address was in Inglewood; and members of Inglewood's workforce at risk of becoming homeless.	Program 31: Transitional and Supporting Housing Program 32: Homelessness Solutions
		Policy 4.3. Relieve overcrowded housing conditions.	Program 1: Design Standards to Streamline Housing Development Program 6: (Public Land) Affordable Housing Program 7: Congregational Land Affordable Housing Program 4. Inclusionary Housing Program 8: Accessory Dwelling Units Program 27: Housing Protection Ordinance Administration Program 28: Fair Housing and Tenants' Rights Program 29 Tenant Based Rental Assistance
		Policy 4.4. Apply for grant funding to financially support the development of housing for special need groups.	Program 9: New Revenue Sources Program 10: Housing Grant Application Working Group Program 31: Transitional and Supporting Housing
		Policy 4.5. Maintain development standards that promote the development of special needs housing,	Program 1: Design Standards to Streamline Housing Development

Goals and Policies

Opportunity	Goal	Policy	Applicable Program(s)
		such as affordable senior, accessible, or family housing, while protecting quality of life goals.	
		Policy 4.6 Explore new revenue sources that can advance the City's affordable housing goals.	Program 9: New Revenue Sources Program 10: Housing Grant Application Working Group Program 12: Long-Term Stewardship of Housing Subsidies – Community Land Trusts
		Policy 4.7. Promote the community understanding of housing rights for both tenants and landlords and ensure fair housing treatment for all.	Program 27: Housing Protection Ordinance Administration. Program 28: Fair Housing and Tenants' Rights
		Policy 4.8. Prioritize Inglewood residents, those who work in Inglewood, recently displaced residents, and other disadvantaged persons in access to City housing assistance to the extent possible.	Program 26: Local Preference Ordinance. Program 28: Fair Housing and Tenants' Rights

*Figure 3.
Housing Element Goals & Policies*

Quantified Objectives

Based on the needs, resources, and constraints in the City of Inglewood, the following objectives represent the City’s aspirations for addressing its housing challenges. The “New Construction” objective refers to the number of new units that potentially could be constructed using public and/or private sources over the 2021-2029 planning period. The “Rehabilitation” objective refers to the number of existing units expected to be rehabilitated during the 6th Cycle. The “Conservation/Preservation” objective refers to the preservation of affordable housing stock throughout the 6th Cycle planning period.

6 th Cycle Housing Element Objectives			
Income Category	New Construction (2021-2029)	Rehabilitation (2021-2029)	Conservation/ Preservation (2021-2029)
Very Low	1,813 units	320 affordable housing units rehabilitated	1,150 households supported by tenant-based rental subsidies
Low	955 units	3,000 homes rehabilitated with Residential Sound Insulation	7,000 annual rental and code enforcement inspections by 2029
Moderate	1,112 units		
Above Moderate	3,559 units		
Total	7,439 units		

Figure 4.

Source: City of Inglewood, 2021.

Housing Programs

To implement the City’s housing policies, 34 programs have been defined that will advance all the City’s housing goals. These programs tie back to the goals and the policies that provide the backbone of the City’s housing strategy. An overview of each of the 34 programs is given below; detailed descriptions of each program, with action plans, are given in Appendix E.

The programs that will be effective in the implementation of the Housing Element policies are described in the sections that follow.

Program 1: Design Standards to Streamline Housing Development (New). The State of California has increasingly promoted streamlining of projects that are consistent with its housing objectives. The City shall evaluate ways to streamline the entitlement process for housing that meets objective criteria. This shall include the development of clear, objective, Housing Accountability Act-compliant design criteria that address compatibility with adjacent residential zones and other factors. These criteria are anticipated to make the City’s evaluation of a greater number of proposals administrative procedures that do not require the time and resources associated with design review and discretionary entitlements requested of the Planning Commission and/or City Council. Particular attention will be placed on standards for the R-3 and R-4 zones.

Program 2: New Affordable Multi-Family Housing (Existing). The City provides land, regulatory incentives, technical assistance and financial assistance to developers to construct new affordable ownership and rental housing for households at a range of income levels which are not served by the private market. Direct financial assistance includes HOME funds, project-based vouchers, potential Intuit Dome funds (Program 3) and local housing trust funds and is geared toward affordable housing for households making 0-60% AMI, including extremely low income and homeless persons. The City will also undertake creative efforts to create more housing available for those earning between 60-150% AMI, including inclusionary housing (Program 4), and direct financial assistance to the first-time homebuyer program (Program 24).

Program 3: Intuit Dome Implementation Community Benefits (New). Through a development agreement, the Intuit Dome has promised to make a substantial contribution toward affordable housing in the City. Program guidelines shall be developed to optimize the planning and execution of these funds, including the pursuit of matching funds that can leverage these local resources. Funds could be placed in a Local Housing Trust Fund or other entity/account which provides for the greatest transparency and flexibility.



New Affordable Housing Development on Beach Avenue

Program 4: Inclusionary Housing (New). An inclusionary housing ordinance requires developers to reserve a certain percentage of housing units for low and moderate-income households in new residential developments. The City will undertake a feasibility study and adopt an appropriate inclusionary housing ordinance. The study will consider density bonuses and parking reductions as incentives accompanying.



Prairie Commercial Corridor

Program 5: Commercial Corridors Evaluation (New). Interest in development of mixed-use and residential projects on commercial corridors has been high in the areas of the City where such projects are permitted, principally the Transit Oriented Development (TOD) plan areas. The City will evaluate the creation of zoning that would permit residential or mixed-use projects on commercial corridors throughout the City, many of which have high quality transit. If deemed appropriate, zoning amendments could take the form of expansion of the City’s mixed-use corridor zone, Specific Plans, overlays, or other code amendments.



Church parking lot

Program 6: (Public Land) Affordable Housing (Existing). The City could devote underutilized City-owned land to the creation of affordable and/or supportive housing projects through below-market or no-cost sale or, preferably, ground lease to housing providers. Development of publicly-owned sites for solely market-rate housing or housing which meets only the requirements of any future inclusionary housing ordinance will be discouraged. Rather, sites with higher zoning capacity are good opportunities for tax credit funded affordable housing projects, and sites with lower zoning capacity can be good opportunities for affordable homeownership projects.

Program 7: Congregational Land Affordable Housing (New). Stimulating the development of affordable housing on land owned by religious congregations allows them to use their property to help carry out their mission, while receiving income from a ground lease or property sale to help stabilize themselves financially. At least two congregations in Inglewood have already contacted the City with projects they are seeking to build. The City will review barriers faced by congregations in the City and prepare zoning amendments that address these concerns.



Downtown parking lot

Program 8: Accessory Dwelling Units (New). The City will adopt an Accessory Dwelling Unit (ADU) Ordinance in keeping with all relevant State laws and current practice of encouraging ADU construction. In order to streamline the approval process and reduce barriers for homeowners not experienced in real estate development, the Planning Department will explore creating a menu of pre-approved ADU plans which will allow for over-the-counter approval. If local funds for housing are made available, the City will also explore providing low-cost loans to lower-income homeowners to build new ADUs or legalize unpermitted ADUs and rent them to lower-income households.

Program 9: New Revenue Sources (New). The City will explore new sources of revenue to fund the planning, design, and construction of affordable housing. One potential revenue source is an Enhanced Infrastructure Financing District.

Program 10: Housing Grant Application Working Group (Existing). The City will continue to coordinate internally to identify unmet housing needs and focus on appropriate grant opportunities. This includes collaboration between Economic and Community Development, Code Enforcement, Housing Authority, and the Police Department.

Program 11: Monitor and Preserve Existing Supply of Affordable Housing (Existing). To help preserve the supply of affordable housing, the Inglewood Housing Authority will continue to monitor the expiration date of income-restricted housing and take action to prevent the conversion of these units to market rate.

Program 12: Long-Term Stewardship of Housing Subsidies – Community Land Trusts (New). Community stewardship is a necessary part of the long-term response to the housing crisis by focusing not only housing but the ground underneath. Community land trusts (CLTs) are non-profit, community-based organizations that ensure stewardship by acquiring land and maintaining ownership permanently. CLTs would enter into long-term renewable leases with prospective homeowners instead of traditional sales. When the homeowner sells, the family earns a portion of the increased property value with the balance kept by the trust.

Program 13: City Purchases and Covenants to Preserve Affordable Housing (New). Cities can purchase or covenant naturally occurring affordable housing that low-income households already occupy. This is a fairly affordable way for cities to preserve naturally occurring affordable housing and prevent the displacement of low-income households.

Program 14: Short-Term Rental Regulation (New). In light of the regional attractions in the City that attract tourism, the City shall evaluate the potential impact that the share industry can have on short-term rentals that reduce housing stock. Tourists looking at options to hotels can remove needed housing from the market for long-term renters. While a proposed Transient Occupancy Tax (TOT) increase will be considered by Inglewood voters. The City will continue to regulate short-term rentals to ensure protection of its housing stock.

Program 15: Review and Removal of Governmental Constraints (New). This program involves the continued comprehensive review of the City's regulatory tools and processes to identify undue constraints to the production of housing, and to keep processes current with State law. This review can address issues

like parking requirements near transit service, minimum unit sizes for affordable housing, and single room occupancy housing zoning.

Program 16: Rehabilitate Affordable Rental Housing (Existing). The Inglewood Housing Authority will continue this HOME Investment Partnerships-funded program which has supported the successful completion of rehabilitation of 875 affordable housing units at nine developments between 2011 and 2020. The City will continue to provide assistance to rehabilitate low-, very-low and extremely-low income affordable housing projects.



*Good Shepherd
Homes Rehabilitated
Housing*

Program 17: Rehabilitate Ownership Housing for Seniors and Adults with Ambulatory Disabilities (Existing). The Housing Authority will continue this HOME-funded program which provides grants to homeowners who are senior citizens and suffer from ambulatory disabilities to assist with their property maintenance. The single-family residential homeowners who qualify can receive a maximum of \$18,000 for eligible improvements. This program enables homeowners to make repairs, improve the value of their property, and improve the overall character of the neighborhood.

Program 18: Rehabilitate Homes for Individuals with Developmental Disabilities (Existing). This ongoing program allocates capital funds to help rehabilitate existing housing for developmentally disabled adults.

Program 19: Code Enforcement/Property Maintenance (Existing). The City will continue proactive enforcement of existing Municipal Code provisions relating to the appropriate use and development of properties throughout the City. The Code Enforcement Program is designed to bring properties up to City Code requirements and to clean up and improve unsightly or unsafe properties including rental units subject to the rent stabilization ordinance.

Program 20: Neighborhood Watch (Existing). This program allows neighbors to become acquainted with each other and pool resources to monitor and report suspicious activity. The program includes crime prevention techniques, home and vehicle security information, drug and gang awareness, earthquake preparedness, and CPR training.

Program 21: Graffiti Abatement (Existing). This ongoing program helps property owners by providing graffiti removal services free of charge. This includes vouchers to purchase paint.

Program 22: Residential Sound Insulation (Existing). The City will continue to manage and implement sound insulation measures for residences adversely affected by flight paths under the Los Angeles World Airports.

Program 23: Energy Conservation (New). The City will review the City's Zoning Ordinance and subdivision requirements, as well as other applicable codes, to



*Plane flying over
Inglewood*

promote energy conservation in housing rehabilitation and in the construction of new housing. This program will supplement existing City efforts in the enforcement of the State’s construction codes requiring energy efficiency in new construction. This program will ensure that developers and/or architects incorporate certain State-mandated energy and water conserving equipment in any new development. The programs will include rebates from other energy providers for energy conserving refrigerators, water heaters, and other household appliances.

Program 24: First-Time Homebuyers Initiative (New). The purchase of a typical single-family home in Inglewood requires an income of approximately 160 to 210% of Area Median Income. The goal of this first-time homebuyers initiative is to use financial incentives to give more Inglewood residents with incomes between 80 and 160% AMI the opportunity to purchase a home in the City. The City will develop a new First-Time Homebuyer Program or programs which prioritize members of the community, ensure wealth-building opportunities, give the City first right of refusal to purchase properties and spread funds among more people than the City’s current pilot. The program will initiate with the existing housing stock but moves into sponsoring new affordable homeownership development when financial conditions are advantageous or to prove market for desired ownership housing types.

Program 25: Section 8 Homeownership (Existing). The Inglewood Housing Authority will continue to provide financial assistance for eligible Section 8 families seeking to buy their first home. Specifically, Section 8 payments can be applied toward mortgage payments rather than rent.

Program 26: Local Preference Ordinance (New). Helping Inglewood residents remain in the City strengthens familial and neighbor relationships and communities overall. The City will explore opportunities to help local residents pursue rental and/or for-purchase city assisted affordable housing, including the option for renters to purchase their rentals that are being sold to the open market, through a Local Preference ordinance which complies with Fair Housing laws. In tandem, the City will take steps to enhance communications with Inglewood residents about affordable housing opportunities.

Program 27: Housing Protection Ordinance Administration (Existing). The City’s Housing Protection ordinance is designed to alleviate the hardships of the housing crisis while ensuring that property owners receive a fair return on their investment. The ordinance limits on increases in rents for properties which are older than 15 years of age, provides for just cause eviction protections, anti-harassment provisions and rental registry requirements. The City will fully implement the ordinance during the 6th cycle period.

Program 28: Fair Housing and Tenants’ Rights (New). As renters are often unaware of their rights under federal, State, and local housing law, the City will



Typical rent stabilized building

prioritize its services to renters to ensure that access to legal counsel and eviction protection services help mitigate the threat of eviction. The City will publish information related to the program on its website, at City Hall, and for use in communication with rental property owners. In addition, the City will increase access to legal counsel in eviction proceedings for vulnerable renters.

Program 29: Tenant Based Rental Assistance (Existing). The City will continue to administer the Section 8 and Tenant Based Rental Assistance programs through vouchers and port-ins from other housing authorities.

Program 30: Family Self Sufficiency (Existing). The City provides information to families under the Housing Assistance Program on how to become economically self-sufficient. This will continue to help reduce dependence on welfare assistance, vouchers, public assistance, and other types of aid. The program establishes an escrow account for eligible families that is used to store any extra income to allow families to maintain their current Housing Assistance Program subsidies. Funds from these escrow accounts can be withdrawn when families do not receive welfare for at least twelve consecutive months.

Program 31: Transitional and Supportive Housing Zoning (New). Transitional housing is a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A person may live in a transitional housing unit for up to two years while receiving supportive services that enable independent living. The City will comply with State law regarding the facilitation of transitional housing. The City will continue to permit the existing shelters and transitional housing facilities in the City to operate.

Program 32: Homelessness Solutions (Existing). The City will continue to provide Tenant-Based Rental Assistance vouchers and Homeless Tenant-Based Rental Assistance vouchers to homeless individuals and focus on transitioning them into permanent housing through its case management services. These services include budget education, employment services, job search assistance, interview preparation, computer skills, and transportation assistance.

Program 33: Veterans Affairs Supportive Housing (Existing). This program provides case management and processing of landlord payments for monthly rental assistance and security deposits for 75 extremely low-income seniors, permanently disabled residents, and honorably discharged veterans.

Program 34: Developmentally Disabled Housing Outreach (Existing). The City will continue to work with the Westside Regional Center (WRC) to implement an outreach program to inform families about services for those with developmental disabilities.



*Cloudbreak Communities
Veterans Transitional
Housing*

Appendix A: Housing Needs

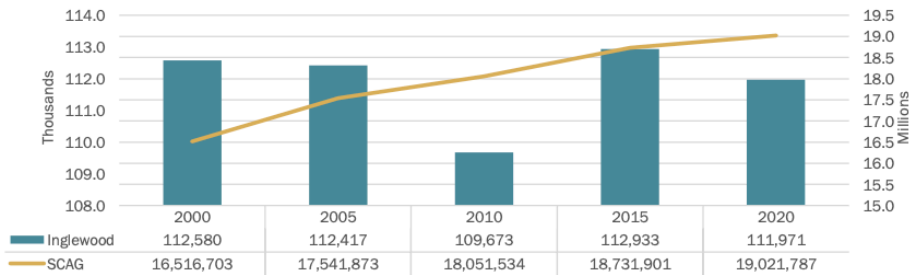
Demographic Trends

Understanding where the City has been is vital to shaping how the City can move forward on housing policy. The City of Inglewood’s Housing Element takes into account trends in housing, population, jobs, and other factors that influence how the City has changed over the first two decades of the 21st Century. This Appendix provides a snapshot of where the City is and how it got here.

Population Growth

The City of Inglewood is the 12th largest city in Los Angeles County and the 62nd largest city in the state of California with a population of 110,159 people, according to a January 2021 estimate from the State of California’s Department of Finance. Over the twenty-year period from 2000 to 2020, Inglewood’s annual growth was 0% compared to 0.7% in the Southern California Association of Governments (SCAG) region. The 0% population growth rate indicates that the influx of new residents is also being met with a similar outflow of residents. See Figure A-1 which illustrates the population trends over this twenty-year period in the City of Inglewood compared to the SCAG region. From 2020 to 2021, the Department of Finance estimated that the population of Inglewood decreased by 766 people, a 0.7% loss.

Population Trend, 2000-2020



CA DOF E-5 Population and Housing Unit Estimates

Figure A-1.

While Inglewood has not experienced recent population growth, the city’s population increased by 21,000 people over the last 50 years. Much of this growth occurred from 1970 to 2000. See Figure A-2 for the City of Inglewood’s population trend from 1970 to 2020.

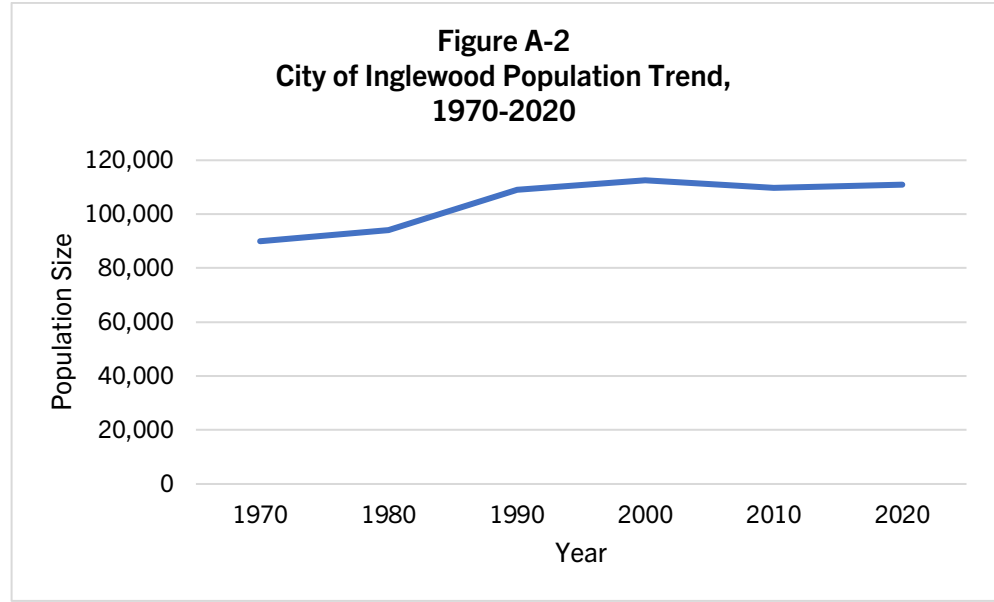


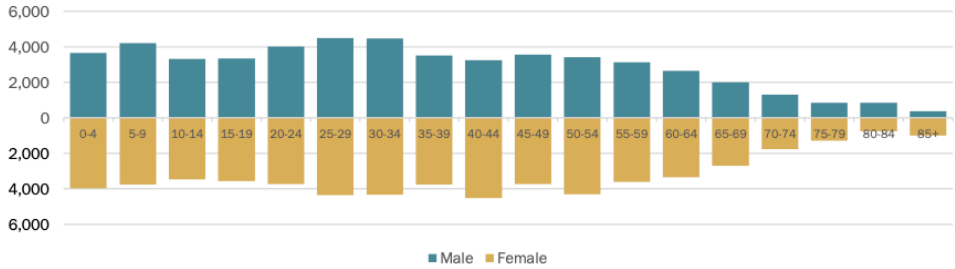
Figure A-2.
Source: California Department of Finance.

According to SCAG’s Technical Report, “Current Context: Demographics and Growth Forecast” published in September 2020, the Los Angeles County population is slated to increase by 16% from 2016 to 2045. The same report projects that Inglewood’s population will increase by 20% during the same period. In Inglewood, this is an increase of 22,800 people over approximately three decades, or roughly 7,600 people each decade. Inglewood’s Regional Housing Needs Assessment (RHNA) is 7,439 units, which is composed of 2,862 units to meet the need of projected population growth and 4,560 units to meet the need of the existing population.

Age Characteristics

Inglewood’s housing needs are in part determined by the age characteristics of residents. As a person ages they cycle through different lifestyles, family sizes, and income levels. These lifestyles, family sizes, and income levels influence a person’s preference for certain housing types along with their ability to afford different types of housing. Younger adults tend to move to apartments and condominiums which are typically relatively affordable and allow a great deal of flexibility. Middle-aged adults tend to move to larger apartments, condominiums, and single-family homes to fit their growing families and children. Seniors might move into more manageable living situations, such as smaller apartments/homes, properties shared with children, retirement communities, or assisted living facilities. It is important to keep these tendencies in mind while evaluating the City of Inglewood’s age characteristics.

Current Population by Age and Sex



American Community Survey 2014-2018 5-year estimates

Figure A-3.

According to 2015-2019 ACS 5-year data, the median age of an Inglewood resident is 36.1 years old, which is just slightly lower than the Los Angeles County median age of 36.5 years old (Figure A-3).

Age Trends by Life Stage				
Age Category	Number of Residents		Population Change	
	2010	2019	2010-2019	Percent
0-19 yrs. (dependent)	34,431	28,527	-5,904	-17%
20-24 yrs. (transitional)	8,015	7,689	-326	-4%
25-34 (household forming)	16,740	17,104	364	2%
35-44 yrs. (family growth)	16,250	15,171	-1,079	-7%
45-64 yrs. (move up housing)	24,563	27,652	3,089	13%
65+ yrs. (retirement years)	10,054	13,470	3,416	34%
Total	110,053	109,613	-440	-0.4%

Figure A-4.

Source: 2006-2010 and 2015-2019 ACS 5-year data.

Figure A-4 reveals the age characteristics of the Inglewood population. The age groups are categorized by what stage in life and housing they are likely within. The largest segments of Inglewood’s current population are within the dependent and move up housing stages of life. Inglewood’s population ranging from 0 to 44 years old has been on the decline over the past decade, with the largest decline of 17% in population of children and teenagers. On the contrary, the older population in the city has been on the rise. The population of 45- to 64-year-olds in the city rose 13% over the last ten years and the population of

65+ year-olds rose 34%. These statistics likely indicate the natural aging of the city’s residents as in 2010 the median age in the city was 32.3 years old.

Race and Ethnicity

Over the last decade, from 2010 to 2019, the city has experienced significant changes in population. While Inglewood is known as one of the primary Black communities in Southern California, the Black alone population in Inglewood experienced an 8% loss or 3,609 people over the last decade (Figure A-5). This decline is in keeping with trends noticed across urban Los Angeles County. The Latino alone population in Inglewood now composes a majority, though its increase was only 1% over the past decade. The city’s White alone population increased by 33% and the Asian/Pacific Islander alone population increased by 34%.

Race and Ethnicity Trends					
Race/Ethnicity	Number of Residents		Total Population (%)	Change 2010-2019	
	2010	2019	2019	Number	Percent
White alone	3,682	4,887	9%	1,205	33%
Latino alone	54,692	55,432	51%	740	1%
Black alone	47,066	43,457	40%	-3,609	-8%
American Indian/Alaska Native alone	120	380	0%	260	217%
Asian/Pacific Islander alone	1,947	2,606	2%	659	34%
Some other race alone	393	442	0%	49	12%
Two or More Races	2,153	2,409	2%	256	12%
Total	110,053	109,613		-440	-0.4%

Figure A-5.

Source: ACS Data, 2006-2010 and 2015-2019 5-year.

These racial shifts in the community should be put into context. While Inglewood is experiencing changes in the City’s demographic makeup, the City’s population remains over 90% people of color, which distinguishes it from other nearby communities such as Culver City, Santa Monica, and Los Angeles (Figures A-6).

Comparison of Race and Ethnicity Trends Across Local Jurisdictions			
Jurisdiction	Percent Black Alone	Percent Latino Alone	Other Race/Ethnicity
Inglewood	39.6%	50.6%	9.8%
Culver City	8.7%	23.7%	67.6%
Gardena	22.2%	39.3%	38.5%
Hawthorne	24.1%	54.8%	21.1%
Los Angeles City	8.6%	48.5%	42.9%
Santa Monica	4.4%	15.4%	80.2%
Los Angeles County	7.8%	48.5%	43.7%

Figure A-6.

Source: 2015-2019 ACS 5-Year Estimate.

According to 2015-2019 ACS 5-year data, the foreign-born population in Inglewood is 31,230 or 28% of the total population. Of this foreign-born population, only 13,419 or 43% are naturalized U.S. citizens. Approximately 84% of the city's foreign-born population is from Latin America. At 8% the second largest foreign-born population originates from Africa. The population in Inglewood that speaks English only at home is 48% of the population. Fifty-two percent of the population speaks a language other than English at home and 22% of that population speaks English less than "very well." For residents who speak a language other than English, the most prevalent language is Spanish which is spoken by 46% of the population 5 years old and up.

Housing Characteristics by Race and Ethnicity

Leveraging additional data resources from the US Census Bureau we have developed customized data analysis and tabulations that examine housing characteristics for Inglewood by ethnicity categories. This analysis is based on the ACS 2019 1-yr Public Use Microdata Sample (PUMS) cross-tabulated by the tenure status and race-ethnicity of the household head. Inglewood is approximated by the Public Use Microdata Area (PUMA) GEOID 0603749. ACS microdata analysis are sample-based estimates, and most appropriately used to report population and household characteristics, such as distributions, percent shares, averages and medians across comparison groups, and should not be used to tally counts of population, housing units and households. This analysis will be included throughout this Housing Needs Appendix in the applicable sections.

Employment Growth and Change

Employment trends have an important role in defining housing needs. Employment factors that impact housing needs include projected job growth that will bring more residents into the city, wage levels in the city, and demands on infrastructure that result from increased housing and employment demand.

According to Figure A-7, based on 2015-2019 ACS 5-year data, the City of Inglewood has 53,475 workers living within its borders. These workers work across 13 major industrial sectors, with the three most prevalent sectors being Education & Social Services; Arts, Entertainment, Recreation; and Professional Services.

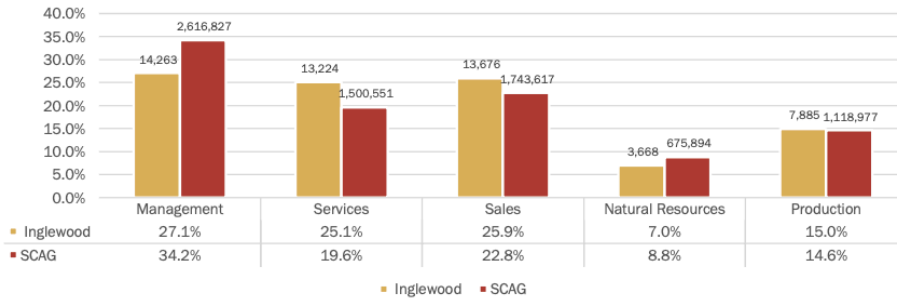
Employment Trends by Industry, Inglewood Residents				
Industry	Number of Employees		Change 2010-2019	
	2010*	2019*	Number	Percent
Agriculture	231	163	-68	-29%
Construction	2,415	2,891	476	20%
Manufacturing	4,161	3,805	-356	-9%
Wholesale trade	1,366	1,136	-230	-17%
Retail trade	4,857	5,506	649	13%
Transportation	4,385	5,011	626	14%
Information	1,215	1,705	490	40%
Finance and insurance	2,915	2,754	-161	-6%
Professional	5,789	6,138	349	6%
Educational services	10,722	11,850	1,128	11%
Arts, Entertainment, Food	5,501	7,015	1,514	28%
Other services	3,111	3,198	87	3%
Public Administration	2,332	2,303	-29	-1%
Total	49,000	53,475	4,475	9%

Figure A-7.

Source: 2006-2010 and 2015-2019 ACS 5-year data.

As for employment by occupation, the largest occupation among Inglewood residents is management, followed by sales, services, and natural resources respectively (Figure A-8). The number of employees working in management, business, science and arts has increased markedly over the past ten years in Inglewood (Figure A-9).

Employment by Occupation



American Community Survey 2014-2018 5-year estimates using groupings of SOC codes.

Figure A-8.

Employment Trends by Occupation				
Occupation	Number of Employees		Change 2010-2019	
	2010	2019	Number	Percent
Management, business, science, and arts occupations	11,494	14,676	3,182	28%
Service occupations	12,837	13,859	1,022	8%
Sales and office occupations	13,213	12,950	-263	-2%
Natural resources, construction, and maintenance occupations	4,255	3,999	-256	-6%
Production, transportation, and material moving occupations	7,201	7,991	790	11%
Total	49,000	53,475	4,475	9%

Figure A-9.

Source: ACS, 2006-2010 and 2015-2019 5-year data.

As for jobs in Inglewood, regardless of where the worker lives, from 2012 to 2020 the number of jobs in the city increased by 31,100 jobs to 34,600 total jobs (Figure A-10). In 2020, the three largest industries in Inglewood were Healthcare and Social Assistance, Retail Trade, and Accommodation and Food Services respectively. Further growth is anticipated in Retail Trade and Accommodation and Food Services with the opening of SoFi Stadium to the public in Fall 2021 and the anticipated 2024 opening of Intuit Dome.

Employment Trends by Industry, Inglewood Employees				
Industry Sector	2012	2016	2018	Projected Q3 2021 Recovery to Jan 2020 Levels
Agriculture, Forestry, Fishing and Hunting	43	9	3	0
Mining, Quarrying, and Oil and Gas Extraction	3	0	0	0
Utilities	90	60	57	58
Construction	468	730	1,263	2,315
Manufacturing	1,794	2,619	2,566	2,665
Wholesale Trade	2,155	996	1,179	1,478
Retail Trade	4,116	4,891	4,840	5,075
Transportation and Warehousing	3,109	3,775	3,188	2,854
Information	362	377	383	413
Finance and Insurance	473	458	427	423
Real Estate and Rental and Leasing	643	1,228	1,254	1,356
Professional, Scientific, and Technical Services	723	887	677	548
Management of Companies and Enterprises	166	263	109	48
Administration & Support, Waste Management and Remediation	2,216	1,237	1,077	995
Educational Services	2,265	3,490	1,984	1,196
Health Care and Social Assistance	4,903	5,889	6,531	7,678
Arts, Entertainment, and Recreation	1,328	1,436	1,557	1,789
Accommodation and Food Services	2,568	2,879	2,955	3,216
Other Services (excluding Public Administration)	2,718	1,747	1,531	1,421
Public Administration	957	829	916	1,072
Total ¹	31,100	33,800	32,497	34,600

Figure A-10.

Source: Stanley R Hoffman Associates, Inc. Census Longitudinal Employer-Household Dynamics (LEHD) Southern California Association of Governments (SCAG) RTP 2016 and 2020. California Employment Development Department (EDD), Los Angeles County, January 2020 and May 2021 Release.

According to the Bureau of Labor Statistics, the City of Inglewood's unemployment rate in 2010, following the 2008 financial crisis, hit 16%. Following 2010, the unemployment rate in Inglewood consistently fell until 2020, when it skyrocketed during the COVID-19 pandemic (Figure A-11). During the height of the pandemic, unemployment in Inglewood reached 23%; however, for all of 2020 the unemployment rate averaged out to 17%.

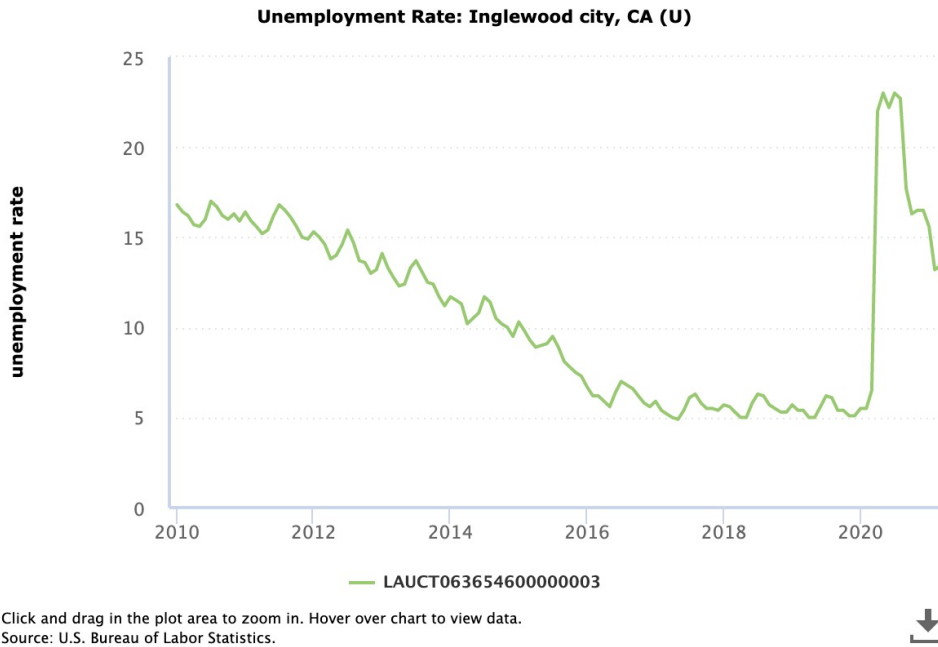


Figure A-11.

According to the U.S. Census Bureau “On the Map” data the number of residents who lived and worked in Inglewood decreased from 3,321 people in 2010 to 2,943 people in 2018. As of 2018, 25,555 people worked in Inglewood but lived outside of the city and 47,549 people lived in Inglewood but worked outside of the city. Additionally, the mean work commute time over the last decade increased from 28.2 minutes in 2010 to 31.4 minutes in 2019, which is slightly below the Los Angeles County mean work commute time of 31.8 minutes.

Household Income

Household income predicts the types and price of housing that residents can afford. According to ACS 2015-2019 5-year data, the City of Inglewood’s median household income increased by \$10,940 over the last decade to \$54,400. Using the same data, Inglewood’s median household income is low compared to the Los Angeles County median household income of \$68,044. In addition to a low median household income, rates of poverty in Inglewood are high and trends suggest these rates become higher when certain family characteristics are considered. According to 2015-2019 ACS 5-year data, the poverty rate across all residents was 17%. The same data found that 14% of Inglewood’s families fell under the poverty level within the prior 12 months. This poverty rate increased to 19% when only families with children under 18

years old were measured and fell to 11% when only families with children under 5 years old were measured.

However, the group that is most affected are female only headed households. According to the same data, female only headed households with children under 18 years old had a poverty rate of 27% and female only headed households with children under 5 years old had a poverty rate of 17%. The Los Angeles County poverty rates, based on the same 2015-2019 ACS 5-year data, are slightly lower in comparison to the City of Inglewood. For example, the poverty rate across all residents in Los Angeles County is 15% compared to 17% in Inglewood.

Comparison of Median Household Income Across Local Jurisdictions	
Jurisdiction	Median Household Income
Inglewood	\$ 54,400
Culver City	\$ 95,044
Gardena	\$ 58,447
Hawthorne	\$ 54,215
Los Angeles City	\$ 62,142
Santa Monica	\$ 96,570
Los Angeles County	\$ 68,044

Figure A-12.

Source: 2015-2019 ACS 5-Year Estimate.

Figure A-12 provides a comparison of median household income across Inglewood and neighboring jurisdictions. The City of Inglewood’s median household income is lower than the County median and significantly lower than the median in Westside cities such as Culver City and Santa Monica.

Average Household Income by Tenure and Race

2019 Public Use Microdata (PUMS) notes disparities in income by tenure and race. Incomes for owner households, estimated at \$109,500, were nearly double those of renter households at \$59,000. African-American households report the lowest average annual income at \$60,700 across tenure, with owners reporting an average income of \$83,000 and renters at only \$44,300. Hispanic/Latino households report slightly higher average incomes of about \$73,000 across tenure, with owners reporting at \$93,200 compared to renters at \$54,300. White households report average incomes of about \$73,000 across tenure, with owners reporting at nearly \$112,000 compared to renters at about \$64,000. The ‘All Other’ race-ethnicity group, including Asian-Pacific

Islanders, shows the highest incomes in the City at about \$112,000, with the owners showing the highest average incomes across all categories at about \$139,100, compared to \$74,000 for renters (Figure A-13).

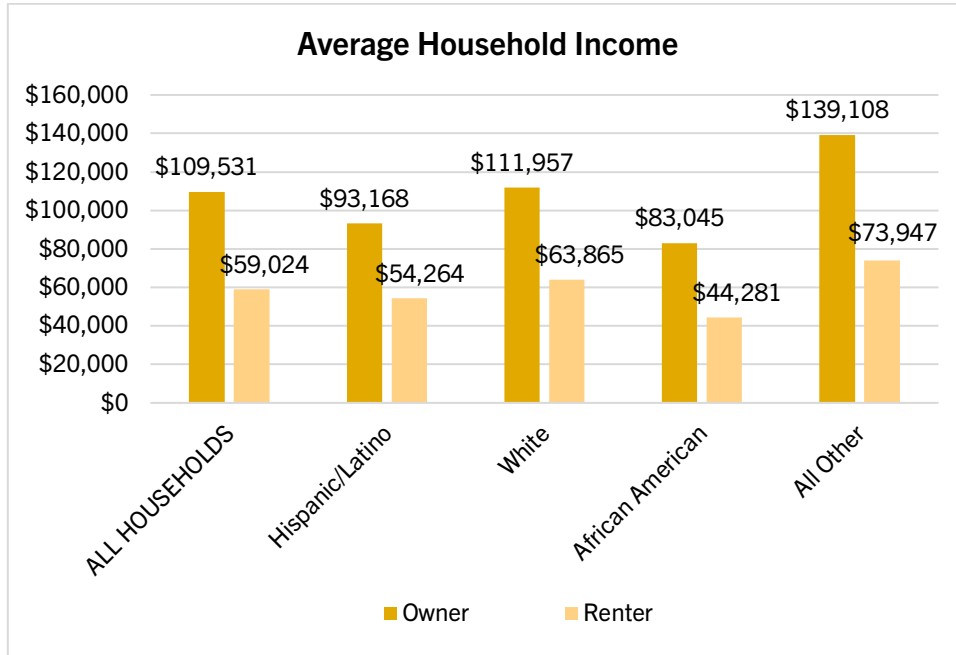
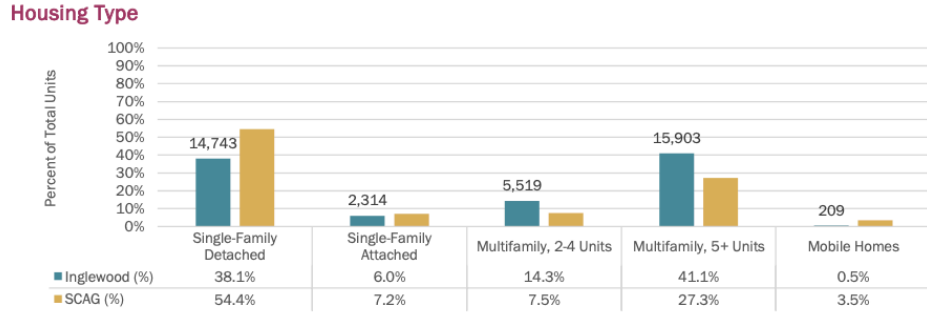


Figure A-13.
Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Housing Composition

According to 2021 California Department of Finance data, there are 38,705 housing units in the City of Inglewood. The city’s housing stock is approximately 55% multi-family, including 2-4 unit and 5+ unit buildings. Single-family detached homes, at 14,743 units, make up 38% of the city’s housing stock (Figure A-14). Compared to the SCAG region, Inglewood’s share of single-family detached housing is lower than the regional SCAG average, while the share of multi-family housing is higher than the regional SCAG average.



CA DOF E-5 Population and Housing Unit Estimates

Figure A-14.

According to data from the City, 1,332 housing units have been granted building permits since 2013. Of these permitted units, the City has granted 214 units a certificate of occupancy within the 6th cycle housing element planning period which began June 30th, 2021. Of these 214 units, 172 units are targeted for moderate to above moderate income households and 42 units are targeted for very low and low income households.

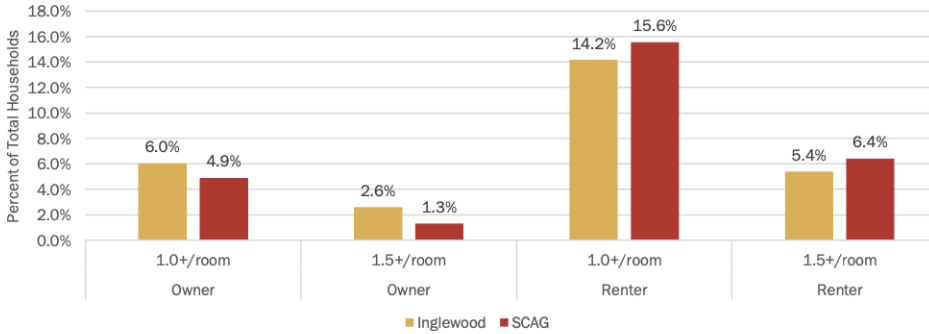
Additionally, based on planning application data from the City of Inglewood Planning Division, the City has newly approved 2,585 housing units. Of these, 195 units are targeted for very low and low income households and 2,390 are targeted for moderate and above moderate households.

Additionally, according to 2015-2019 ACS 5-year data, the City of Inglewood has an overall vacancy rate of 5% which is lower than the Los Angeles County overall vacancy rate of 6%. A healthy residential vacancy rate in the United States hovers around 7 to 8%.

According to 2015-2019 ACS 5-year data, the City of Inglewood’s average household size is 3.2 people per owner-occupied household and 2.9 people per renter-occupied household. The average household size in Los Angeles County is 2.92 people per household. Despite the smaller average size, Inglewood’s renter-occupied households are overcrowded to a greater degree than the city’s owner-occupied households. See Figure A-15 which depicts overcrowding in Inglewood based on the number of people per room. In Inglewood, 788 owner-occupied (6%) and 3,351 renter-occupied households (14.2%) featured more than 1 occupant per room, which meets the ACS definition of overcrowding. Additionally, 338 owner-occupied households (2.6%) and 1,270 renter-occupied households (5.4%) feature more than 1.5 occupants per room, which meets the ACS definition for severe overcrowding. When you take into account Inglewood’s housing stock in terms of bedrooms using 2014-2018 ACS 5-year data, two-bedroom units represent the largest share of the housing stock followed by three-bedroom units and one-bedroom

units respectively. The large share of three-bedroom units might alleviate some of the potential overcrowding that would otherwise occur in Inglewood.

Crowding by Extent and Tenure



American Community Survey 2014-2018 5-year estimates.

Figure A-15.

Overcrowding conditions are known to be harmful and unfortunately overcrowding is present in the City of Inglewood. Families that live in overcrowded conditions suffer from negative impacts to their mental and physical health. Overcrowding increases exposure to diseases and to the daily stressors that come with living with multiple people in a crowded space. During the height of the COVID-19 pandemic communities in Los Angeles County with the highest rates of overcrowding were hit the hardest as coronavirus is spread through close contact with infected individuals. Additionally, overcrowding often accelerates the deterioration of a city’s housing stock.

Household Size by Tenure and Race

Overall household size across tenure is estimated at 3.82 persons per household (PPH) for Hispanic/Latino households, compared to 2.54 for African American households and only 1.98 for White households, as shown in Figure A-16. Household size for owners is generally higher compared to renters across all groups. For example, 3.94 PPH compared to 3.77 PPH for Hispanic/Latino households, 2.26 PPH compared to 1.80 PPH for White households, and 2.62 PPH compared to 2.49 PPH for African American households. The ‘All Other’ race-ethnicity group which makes up about 5% of all Inglewood households, including Asian-Pacific Islanders, Native American-Alaskan, Two or More Races and Other Race, is indicated to have higher ownership household size at 4.65 PPH compared to only 1.93 PPH for renters within this group.

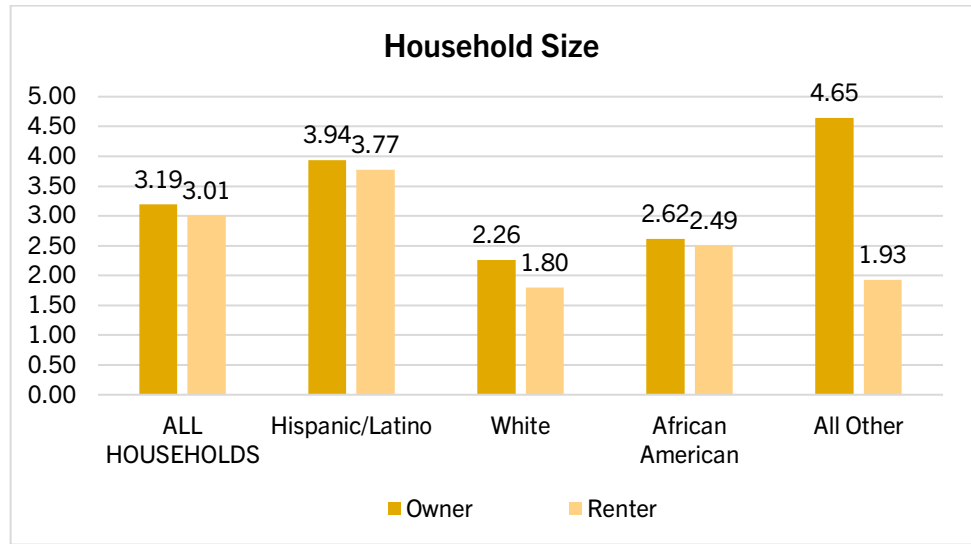


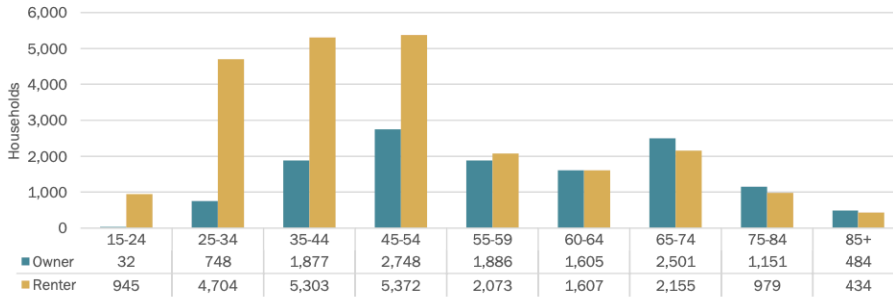
Figure A-16.
Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Housing Tenure

Housing tenure refers to whether a household rents or owns a home. Homeownership is often seen as part of the American Dream as it is supposed to bring the homeowner generational wealth, housing security, independence, housing safety, and a better quality of life. However, homeownership can also be unproductive for households that are unable to keep up with the costs. Therefore, it is essential that cities have a mix of ownership and rental housing options for all residents with differing income levels and household characteristics.

The City’s homeownership rate roughly corresponds to its proportion of single-family housing. According to 2014-2018 ACS 5-year data, only 36% of Inglewood residents are homeowners compared to 45.8% across Los Angeles County. The rental rate in Inglewood is 64.4% which is significantly higher than the rental rate of 54.2% across Los Angeles County.

Housing Tenure By Age

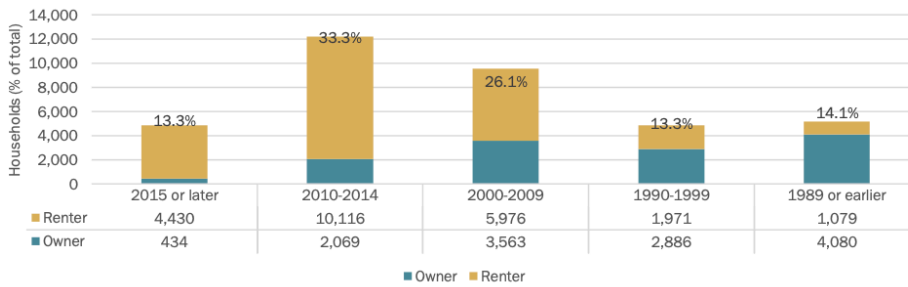


American Community Survey 2014-2018 5-year estimates.

Figure A-17.

Housing tenure differs across the different age groups in Inglewood (Figure A-17). The majority of age groups in Inglewood rent more than they own. The younger age groups in Inglewood, such as the 15- to 54-year-olds, rent at rates much higher than at which they own. Older age groups in Inglewood are more likely to own homes in the city. Since the population skews younger in Inglewood and the younger residents rent far more than they own, the overall rate of renter versus homeowner is skewed heavily towards renter households.

Housing Tenure by Year Moved to Current Residence



American Community Survey 2014-2018 5-year estimates.

Figure A-18.

Older residents are much more likely to own a home in Inglewood than younger residents. This trend is reflected in Figure A-18, which displays the rates of homeownership and renting based upon the year a household moved into the city. According to 2014-2018 ACS 5-year data, households that moved in prior to 1989 have a homeownership rate of 79% and households that moved in prior to 1999 have a homeownership rate of 59%. Households that moved in post 1999 all have rental rates over 50%, and of those who have entered since 2015,

91% are renters. Additionally, the largest influx of new households into Inglewood occurred between 2000 and 2014. These newer households, who make up a large majority of Inglewood’s population, are largely renters.

Tenure by Race-Ethnicity

As shown in Figure A-19, an analysis of the tenure characteristics by race-ethnicity of household heads in Inglewood, indicates ownership rates for White households to be the highest at around 39% compared to 36% for African American households and 30% for Hispanic/Latino households. Conversely, 70% of all Hispanic households are renters compared to 62% for White and 64% for African American households.

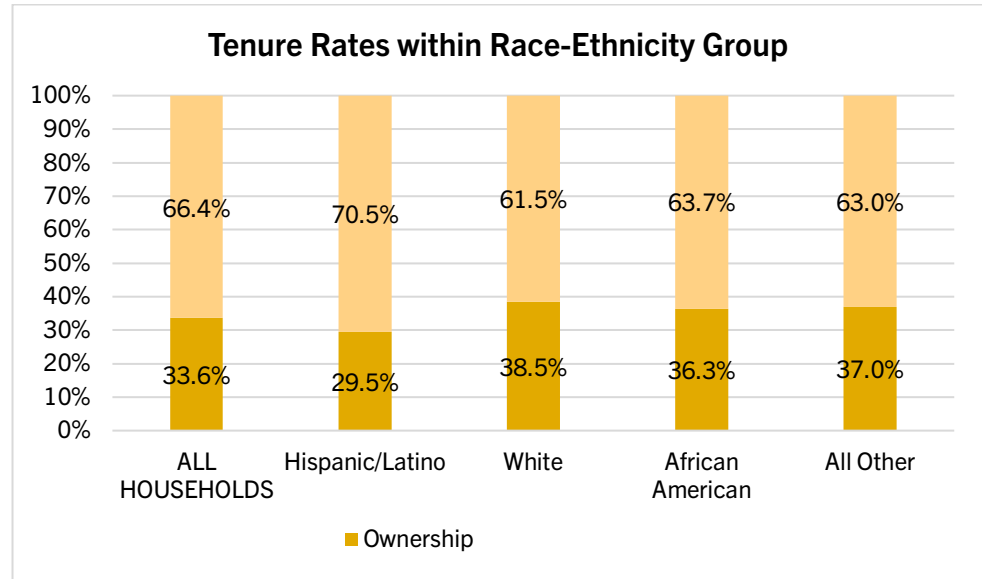


Figure A-19.

Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Year Moved into Unit – Renters

As shown in Figure A-20, across all renter households in Inglewood, the ACS data indicates that a share of 13% reported to have moved into their current unit over the previous 12 months (i.e. 2019), while another 31% moved between 2014 and 2018 and 22% between 2010 and 2014. About 22% of all White renter households moved into their current units in 2019, which was higher compared to the shares within both the Hispanic/Latino and African-American groups, at around 12% each. A significantly higher share of 59% of all White households moved between 2014 and 2018 compared to 32% for African American households and 26% for Hispanic/Latino households.

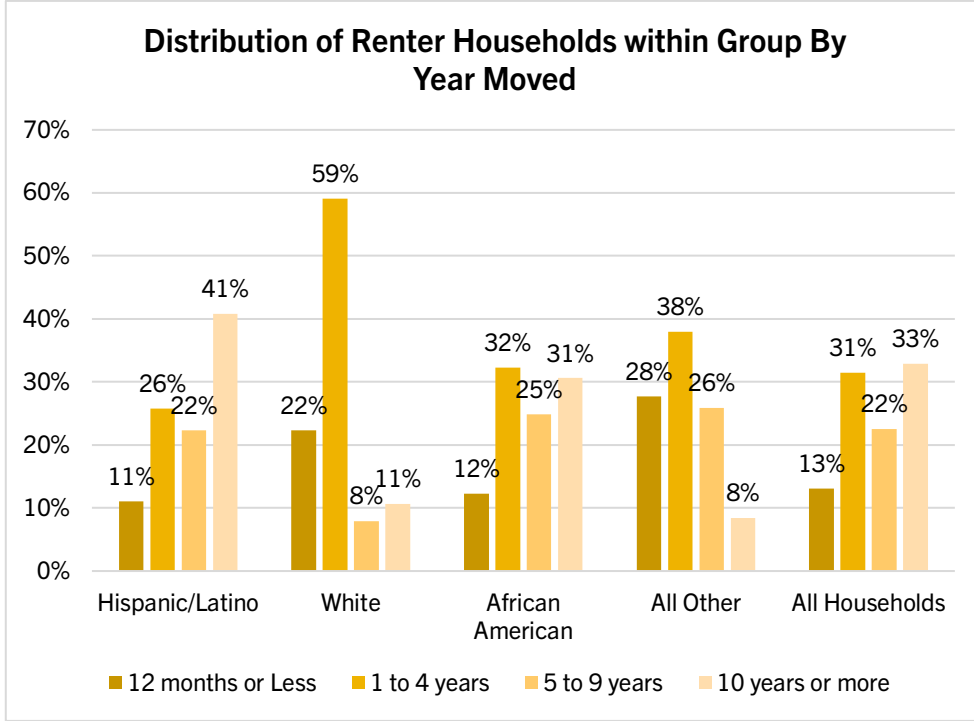


Figure A-20.
Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Year Moved into Unit – Owners

As shown in Figure A-21, across all owner households in Inglewood, the ACS data indicates that only 2% (or 198 households) reported to have moved into their current residence over the previous 12 months (i.e. 2019), while another 11% (or 1,319 households) moved between 2014 and 2018 and 12% (or 1,502 households) between 2010 and 2014. The share of African American households that moved into their current residence from 2010 to 2018 stood at 25% (or 1,420 households), compared to 22% (or 1,030 households) among Hispanic/Latinos, and only 17% (or 183 households) among White households. In 2019, however, about 9% (or 98 households) of all White households moved into their current residence, which was significantly higher compared to the shares within both the Hispanic/Latino and African-American groups, at 1% each (or 49 households and 51 households respectively). Combining this data with Figure A-5, it can be inferred that White households made-up approximately half of new homeowner households in the City in 2019.

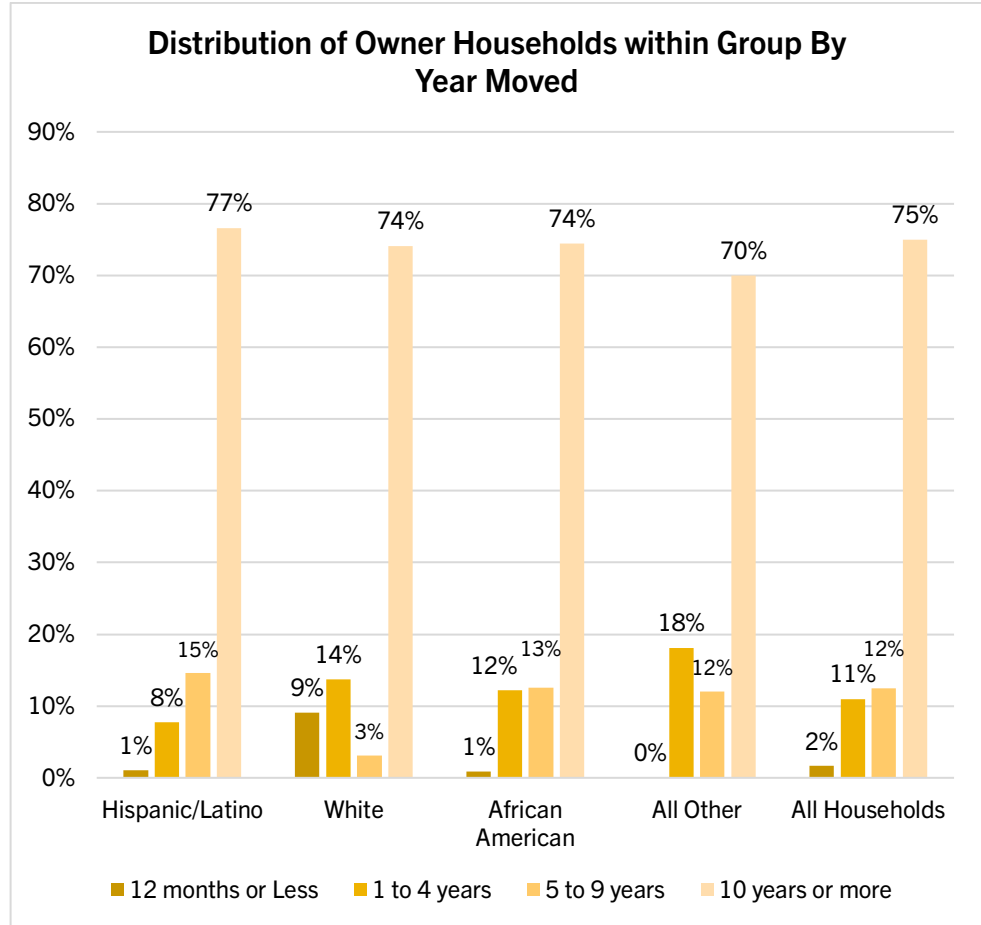


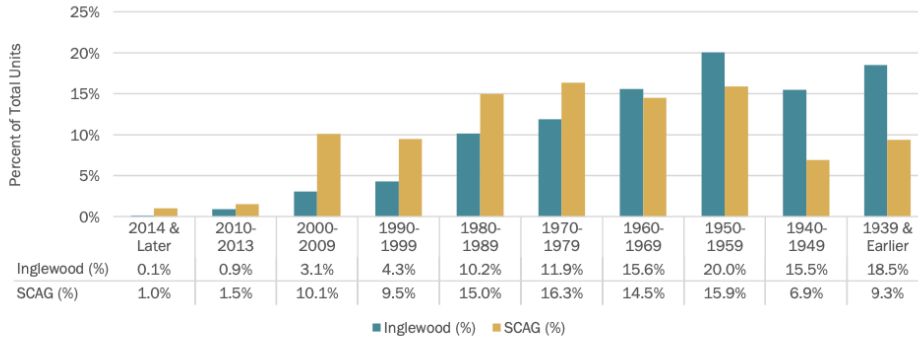
Figure A-21.

Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Housing Age and Condition

The City of Inglewood’s housing stock is relatively old, much older than the SCAG regional average (Figure A-22). The largest share of homes in Inglewood were built from 1950 to 1959 while the largest share of homes in the SCAG region was built between 1970 and 1979. Residential units begin to show their age after 30 years and require exterior maintenance and upkeep. In addition to exterior upkeep and maintenance, which maintains the neighborhood’s character, homes that are older than 30-year-old are likely to need substantial repairs, maintenance, and renovation internally.

Housing Units by Year Structure Built

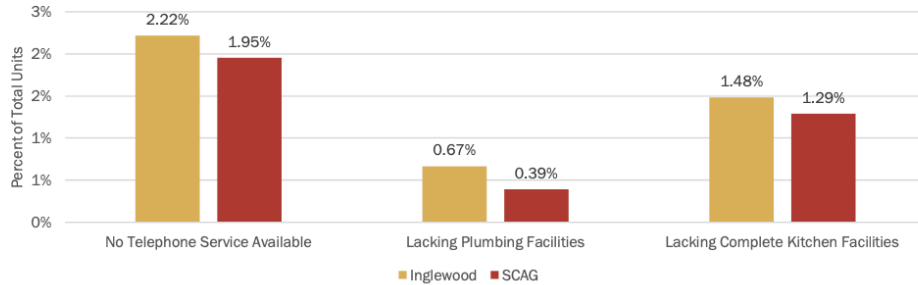


American Community Survey 2014-2018 5-year estimates.

Figure A-22.

Another concern about older homes built prior to 1978 is that they may contain lead-based paint, which is a health hazard for children who are likely to inhale lead-based paint chips. For this reason, renovations to these pre-1978 homes can be hazardous. This is a particular concern in Inglewood due to the fact that much of the city’s housing stock was built prior to 1978.

Substandard Housing



American Community Survey 2014-2018 5-year estimates.

Figure A-23.

The older housing stock in Inglewood does have issues with substandard quality. Inglewood slightly outpaces the SCAG region in terms of a lack of access to cable service, plumbing facilities, and complete kitchen facilities (Figure A-23). These substandard units that exist in Inglewood present a challenge to be addressed.

Housing Prices and Affordability

Cost Burden by Income

Households by Share of Income Spent on Housing Cost:			
Income	< 30%	30-50%	> 50%
< 30% HAMFI	685	1,064	6,650
30-50% HAMFI	1,430	3,435	2,505
50-80% HAMFI	4,165	3,110	679
80-100% HAMFI	3,085	565	104
> 100% HAMFI	7,525	950	43
Total Households	16,890	9,124	9,981

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

Figure A-24.

In Figure A-24 you can see the housing cost burden that households in Inglewood, both owner and renter, face based on their income. According to HUD CHAS 2012-2016 data, the majority of households that make less than 30% of the Housing Urban Development Area Median Family Income (HAMFI) are severely rent burdened, meaning they spend over 50% of their household income on housing. The higher a household's income is according to the HAMFI, the lower the rent burden. Many households that make between 30 to 80% of the HAMFI are also rent burdened, however, they are more likely to spend between 30% and 50% of their household income on housing.

Current income levels are summarized in Figure A-25 which features the California Department of Housing and Community Development (HCD) Official State Income Limits for 2021. According to these income limits, the median household income in Los Angeles County is \$80,000 for a four person household.

Number of Persons in Household:		1	2	3	4	5	6	7	8
Los Angeles County Area Median Income: \$80,000	Extremely Low	24850	28400	31950	35450	38300	41150	44000	46800
	Very Low Income	41400	47300	53200	59100	63850	68600	73300	78050
	Low Income	66250	75700	85150	94600	102200	109750	117350	124900
	Median Income	56000	64000	72000	80000	86400	92800	99200	105600
	Moderate Income	67200	76800	86400	96000	103700	111350	119050	126700

*Figure A-25.
HCD Los Angeles County Income Limits.*

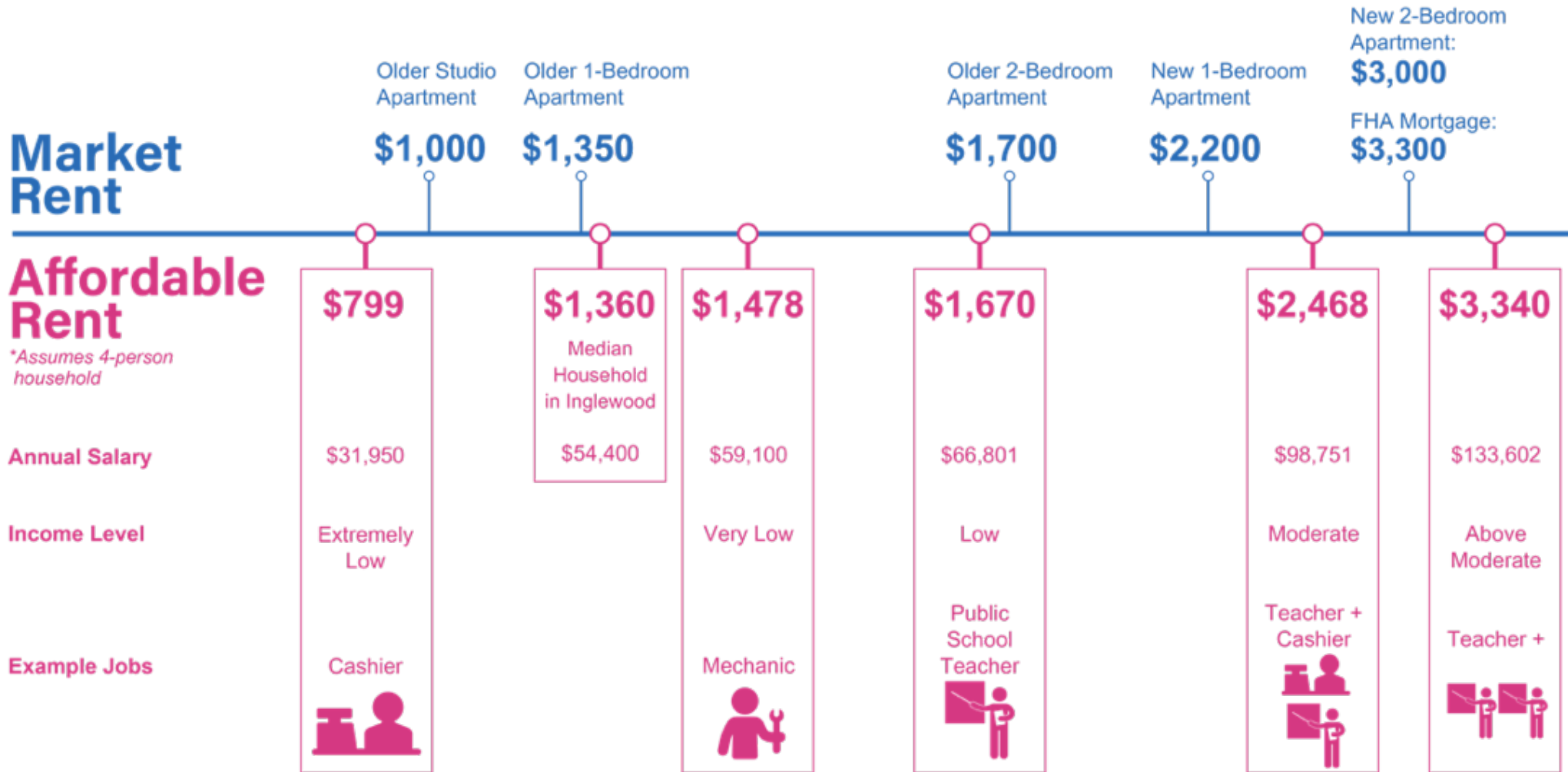


Figure A-26.
 Source: Costar, U.S. Census Data.

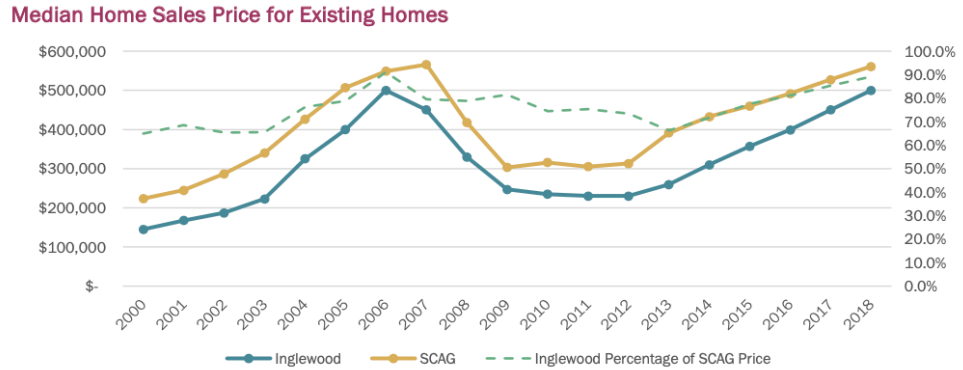
Figure A-26 illustrates relationships between typical rents in Inglewood, as determined through market data and new construction comps, and affordable rents for households at various income levels. (Housing costs are considered affordable at 30% of household income.) The median household in Inglewood can afford to rent an older studio apartment and an older 1-bedroom apartment. Other housing types are out of reach for the median household in Inglewood if they wish to avoid being rent burdened. Over half of the City's households are rent-burdened. Households headed by persons with jobs such as mechanics and public school teachers can afford rents of older studios- and one-bedroom apartments. In order to afford typical rent for a single-family home, a mortgage payment, or rent of a new market-rate 2-bedroom apartment, however, households should make approximately \$116,176 per year. A household of four with this income is between 100% at 120% HAMFI, or within the moderate-income range. 2019 Public Use Microdata (PUMS) found that the median household income of owner households in Inglewood is \$109,500, while the median household income of renter households is \$59,000. Owner households in Inglewood can afford the typical rent for a single-family home, a mortgage payment, or rent of a new market-rate 2-bedroom apartment in Inglewood without much struggle. However, since these are owner households, they already own their own home and pay a mortgage. The median renter household with a household income of \$59,000 can afford an older studio apartment or an older one bedroom apartment.

Typical rent for a single-family home, a mortgage payment, or rent of a new market-rate 2-bedroom apartment that is affordable to Inglewood renters is scarce. The goals, policies, and programs of this 6th cycle Housing Element were constructed with this fact in mind. Therefore, this Housing Element focuses on programs that strengthen and expand opportunities for Inglewood residents to obtain affordable housing and continuously move upwards in terms of housing that is suitable for their families. For example, households have different housing needs across income levels. Covenanted affordable housing is typically the only type of housing that meets affordability guidelines for households who make under 60% of the area median income (AMI), while households that make 150+% of the AMI can afford single-family homes in Inglewood. Additionally, smaller households have different housing needs than larger households. Different types and sizes of housing are suitable for different households across income levels and household sizes. Some of these housing types, which this Housing Element seeks to stimulate, were summarized in Figure 2.

Homeownership

The housing market from 2000 to 2010 was incredibly volatile, especially during the 2008 financial crisis. Post 2012, the cost of housing in Southern California, Inglewood included, has been consistently increasing. ACS 5-year data between 2000 and 2018 found that median home sales prices in the City

of Inglewood increased 245% while prices in the SCAG region increased 151% (Figure A-27). Median home sales prices in Inglewood increased more than the average across the SCAG region; however, according to 2018 data the median home sales price in Inglewood remained about \$50,000 below the median home sales price in the SCAG region. The same data found the median home sales price in Inglewood was \$500,000.

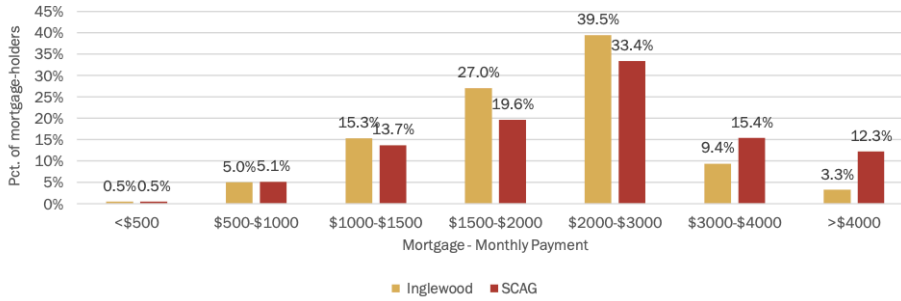


SCAG Local Profiles, Core Logic/Data Quick. SCAG median home sales price calculated as household-weighted average of county medians.

Figure A-27.

Zillow data from June 2021 found that the average value of a typical home in Inglewood has increased to around \$757,000. This value is slightly lower than the average value of a typical home in Los Angeles County, which is \$801,344. Inglewood’s typical home value is comparable to those values seen in the inland South Bay Cities market; however, Inglewood’s typical home value is still trailing far behind that of neighboring cities like Culver City and Santa Monica. In June 2021, Culver City’s typical home value was \$1,585,196 and Santa Monica’s was \$2,536,958. This data reflects that while Inglewood sales prices are increasing at rates comparable to the region, homeownership is still more affordable in Inglewood than in some surrounding cities.

Monthly Owner Costs for Mortgage Holders



American Community Survey 2014-2018 5-year estimates.

Figure A-28.

While homeowners in Inglewood are buying homes that cost less than the SCAG regional average, Inglewood’s homeowners are paying similar amounts in mortgage costs per month (Figure A-28). According to 2014-2018 ACS 5-year data, the most common mortgage payment in Inglewood is between \$2,000 to \$3,000 per month, and this is the same in the SCAG region. Additionally, the maintenance and upkeep costs that come along with owning older homes place financial pressure on the homeowner or property owner. These maintenance and upkeep costs add up on top of the already high mortgage costs for owners in the City of Inglewood.

Costs for Mortgage Holders by Income

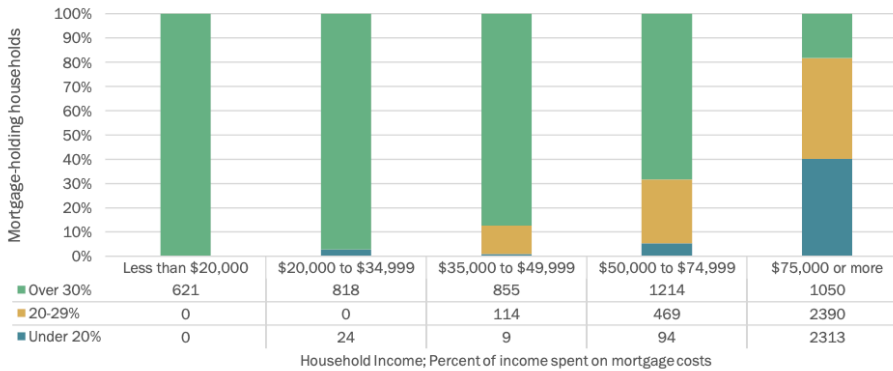


Figure A-29.

Source: Southern California Association of Governments.

In Figure A-29, we can see the breakdown of mortgage payments by the median household income of households. The majority of households that earn up to \$74,999 are cost burdened, meaning they pay 30% or more of their

household income towards the mortgage. Households that earn more than \$75,000, which are the majority of homeowner households, generally pay less than 30% of their household income towards the mortgage.

Median Home Value by Race

According to the ACS 2019 1-yr data, median housing value in 2019 for single-family detached and attached ownership units in Inglewood is estimated at \$600,000, as shown in Figure A-30. Homes owned by White households are estimated to have a median value of \$650,000 compared to \$600,000 for African-American households and \$550,000 for Hispanic/Latino households.

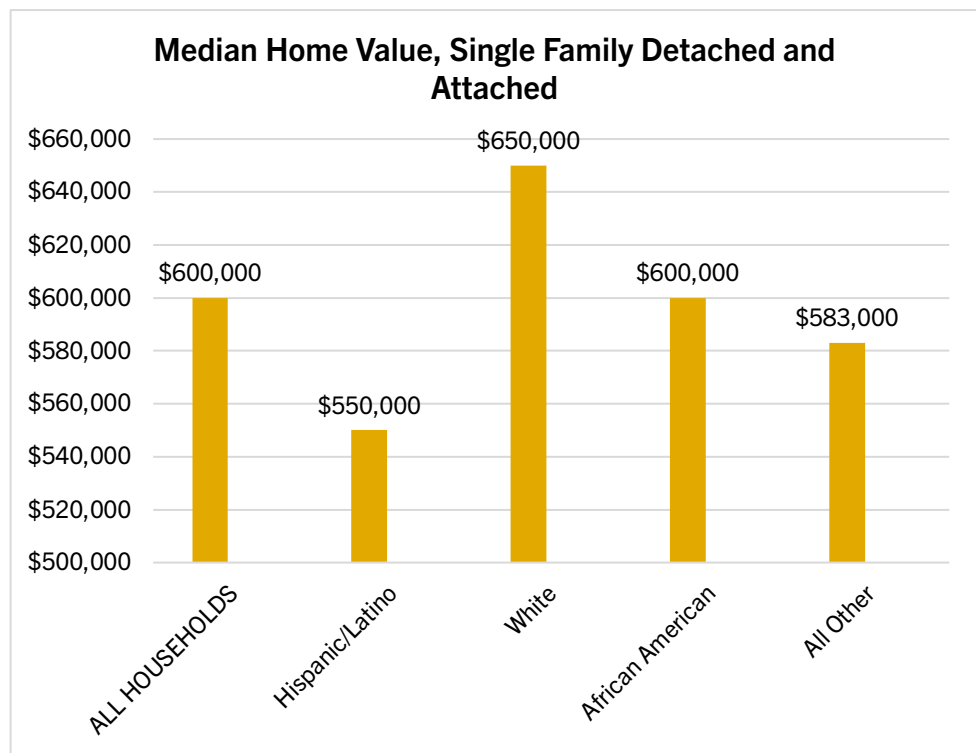


Figure A-30.
Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Rental Affordability

According to 2015-2019 ACS 5-year Data, the City of Inglewood’s median gross rent is \$1,358. This is lower than the Los Angeles County median gross rent which was \$1,460 according to the same data. In Inglewood, according to 2014-2018 ACS 5-year data, 59% of the 23,572 total renter households spend more than 30% of their gross income on housing, which meets the definition of rent burdened (Figure A-31). 55% of the SCAG region’s renter households are

rent burdened, which is slightly lower than in the City of Inglewood. The same data found that 30% of Inglewood’s renter households spend 50% or more of their gross income on housing, compared to 29% in the SCAG region. Spending over 50% of your household income on housing meets the definition of severe rent burden.

Because Inglewood has had lower rents compared to Los Angeles County, people have chosen to live in the city for its more affordable cost of living. This dynamic contributes to the City being rent burdened to a higher degree than other cities that attract people who can afford to pay higher rents.

In response to rent burdens and increasing rents, in 2019 Inglewood instituted rent stabilization, joining only a few other local cities (Santa Monica and Los Angeles being two). Rent stabilization is one of the primary policies through which Inglewood is ensuring the stability of its renters.

Spending on Rent

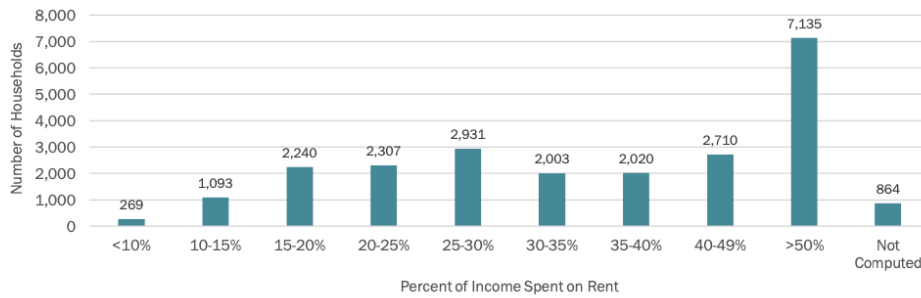
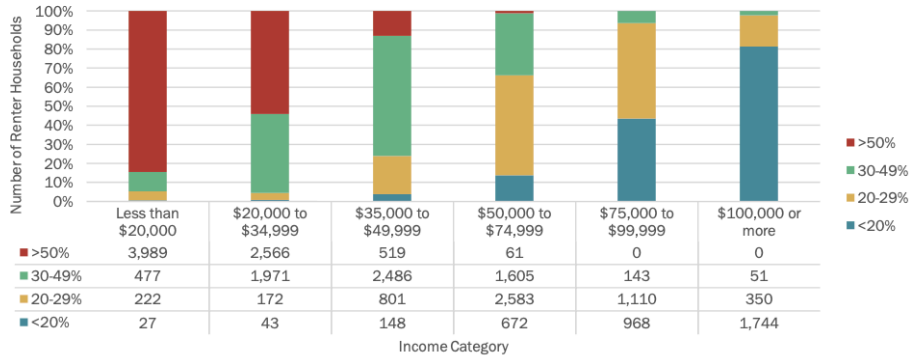


Figure A-31.

Source: Southern California Association of Governments.

Appendix A: Housing Needs

Spending on Rent by Income

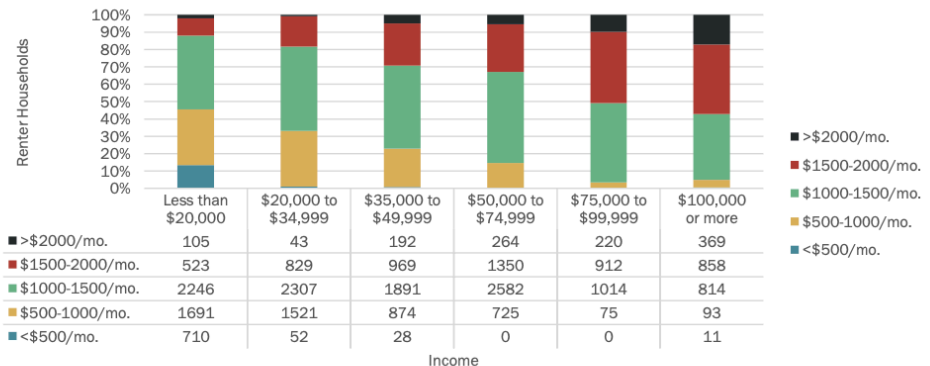


American Community Survey 2014-2018 5-year estimates.

Figure A-32.

Figure A-32 breaks down how much of their income households in Inglewood spend on rent. The City of Inglewood has 22,708 renter households based on the 2014-2018 ACS 5-year data. Lower-income households are more likely to be rent burdened and severely rent burdened than higher income households. Households earning under \$34,999, many of whom meet the definition of extremely low and very low-income households, are severely rent burdened and rent burdened. Households that make between \$35,000 and \$49,999, many of whom meet the definition of low-income households, are rent burdened. Households with incomes over \$50,000 are rent burdened to a small degree, though the majority of these households do not experience a rent burden.

Household Income by (Cash) Rent



American Community Survey 2014-2018 5-year estimates.

Figure A-33.

Even though lower income households spend less on rent, these same households remain rent burdened and severely rent burdened at much higher rates than higher-income households who spend much more on rent (Figure A-33). The most common rent category in Inglewood is the \$1,000 to \$1,500 range which is applicable to 47% of renters, according to 2014-2018 ACS 5-year data. This common range matches Inglewood's median gross rent, which was \$1,358 according to the same data.

Average Housing Costs by Race and Tenure

Average housing costs as percentage share of household income vary significantly across household tenure. Housing costs for owners include mortgage, insurance, fees and utilities, while those for renters are defined as gross rents, including unit rent and utilities. As shown in Figure A-34, overall, while owner households spend about 22.6% of their household income on housing costs, renter households spend about 38% of their income on gross rents. This is explained by the significantly lower average household incomes among renters compared to owners, relative to housing costs within the City. Among renters, African-American households spend as much 42% of their household incomes on gross rents compared to 39.8% among Hispanic/Latino households and 36% among White households. Among home owners, African-American households spend as much 27% of their household incomes on housing costs compared to 25.7% among Hispanic/Latino households and 21.5% among White households.

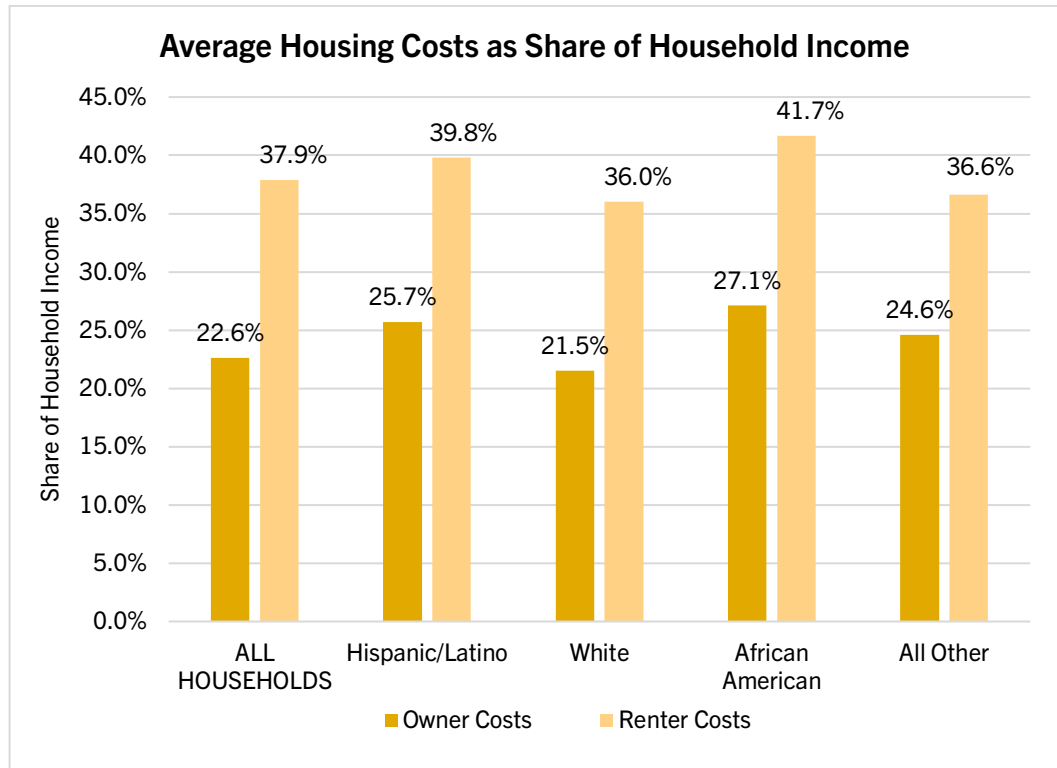


Figure A-34.

Source: ACS 2019, 1-yr Public Use Microdata (PUMS).

Extremely Low-Income Housing Needs:

According to 2012-2016 HUD CHAS data, the City of Inglewood had around 36,585 total households. Around 8,953 of these households (25%) qualified as extremely low-income households, or households that earn below 30% of the HAMFI (Figure A-35). Housing extremely low-income households is challenging, and Inglewood has a large number of these households.

The same data found that the race/ethnicity in Inglewood with the highest share of extremely low income households was Latino, at 28% of Latino households. Additionally, renter households were more likely than owner households to be extremely low income. 7,595 renter households were extremely low income, which is 31% of renter-occupied households in Inglewood. Only 1,360 owner-occupied households in Inglewood are extremely low-income, which is 11% of owner-occupied households.

Extremely Low Income Housing Needs

	Total Households	Households below 30% HAMFI	Share below 30% HAMFI
White, non-Hispanic	1,950	430	22.1%
Black, non-Hispanic	19,210	4,260	22.2%
Asian and other, non-Hispanic	1,765	408	23.1%
Hispanic	13,664	3,854	28.2%
TOTAL	36,589	8,952	24.5%
Renter-occupied	23,890	7,595	31.8%
Owner-occupied	12,690	1,360	10.7%
TOTAL	36,580	8,955	24.5%

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

Figure A-35.

Additionally, according to HUD CHAS 2013 - 2017 data, extremely low-income households had the highest number of occurrences of at least one of the four housing problems (Figure A-36). Households that made between 30% and 50% of the HAMFI experienced the second highest number of occurrences of at least one of the four housing problems. Housing problems as defined by HUD are incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, and cost burden greater than 30%.

Household Problems				
Income by Housing Problems (Owners and Renters)	Household has at least 1 of 4 Housing Problems	Household has none of 4 Housing Problems	Cost Burden not available - no other housing problems	Total
Household Income <= 30% HAMFI	7,205	600	515	8,320
Household Income >30% to <=50% HAMFI	6,200	740	0	6,940
Household Income >50% to <=80% HAMFI	5,330	2,880	0	8,210
Household Income >80% to <=100% HAMFI	1,100	2,445	0	3,550
Household Income >100% HAMFI	1,755	7,705	0	9,465
Total	21,590	14,370	515	36,480

Figure A-36.

Source: United States Department of Housing and Community Development CHAS data.

Special Needs Populations

Certain households in Inglewood have greater difficulty finding safe and decent affordable housing due to special circumstances. These special circumstances typically relate to age related health issues, family characteristics, income-earning potential, physical or mental disabilities, homelessness and more. Circumstances such as these make it difficult to secure and maintain affordable housing in Inglewood. Often these households have higher rates of overpayment and overcrowding due to their special circumstances. Because of these considerations, the housing needs of special needs populations such as these are considered separate from the general population’s housing needs. State housing law defines “special needs” populations as people with physical and mental disabilities, farmworkers, large families, female headed households, seniors, and people experiencing homelessness, This section will address the housing needs of each of these special need populations.

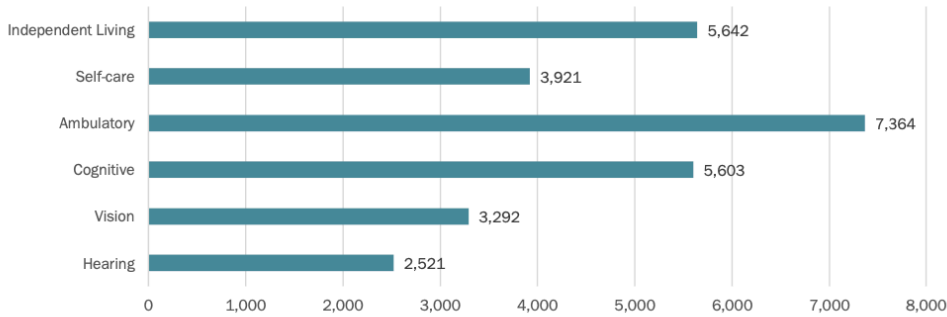
Disabled

According to Section 4512 of the Welfare and Institutions Code, a ‘Developmental disability’ is a disability that originates before an individual is eighteen (18) years old, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. Developmental disabilities include intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes other disabling conditions that are closely related to intellectual disabilities or requires treatment similar to that for

intellectual disabilities but does not include other disabling conditions that are purely physical in nature.

According to 2014-2018 ACS 5-year data, 13,508 Inglewood residents have a disability. Inglewood’s disabled population accounts for 12% of the total civilian non-institutionalized population. The majority of Inglewood’s disabled residents are age 18 to 64, followed by the over 65 age group and the under 18 age group respectively. Figure A-37 reveals that the top three types of disabilities are ambulatory, independent living, and cognitive, respectively. Some disabled residents have multiple disabilities.

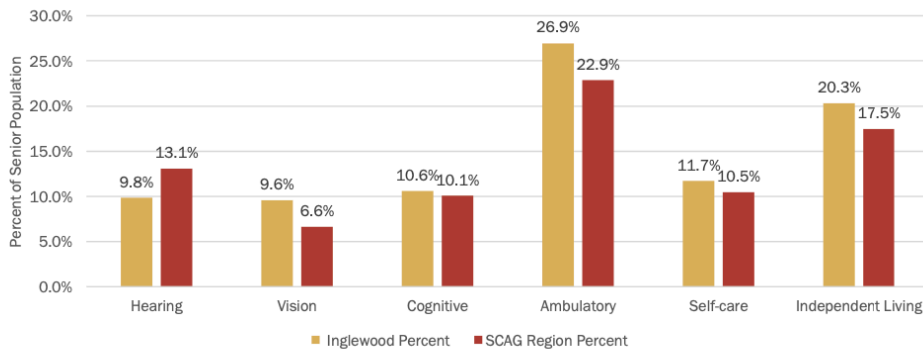
Disability by Type



American Community Survey 2014-2018 5-year estimates.

Figure A-37.

Disability by Type - Seniors (65 and over)



American Community Survey 2014-2018 5-year estimates.

Figure A-38.

The 2014-2018 ACS 5-year data found that 4,922 residents or 39% of the senior population in Inglewood is disabled. The top three most common types

of disabilities for seniors in Inglewood are ambulatory, independent living, and self-care respectively (Figure A-38).

Disability by Employment Status

	With a Disability	Percent of Total	No Disability	Percent of Total
Employed	2,755	37%	47,898	76%
Unemployed	577	8%	4,573	7%
Not in Labor Force	4,214	56%	10,960	17%
TOTAL	7,546		63,431	

American Community Survey 2014-2018 5-year estimates.

Figure A-39.

Additionally, people with disabilities may have a harder time finding and keeping employment opportunities. 2,755 Inglewood residents with at least one disability are employed, which makes up 37% of Inglewood’s disabled population (Figure A-39). 577 Inglewood residents with at least one disability are unemployed, which makes up 8% of the disabled population. 7,546 Inglewood residents with at least one disability are not in the labor force, which makes up 56% of the city’s disabled population. This lack of widespread employment among the disabled population means that Inglewood’s disabled residents are largely receiving governmental or familial support and are on a fixed income.

Developmental Disabilities

	Inglewood
By Residence: Home of Parent/Family/Guardian	1075
Independent/Supported Living	169
Community Care Facility	55
Intermediate Care Facility	22
Foster/Family Home	41
Other	15
By Age: 0 - 17 Years	1377
18+ Years	678
TOTAL	3432

CA DDS consumer count by CA ZIP, age group and residence type for the end of June 2019. Data available in 161/197 SCAG jurisdictions.

Figure A-40.

Inglewood has 3,432 residents who have a developmental disability (Figure A-40). The majority of these developmentally disabled residents live at home with a parent, family member, or guardian. However, there are some developmentally disabled residents who live in various types of facilities. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person’s living situation as a child to an appropriate level of independence as an adult. In terms of age, the vast majority of Inglewood’s developmentally disabled residents with a diagnosis are under the age of 17 years old. Only 678 developmentally disabled residents are above the age of 18 years old in Inglewood.

For those with physical disabilities, the City’s Reasonable Accommodation process allows for flexibility and variation in the zoning code in order to allow a disabled person’s use and enjoyment of a residential unit.

The Americans with Disabilities Act (ADA) of 1990 and amendments to the Fair Housing Act require that all new multiple-family buildings be constructed to accommodate the disabled. Units constructed prior to 1989 are generally not ADA-accessible unless modified voluntarily.

In June 1983, the City of Inglewood adopted the 1979 Uniform Building Code, which sets forth requirements for providing housing units designed to accommodate wheelchairs. Those standards were only applicable to new housing developments having more than twenty units. Because most developments in Inglewood were smaller than twenty units, only two such

handicap-accessible units were constructed utilizing these requirements. In 1986, new State regulations, which superseded the Building Code standards, required that new apartment units readily accessible from street level be developed as handicapped-accessible units, if the building has three or more apartment units. However, because of a limit on the cost per unit that an apartment developer is required to spend on building such units, and due to the small number of units built at street level, only five additional units designed for wheelchair access are known to have been built in Inglewood. Then in 1991, new State legislation revised these limitations and required a percentage of all new units to be designed as handicap-accessible.

For those with developmental disabilities, the State Department of Developmental Services (DDS) currently provides community based services to approximately 270,000 persons with developmental disabilities and their families through a statewide system of twenty-one (21) regional centers, four (4) developmental centers, and one (1) community-based facilities. Of the twenty-one (21) regional centers, the Westside Regional Center serves Inglewood residents. This center helps developmentally disabled individuals and their families access the services and support available to them.

The Westside Regional Center, located at 5901 Green Valley Circle in Culver City, services the Inglewood community. Regional Centers are nonprofit, private corporations that contract with the State of California, Department of Developmental Services. Regional Centers are funded to provide diagnosis and assessment of eligibility and help plan, access, coordinate and monitor the services and support that are needed because of a developmental disability. There is no charge for a diagnosis and eligibility assessment. Once eligibility is determined, a service coordinator is assigned to help develop a plan for services, tell you where services are available, and help you get those services. Most services and supports are free regardless of age or income.

There are a number of housing types appropriate for persons with a developmental disability: rent subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this special need group.

Consistent with State law, group homes for six (6) or fewer residents are allowed by right in all residential zones and some commercial zones. Group homes with seven (7) or more residents are permitted, subject to a special use permit.

In order to assist in the housing needs for persons with Developmental Disabilities, the City will implement programs to coordinate housing activities

and outreach with the Regional Center. The City will also pursue funding sources designated for persons with special needs and disabilities.

The City will work with the Westside Regional Center to implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. The program may include the creation of an informational brochure. The City will continue to make referrals to the Westside Regional Center.

The City also serves its severely mentally ill population. Severe mental illness includes the diagnosis of psychoses and the major schizophrenic disorders. To qualify as chronic, the illness must have existed for at least one year. According to national estimates, approximately 1% of the adult population is inflicted with a severe mental illness based on diagnosis, duration, and disability.

The major barrier for stable, decent housing for the seriously mentally ill is the availability of affordable housing. A majority of individuals with severe mental illness depend solely on Social Security Insurance (SSI) payments which are currently on the order of \$1,000 per month. As SSI payments are relatively small, few of these people can afford market-rate rental housing. The lack of access to affordable housing often leads to mentally ill persons being homeless, near homeless, or living in unstable or substandard housing conditions. At present, a limited range of community-based rehabilitative and supportive housing options exist for those persons not in crisis who need living accommodations.

The City contains three facilities, two of which are Didi Hirsch Mental Health Services locations, that provide services for the severely mentally ill.

Based on data from the City of Inglewood, during the period from 2013-2021 the City, through a Tenant Based Rental Assistance (TBRA) program, has assisted 49 persons with disabilities with rental assistance. Additionally, Section 8 data found 762 disabled household members that were assisted with Section 8 vouchers in Inglewood.

Farmworkers

Farmworkers are a particular concern in California due to their limited income and often unstable nature of their employment. Inglewood is a fully developed, urbanized community in the midst of a major metropolitan area; the nearest agricultural lands are at least fifty miles away. There were 220 individuals identified in the 2010 Census as being employed in farming, forestry or fishing. These workers were assumed not to be migrant farm workers. Per the Inglewood Housing Authority, a majority of residents employed in forestry, farming or fishing are not migrant workers and are more likely to be involved in wholesale marketing or handling of farm produce or forestry products, or are

employed in pleasure fishing or commercial fishing enterprises in the local harbors and Marinas. According to 2014-2018 ACS 5-year data and Figure A-41, by occupation there were 68 total jobs in the city and by industry there were 121 jobs in the city. There is no other evidence of a need to provide housing facilities for migrant farm workers in Inglewood. Additionally, there are no properties in the City involved in commercial agricultural production or subject to an existing Williamson Act contract.

Farmworkers

Farmworkers by Occupation:

Inglewood	Percent of total Inglewood workers:	SCAG Total	
68	0.13%	57,741	Total jobs: Farming, fishing, and forestry occupations
56	0.16%	31,521	Full-time, year-round jobs: Farming, fishing, and forestry occupations

Employment in the Agricultural Industry:

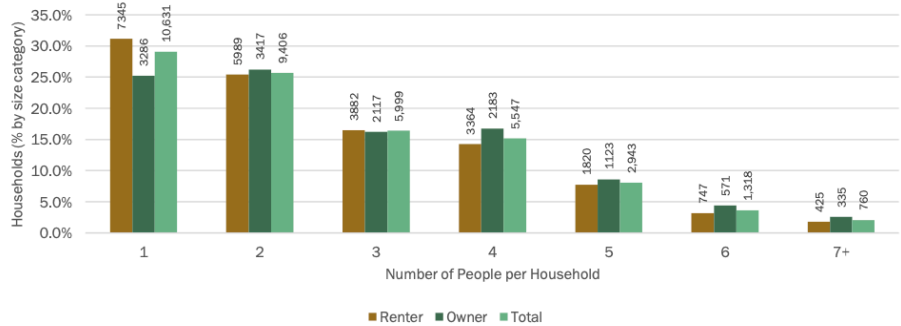
Inglewood	Percent of total Inglewood workers:	SCAG Total	
121	0.23%	73,778	Total in agriculture, forestry, fishing, and hunting
140	0.40%	44,979	Full-time, year-round in agriculture, forestry, fishing, and hunting

American Community Survey 2014-2018 5-year estimates using groupings of NAICS and SOC codes.

Figure A-41.

Large Family

Households by Household Size



American Community Survey 2014-2018 5-year estimates.

Figure A-42.

According to 2014-2018 ACS 5-year data, the City of Inglewood had 36,604 households and 24,103 families. The 2011 ACS, used in the last housing element, identified 5,207 large households in Inglewood, representing 14% of all households. Figure A-42, using 2014-2018 ACS 5-year data, shows that approximately 5,021 of Inglewood’s households had five or more people. According to HCD’s definition, large family is often thought of as households with five or more people. This means that 14% of Inglewood’s households are large family households. The most prevalent household sizes in Inglewood are one and two person households. Inglewood has a higher share of 1 person households than the SCAG region and a lower share of 7 plus person households than the SCAG region. Additionally, the majority of large family households in Inglewood live in owner-occupied housing, which tends to be larger than rental housing.

According to 2014-2018 ACS 5-year data, two-bedroom units represent the highest share of the housing stock, three-bedroom units are the second highest share, and one-bedroom units are the third highest share (Figure A-43). Four-bedroom units make up only 4% of the housing stock while 5 or more-bedroom units are only 0.5% of the housing stock.

Housing Stock by Number of Bedrooms	
Number of Bedrooms	Share of Total Residential Units
No bedroom	5%
1 bedroom	23%
2 bedrooms	42%
3 bedrooms	25%
4 bedrooms	4%
5 or more bedrooms	0.5%

Figure A-43.

Source: ACS 2014-2018 5-year data.

2014-2018 ACS 5-year data found that the City of Inglewood’s average household size for an owner-occupied household is 3.19 people per household and 2.84 people per renter-occupied household. This data lines up with the situation in Inglewood, wherein large families are much more likely to live in owner-occupied units compared to renter-occupied units.

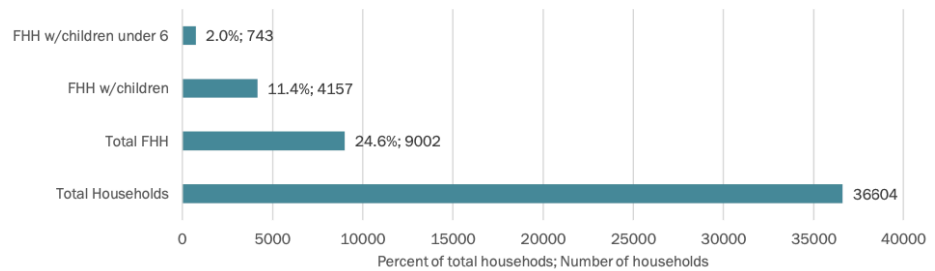
The City of Inglewood has taken the special needs of large families as well as the impacts of current conditions on these families into account while designing programmatic responses as part of this housing element.

Female Headed Household

Female-headed households have special housing needs and may have more difficulty finding decent and affordable housing. Limited incomes and time dedicated to both employment and family responsibilities create a special need for low-cost and low-maintenance housing for all female-headed households. Female-headed households with children can have particularly acute housing difficulties as women generally earn lower incomes than men. A lower income combined with the cost of childcare often leaves little remaining income for housing costs. Therefore, addressing the housing needs of female-headed households is important.

According to 2006-2010 ACS 5-Year data, there were 9,122 female headed households in the City of Inglewood, accounting for 25% of total households. 2014-2018 ACS 5-Year data found 9,002 female headed households in the City of Inglewood, accounting for 24.6% of total households. (Figure A-44). The number and share of female headed households has remained unchanged in Inglewood over the last decade. There were 5,153 female headed households in Inglewood with children under 18 years old according to the 2006-2010 ACS data and 4,157 female headed households in with children under 18 years old according to the 2014-2018 ACS data. In addition to female headed households, male headed households also exist in Inglewood. According to 2014-2018 ACS 5-year data, there are 2,737 male headed households in Inglewood which makes up 8% of total households. According to the same data, 1,315 of these households have children under 18 years old.

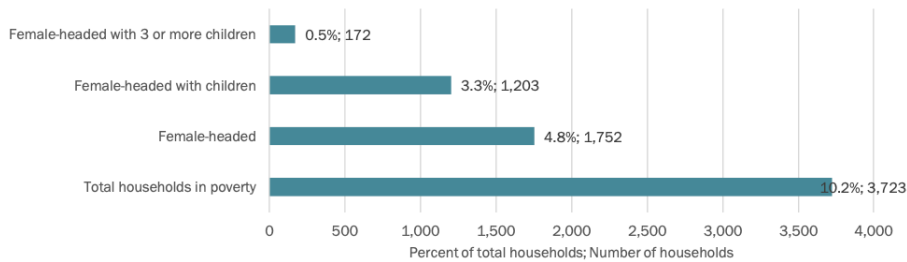
Female Headed Households (FHH)



American Community Survey 2014-2018 5-year estimates.

Figure A-44.

Households by Poverty Status



American Community Survey 2014-2018 5-year estimates.

Figure A-45.

Additionally, poverty rates are high among female headed households in Inglewood (Figure A-45). 2014-2018 ACS 5-year data found that female only headed households had a poverty rate of 20%, female headed households with children under 18 years old had a poverty rate of 27% and female only headed households with children under 5 years old had a poverty rate of 33%. Compared to total households in Inglewood, using the same data, female headed households in poverty make up 5% of the total households. Essentially, female headed households make up half of the households in poverty, as households in poverty make up 10% of the total households in Inglewood.

Clearly, female headed households in Inglewood experience poverty at higher rates than other populations in Inglewood, are likely severely cost burdened, and are in need of affordable housing that is large enough to house their family. Female headed households have the exact same costs as other families; however, they typically only have the support of one parent's income. The costs of childcare alone can almost fully deplete one parent's salary, leaving little room for other essentials such as social service needs, recreation programs, food, clothing, health care, housing, and more.

Seniors

Seniors are defined as residents who are 65 years or older.

Persons over the age of 65 are considered a special needs group due to four main concerns:

- **Income:** persons over 65 are more likely to be retired and living on a fixed income.
- **Health Care:** elderly persons have a higher rate of illness, making health care more important.
- **Transportation:** many elderly persons use public transportation; and

- Isolation: many elderly persons are isolated from family members, friends, and services.

Seniors will constitute an ever-increasing proportion of this nation's population in future years according to demographers. According to the last housing element, based on US Census 2010 data, there were 7,954 households in Inglewood with an individual 65 years or over, representing 22% of all households. In 2000, only 6,142 households or 17% of all households had an individual 65 years or over.

According to the 2015-2019 ACS 5-year survey, the City of Inglewood has 13,470 residents 65 years or older, representing about 12% of the total population. The large population of baby boomers, of whom the youngest were born in 1964 and are now 57 years old, is aging. This will put increasing pressure on the City of Inglewood to ensure the growing population of seniors has their housing needs met. Additionally, the population of seniors increased by 34% since 2010.

The senior population of Inglewood, while they are more likely to own than the younger population, are not solely homeowners. According to 2014-2018 ACS 5-year data, 4,136 seniors in the City of Inglewood are homeowners while 3,568 seniors are renters. This means that 46% of seniors in the city are required to pay rent every month on their fixed income and this does not account for homeownership seniors who still might be paying off their mortgages every month.

The income of seniors in Inglewood is often predictive of their housing tenure (Figure A-46). Seniors whose income falls below 50% HAMFI are majority renters, making up 53% of the senior population in Inglewood. Seniors whose income is above 50% HAMFI tend to skew heavily towards homeownership and are 46% of the total senior population.

Elderly Households by Income and Tenure

		Owner	Renter	Total	Percent of Total Elderly Households:
Income category, relative to surrounding area:	< 30% HAMFI	660	1,785	2,445	32.7%
	30-50% HAMFI	675	830	1,505	20.1%
	50-80% HAMFI	855	705	1,560	20.8%
	80-100% HAMFI	335	260	595	7.9%
	> 100% HAMFI	1,040	340	1,380	18.4%
TOTAL		3,565	3,920	7,485	

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

Figure A-46.

Due to these concerns mentioned at the start of this section, many elderly persons need lower cost housing that is transit-accessible and in close proximity to health care providers and other services.

Most elderly persons are quite capable of living independently or with members of their families. However, there is a segment of the elderly population who for economic or health reasons, have a need to reside in facilities specifically designed to accommodate them. These facilities, referred to as senior citizen housing, are typically secure complexes with communal recreational facilities and possibly communal dining facilities. Each unit is designed to accommodate one or two persons with one bedroom, one bathroom and a living/dining area with a mini-kitchen. There are presently 5 senior citizen complexes in Inglewood containing a total of 526 units. These facilities were constructed using Section 8 New Construction Program funds from HUD and funding assistance from the former Inglewood Redevelopment Agency. All senior housing is privately owned and maintained, but most of the tenants receive rental assistance through the Tenant Based Rental Assistance Program, which is described elsewhere in this Housing Element. Below is a listing of senior housing developments in the City and other senior services and resources in Inglewood:

- Senior Housing Developments
 - Osage Senior Villas (91 units) 924 Osage Ave.
 - Eucalyptus Park Apartments (93 units) 811 N. Eucalyptus Ave.
 - Regency Towers (103 units) 151 N. Locust St.
 - Inglewood Meadows (198 units) 1 N. Locust St.
 - Good Shepherd Homes I (39 units) 510 Centinela Ave.

- City Administered Senior Services and Resources
 - Senior Center with Activities and Programs, Senior Clubs and Excursions
 - Support Groups

- Congregate and Home Delivered Meals
- Care Management
- Information, Assistance and Referrals
- Transportation-Vans, Taxi Discount, Bus Pass Discount
- Volunteer Program
- Other Programs and Resources
 - Centinela Hospital Senior Preferred Club

Homeless

The City of Inglewood is located within Service Planning Area (SPA) 8, a geographic region within the County of Los Angeles which allows the Department of Public Health to develop and provide targeted public health, clinical, and mental health services to the residents of each SPA. SPA 8 includes Inglewood and surrounding cities such as Hawthorne, Torrance, Long Beach, Gardena, and more. The City of Inglewood was included in the SPA 8 homeless count that was undertaken in 2020 by the Los Angeles Homeless Services Authority (LAHSA). This 2020 survey for SPA 8 identified 1,048 homeless persons living in shelters and 3,512 unsheltered homeless persons for a total of 4,569 homeless persons. Additionally, there were a total of 3,972 homeless households in SPA 8. Between 2019 and 2020, the number of homeless people increased by 3%.

According to the 2020 Greater Los Angeles Homeless Count from LAHSA, SPA 8 had 77 homeless transitional age youth and 8 homeless unaccompanied minors.

The 2020 Homeless Count by LAHSA also found that in SPA 8 67% of the homeless population is male and 33% is female. Additionally, in the SPA the largest three shares of homeless people by race/ethnicity are White at 34%, Latino at 32%, and Black at 28%. The largest share of homeless people in the SPA are ages 25 to 54, followed respectively by 62 and older and 55 to 61. Additionally, 2,059 people in the SPA are experiencing chronic homelessness. Chronic homelessness is used to describe people who have experienced homelessness for an extended period of time or repeatedly, and typically the

person suffers from a disabling condition, including physical disabilities, mental illness, and substance abuse.

According to the LAHSA 2020 Homeless Count, there are 525 homeless people living in the City of Inglewood (Figure A-47). Of this total, 156 people are unsheltered on the street, 128 people are unsheltered in a vehicle, and 241 people are sheltered. Since 2019, homelessness rose in Inglewood by 14% with a 9% increase in unsheltered homelessness, on the street and in vehicles. Additionally, Inglewood has the second largest number of unsheltered people in a South Bay municipality. See Figure A-48 to see the trends of homelessness in Inglewood over the last five years. According to the Inglewood Police Department, homeless individuals in the City are typically located along commercial corridors of the City with the more Inglewood based homeless relatively dispersed throughout the City and the more transitory homeless near the 405 Interstate.

Location	Living Situation [Notes 1,2]	2016	2017	2018	2019	2020
Unsheltered Street	Adults on Street	96	108	125	90	108
	Family Members on Street	3	3	0	0	0
	Unaccompanied Minors on Street	0	0	[Note 3]	[Note 3]	[Note 3]
	Make-Shift Shelters	22	21	57	26	44
	Tents	4	12	5	4	4
Unsheltered Vehicle	Cars	19	29	11	59	42
	Vans	35	27	24	48	78
	RVs	36	8	38	10	8
Sheltered	Emergency Shelter	61	23	40	32	32
	Transitional Shelter	226	104	190	133	190
	Safe Haven	0	0	15	59	19
Total		502	335	505	461	525

Figure A-47.

Source: South Bay Coalition to End Homelessness based on LAHSA 2020 Count.

Source: LAHSA 2020 Greater Los Angeles Homeless Count.

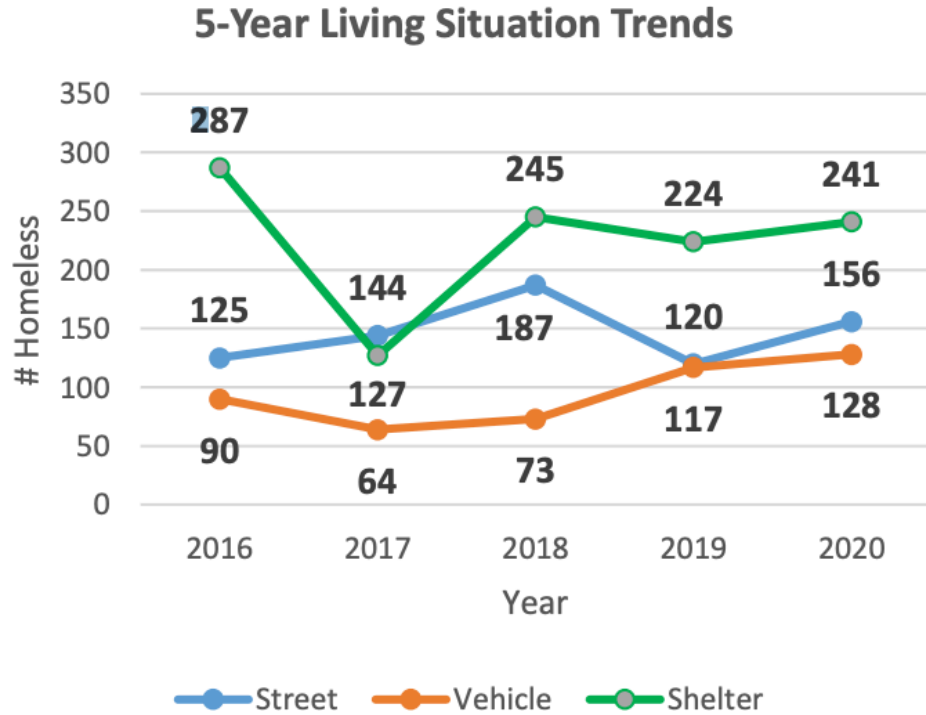


Figure A-48.

Source: LAHSA 2020 Greater Los Angeles Homeless Count.

Additional data on Inglewood’s homeless population gathered for the City’s Consolidated Plan is quoted below. This data was gathered based on interviews with 31 homeless individuals living on the streets of Inglewood.

“A majority of homeless persons in Inglewood have strong ties to the city. Sixty-five percent of the homeless individuals interviewed lived in Inglewood before becoming homeless. Of the respondents 74% stated that their reason for being homeless was related to a job or housing loss, death of a family member, substance abuse, or divorce. Also, 65% stated their length of homelessness was between 1 to 8 years. Almost 60% reported having a serious health issue, did not have health insurance, and having abused drugs and/or alcohol.

Ages ranged from 31 to 70 years-old with 71% being between the ages of 41 to 60 years old. About 60% of the homeless were African-American and 29% were Hispanic. Males were the vast majority accounting for 81% and females accounting for 19% of those interviewed. Income for the homeless was reported to be government assistance for 23% and 61% reported income from cash related activities such as panhandling or recycling. Of the homeless interviewed 74% stated that they had been incarcerated.”

Inventory of Facilities and Services to House the Homeless

Transitional and Supportive Housing are also an essential component to permanently ending homelessness. In support of the City's Housing Element objective to facilitate housing for special need populations and as required by SB 2, the City also amended the Inglewood Municipal Code in December 2013 to clarify that transitional and supportive housing are considered residential uses and subject only to the same requirements as other residential uses in the same zones, further discussed in Chapter 4.

Los Angeles Housing Authority and the Inglewood Community Development Block Grant program have identified 1,074 transitional and permanent beds available for use by the homeless in the South Bay region (SPA 8). However, if all beds were filled to capacity, facilities in SPA 8 would house only 24% of the total estimated 4,500 homeless population for the service area. The following table summarizes the emergency shelter facilities and services available in SPA 8:

US Vets-Los Angeles (733 S. Hindry Ave., Inglewood, CA). The Department of Housing and Urban Development estimates that 1 in 7 homeless individuals is a veteran. US Vets Inc. operates a housing and supportive service facility for veterans. The facility can accommodate 540 residents in transitional/affordable housing. In addition, the facility provides a number of supportive services including employment assistance, mental health services, substance abuse programs, programs for veterans' families, dining, and recreational services. This facility was established through support from the Inglewood Redevelopment Agency.

St. Margaret's Center (Lennox, CA) provides a comprehensive range of emergency and supportive services to more than 10,000 unduplicated individuals annually in the Los Angeles "L.A.X." area, primarily those living in the cities or streets of Lennox and surrounding communities. St. Margaret's estimates that approximately 5,000 of the individuals served are Inglewood residents. The center provides food services, emergency motel vouchers, service referrals, translation services, medical screenings, utility assistance, education programs, and job training/referrals.

The House of Yahweh (Lawndale, CA) serves primarily families on fixed incomes. It focuses on homelessness prevention but also serves some chronic homeless persons and includes 9 transitional housing units. The majority of its 27-54 annual estimated clients come from the Lennox/Inglewood area.

The Harbor Interfaith Services (San Pedro, CA) serves the homeless and families at risk by providing emergency shelter, food, case management, employment training, life skills training, and referral services to homeless individuals and families. The shelter estimates that 20-25% of its 770 annual clients are from the Inglewood area.

The Long Beach Rescue Mission (Long Beach, CA) routinely serves clients from Inglewood. The Rescue Mission provides emergency shelter, food, case management, employment training, life skills training, and referral services to homeless individuals and families.

The Salvation Army of Inglewood (Inglewood, CA) at 324 E. Queen Street provides homeless assistance, food assistance, transitional housing referrals, medical services, life skills classes, and more to Inglewood's homeless residents.

The Salvation Army of Long Beach (Long Beach, CA) indicates that a small percentage (less than 2%) of its 520 annual clients come from Inglewood but that a greater percentage of phone calls are received from Inglewood residents regarding the types of services and programs offered.

Salvation Army Village of Cabrillo
2260 Williams St. Long Beach, CA 90810
(562) 388-7600.

Lutheran Social Services (Long Beach, CA) serves approximately 7,000 people monthly including about 250-300 individuals from Inglewood. Lutheran Social Services provides emergency shelter, food, case management, employment training, life skills training, and referral services to homeless individuals and families.

Beacon Light Mission, Catholic Charities, Precious Life Shelter, and SHAWL assist clients from all over the Los Angeles County metropolitan area. The organizations report that only a fraction of the clients, approximately 728, are from Inglewood.

Southern California Alcohol & Drug Program, Inc. Baby Step Inn.
1755 Freeman Ave. Long Beach, CA 90804.
(562) 986-5525.

Su Casa Domestic Abuse Network Confidential site.
Business Address: 3840 Woodruff Ave. #203, Long Beach, CA 90808.
(562) 519-1955.

Womenshelter of Long Beach. Domestic Violence Resource Center of Long Beach. Confidential site.
Business Address: 930 Pacific Ave., Long Beach, CA 90813.
(562) 437-4663.

Charlotte's House (Akila Concepts).
542 East Carson Street, Carson, CA 90745.

Rainbow House Emergency Shelter Villa Paloma Transitional Shelter
Confidential sites.
Business address: 453 W. 7th St., San Pedro, CA 90731.
(310) 548-5450.

Elizabeth Ann Seton Residence.
123 E. 14th St., Long Beach, CA 90813.
(562) 591-1351.

Christian Outreach in Action.
515 E. 3rd St., Long Beach, CA 90801.
(562) 432-1400.

Long Beach Rescue Mission. Lydia's House.
1335 Pacific Ave., Long Beach, CA 90813
(562) 591-1292x27.

Local Churches and Religious Institutions: Many local churches and religious institutions provide assistance to homeless individuals and families.

Successful Placements into Permanent Housing

Overall, from 2013-2021, a total of 38 clients were transitioned from homelessness to permanent housing via a Section 8 Housing Choice Voucher, the City's Tenant-Based Rental Assistance Program and/or reconnection with family. The majority were transitioned through the Section 8 Housing Choice Voucher program. All Homeless Emergency Services Grant clients and 2 homeless persons assisted with motel vouchers received case management. Active Homeless Tenant Based Rental Assistance clients are currently being recertified and case management services will be offered as needed to transition into permanent housing. Other homeless individuals and families have been moved into permanent housing through other governmental and nongovernmental programs.

Homeless Youth

Chronically homeless youth reside in the City of Inglewood. An "invisible population," they tend to concentrate in urban areas where they easily blend in with other youth. According to the Inglewood Police Department, homeless youth live in vacant buildings, on rooftops, in remote parking lots, near municipal parks and in cars. They typically hang out in the downtown area, or near freeway entrances, near shopping districts and in parking garages. It is not unusual for them to pool their money for one or two nights in a motel room.

Homeless Families

According to the LAHSA 2020 count, homeless family households make up 7% of the total homeless households in Inglewood. Many homeless families have chronic economic, educational, social problems and have difficulty accessing the traditional service delivery system. These families may seek assistance when a crisis occurs, but then break contact with the agencies when the crisis is resolved. Issues such as lack of affordable housing, unemployment or underemployment, and lack of sufficient public assistance benefits contribute to homelessness among families. This has been particularly true with public assistance programs, where benefit levels have not kept up with the cost of living. Children of homeless families may suffer long-term problems because of their homeless situation. Many homeless children have a number of developmental, behavioral and emotional problems. These children are more likely than other children to be anxious, depressed, aggressive, dependent and demanding. Homeless children also suffer from a variety of physical maladies.

Alcohol/Other Drug Abuse (AODA)

AODA is defined as excessive and impairing use of alcohol or other drugs, including addiction. The National Institute of Alcohol Abuse and Alcoholism estimates the number of men with a drinking problem at 14 to 16% of the adult male population, and the number of women at 6% of the adult female population.

Alcohol and other drug abusers may require special treatment and recovery facilities. Group quarters typically provide appropriate settings for treatment and recovery. Affordable units can provide housing during the transition from treatment to a responsible lifestyle.

Several agencies offer day treatment programs for alcohol and drug rehabilitation, including Centinela Hospital in Inglewood and several local churches. Victory Outreach Ministries and Bridge for the Needy operate in-patient treatment programs in the City of Inglewood.

Persons with HIV and AIDS

As of 2017 there were 1,910 persons diagnosed with HIV in the City of Inglewood, representing 4% of all HIV diagnoses in Los Angeles County. Persons with HIV infections and AIDS require a broad range of services, including counseling, hospitalized medical care, in-home treatment, transportation, and food. Most available HIV/AIDS planning documents do not estimate or project housing needs. However, several reports have estimated that 5% of all people infected with HIV may need 90 days of temporary shelter during the course of a year, and 5% of persons with AIDS need group home or long-term residential placement for up to 12 months. The National Commission

on AIDS published *Housing and the HIV/AIDS Epidemic: Recommendations for Action*, which contains percentages of the number of people with AIDS in danger of becoming homeless.

Single Room Occupancy

Housing types that may accommodate the needs of extremely low-income households include transitional and supportive housing, single room occupancy units (SRO’s), multi-family rental housing, factory-built housing, workforce housing and mobile homes.

Although the City does not maintain records to show that there are single room occupancies (SROs) that exist in Inglewood, these uses are permitted as boarding or lodging units under the Zoning Code. Inglewood has several older motels that accommodate low-income households and serve as SROs. The conversion of these facilities using current zoning could be provided so that the rooms could be advertised and leased for long-term occupancy. Each project would be reviewed pursuant to the special use permit process and a permit would be granted by the Planning Commission. The process is not intended to deter the use of SRO’s, but to ensure development of high-quality projects located in appropriate areas with services and facilities to assist the SRO residents.

Assisted housing units at risk of conversion in next 10 years

Assisted Units at Risk of Conversion

Risk Level	Definition:	Low-income units in jurisdiction	Percent of county's low-income units
Very High	At-risk of converting to market rate within the next year	0	0%
High	At-risk of converting to market rate in the next 1-5 years	0	0%
Moderate	At-risk of converting to market rate in the next 5-10 years	0	0%
Low	At-risk of converting to market rate in the next 10 or more years and/or are owned by a large/stable non-profit, mission-driven developer.	1,230	100%
TOTAL		1,230	100%

California Housing Partnership, July 2020. Includes HUD, Low-Income Housing Tax Credit (LIHTC), USDA, and CalHFA projects. Subsidized or assisted developments that do not have one of the aforementioned financing sources may not be included.

Figure A-49.

Based on SCAG’s Pre-Certified Housing Data (Figure A-49), the City of Inglewood has 1,230 housing units with a low risk of converting to market rate. These 1,230 units are either covenanted for the next 10 plus years or are owned by a large/stable non-profit, mission-driven developer.

Projected Need (RHNA)

The Regional Housing Needs Allocation (RHNA) is mandated by State Housing Element law. The RHNA process determines the amount of housing growth each county and city must plan for in the 2021-2019 sixth cycle Housing Element. The RHNA process ensures that each jurisdiction accepts its fair share of future housing needs, not only in the City but in the region. The regional housing needs are the number of units that must be built in each jurisdiction to accommodate for the forecasted population growth over the next eight years. The RHNA process is managed by the California Department of Housing and Community Development (HCD) which determines the projected statewide housing need and growth over the next eight years. These growth projections are passed down to regional councils of government, such as the Southern California Association of Governments (SCAG) in Inglewood’s case. SCAG develops an allocation methodology which determines each city’s RHNA number, broken down across four income levels.

HCD allocated 1.34 million new housing units to the SCAG region, the largest allocation the region has ever received. As a result, the City of Inglewood’s allocation is substantial, at 7,439 units spread across four income levels. This allocation means that the City of Inglewood must plan for 7,439 new units over the next eight years, however, it does not mean that the City must ensure the construction of these new units.

6 th Cycle Regional Housing Needs Allocation for Inglewood	
Income Level	Units
Very-Low Income (<50% of AMI)	1,813
Low Income (50-80% of AMI)	955
Moderate Income (80-120% of AMI)	1,112
Above Moderate Income (>120% of AMI)	3,559
Total	7,439

Figure A-50.

Source: Southern California Association of Governments.

Affirmatively Furthering Fair Housing Assessment

This portion of the Housing Needs Analysis is focused on assessing the state of fair housing in the City of Inglewood, in keeping with AB 686. California jurisdictions are required to affirmatively further fair housing (AFFH) through meaningful actions “that, taken together, address significant disparities in housing needs and in access to opportunity for all groups protected by state and federal law by:

- Replacing segregated living patterns with integrated and balanced living patterns.
- Transforming racially and ethnically concentrated areas of poverty into areas of opportunity (without displacement).
- Fostering and maintaining compliance with civil rights and fair housing laws.

Note: meaningful actions include actions that will promote fair housing opportunities for low- and moderate-income tenants and tenants of affordable housing, including subsidized housing.” (Government Code 8899.50 (a)(1))

This analysis analyzes four housing issue areas:

1. Fair housing enforcement and capacity
2. Segregation and integration
3. Access to opportunity
4. Disproportionate housing needs within the jurisdiction, including displacement risk

Fair Housing Enforcement and Capacity

The City of Inglewood refers equal housing complaints to the Southern California Housing Rights Center (HRC), which acts as an independent third-party to discrimination complaints. There are few complaints which are received by the City, and fair housing complaints were not identified through community outreach activities related to the Housing Element. HCD’s AFFH viewer indicates that Inglewood also has a low incidence of fair housing related cases, 35 cases from 2013 to 2021 or 0.31 cases per 1,000 people.

Housing Element Program #28 (Fair Housing and Tenants’ Rights Program) identifies the actions that the City will take to address fair housing enforcement, including wide dissemination of information and providing dedicated staff to refer complaints to the Fair Housing Council.

Segregation and Integration

Over the past sixty years, the population of Inglewood has been majority low-income, people of color. However, as Inglewood experiences an influx of

investment into the City, the demographics are beginning to shift. According to the 2015-2019 ACS, the population is 51% Latino, 40% Black, 9% White, 2% Asian/Pacific Islander, and 2% Two or More Races. From 2006 to 2019, the City's Black population declined by 8% and the Latino population increased by 1% while the White population increased by 33% and the Asian/Pacific Islander population increased by 34%.¹ Evidently, the City remains majorly people of color, namely Black and Latino. However, the demographic comparison indicates a significant influx of White and Asian/Pacific Islander residents in recent years.

Median household income has also experienced a significant shift over the last decade. According to ACS 2015-2019 5-year data, the City of Inglewood's median household income increased by \$10,940 over the last decade to \$54,400. Inflation does account for this significant increase. However, it is also clear there has been an influx of higher income households into Inglewood. Despite the increase over the last decade, Inglewood is significantly poorer than the Los Angeles region as a whole, with a median household income of \$54,400 compared to the County at \$68,044.

According to HCD's AFFH Data Viewer, based on 2015-2019 ACS 5-year data, there are six Census block groups in Inglewood with median household incomes above \$87,100 and below \$125,000. Of note, two of these six higher-income Census block groups contain major non-residential uses (at this time) including Hollywood Park and Inglewood Park Cemetery. Therefore, the residential sample sizes within these two Census block groups are quite small and might be skewing the measurement of median household income. The remaining Census block groups in Inglewood are split between block groups that have median household incomes of above \$55,000 and below \$87,000 and block groups that have median household incomes of above \$30,000 and below \$55,000. However, based on the Data Viewer (Figure A-50) it appears the split favors block groups with median household incomes of above \$30,000 and below \$55,000. Five of the six higher-income Census Block groups in Inglewood are African American majority tracks, with the remaining higher-income block group being a Latino higher-income block group.

¹ Based on a comparison of ACS 5-year data from 2006-2010 and ACS 5-year data from 2015-2019.

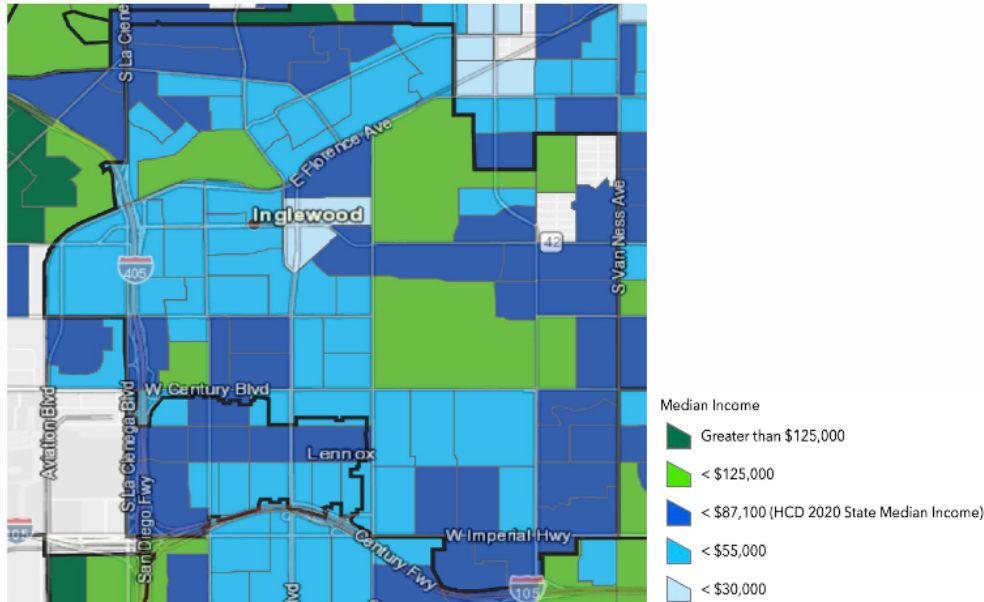


Figure A-50: Median Household Income in Inglewood by Census Block Group.
Source: HCD AFFH Data Viewer, 2015-2019 ACS.

The reasons for these shifting demographics are many, and stem from historical and regional factors. Inglewood was largely developed in the interwar and postwar years as a community for White, working-class families whose heads of household largely held blue-collar jobs in aerospace. However, Inglewood was disfavored for investment compared to other, wealthier communities with less exposure to industrial contaminants. Figure A-51 shows that Inglewood was disfavored/redlined by the Home Owners Loan Corporation (HOLC) in the 1930's. The majority of the City was classified as Class C – “Declining” and portions around the City’s borders were classified as Class D – “Hazardous.”

However, three of the six higher-income Census block groups in Inglewood were not redlined. The remaining three higher-income Census block groups were labeled Class A – “Best”, Class B – “Still Desirable”, and Class C – “Declining”. The majority of those tracts labeled Class C – “Declining” and Class D – “Hazardous” are now lower-income areas with median household incomes of above \$30,000 and below \$55,000.

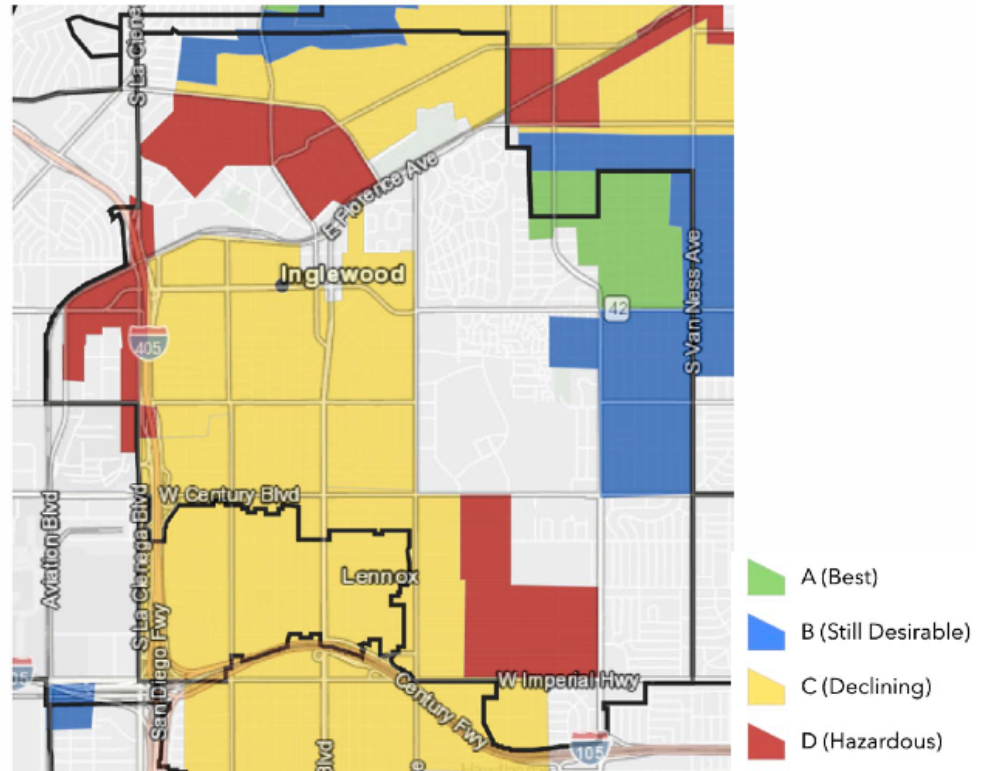


Figure A-51: Redlining in Inglewood.
 Source: HCD AFFH Data Viewer and University of Richmond 2021.

In the decades following World War II, the White population began to depart the area for Orange County and other more suburban jurisdictions. In the 1960s, at the same time that Whites were leaving Inglewood, Black residents were newly settling in Inglewood. Prior to the 1960s, Blacks had lived around the borders of Inglewood, however, during the 1960s Black residents began moving into Inglewood proper. Soon Black residents would make up the majority of the City’s population and Inglewood would become a hub of Black life and culture in Los Angeles County.

During the 1970s and 1980s, a large, sustained wave of immigration from Latin America began and filled in many neighborhoods of Los Angeles County. Today, the population of Inglewood is 51% Latino and 40% Black. Latino and Black residents now live together side by side in Inglewood. Today, despite some of the recent changes mentioned above, the population of Inglewood remains quite segregated from Whites, who continue to live in surrounding communities on the Westside and South Bay.

Access to Opportunity

Inglewood is centrally situated in the Los Angeles region, directly bordering the City of Los Angeles and less than four miles away from the Los Angeles

International Airport, a hub for professional workers for travel and for hospitality workers. Inglewood is centrally located next to several of the largest job centers in the region, including the entertainment job center that is currently expanding in Inglewood itself. Inglewood's proximity to West Los Angeles/Santa Monica ensures Inglewood's residents have plentiful job opportunities in close proximity. Additionally, Inglewood is well connected to Downtown Los Angeles which is the professional job center in the region.

HCD's AFFH Data viewer shows that the residents on the Westside of Inglewood, closer to West Los Angeles, benefit from an increased proximity to jobs. Inglewood has historically been home to many of the blue-collar workers at Los Angeles International Airport (LAX). Few high-income jobs are located in the South Los Angeles region; however, professional job centers have been moving closer to the City, including Playa Vista and El Segundo.

According to 2015-2019 ACS 5-year data, 72% of residents drove alone to work, 12% used carpools, 6% took public transit, and 2% walked or used other means to commute to work. According to 2011 to 2015 ACS 5-year data, 73% of residents drove alone to work, which indicates that not much has changed in terms of the commuting patterns of Inglewood residents since 2011.

However, transportation alternatives are currently expanding in Inglewood. The bulk of Inglewood residents are within ½ mile of public transit. According to SCAG's High Quality Transit Area Map a large portion of Inglewood residents are within ½ mile of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. As the Metro K (LAX) Line moves in, which will have 3 stations in Inglewood, the quality of transit service in Inglewood will improve greatly. The incoming Crenshaw/Imperial Metro K Line Station connects Inglewood residents to LAX in 14 minutes, to Downtown Los Angeles within 34 minutes, and Downtown Long Beach within 36 minutes. The incoming Westchester/Veterans Metro K Line Station connects Inglewood residents to Downtown Inglewood within 2 minutes, to LAX within 8 minutes, to Downtown Los Angeles within 37 minutes, and to Santa Monica within 39 minutes.

In addition, Inglewood is serviced by several high quality bus lines such as Metro's 111, 115, 210, 211, 212, and more. Inglewood is considered "Very Walkable", scoring 72 of 100 by WalkScore.com. It is currently considered "Bikeable", scoring 55 of 100; however, the number of bicycle lanes should increase in the City with the adoption of the Westchester/Veterans and Crenshaw/Imperial TOD Plans. These TOD plans detail new planned bicycle routes of all classes throughout the TOD Plan areas.

Disproportionate Housing Needs and Displacement Risk

There has been much discussion of change and displacement in Inglewood as the City has been on the receiving end of new investment and interest over the past couple of years. While home prices and rent prices have been rising throughout the City, the areas that are the subject of new investment and interest are the area surrounding the Westchester/ Veterans Metro station, Downtown Inglewood, and Multi-family zones (R-3 & R-4).

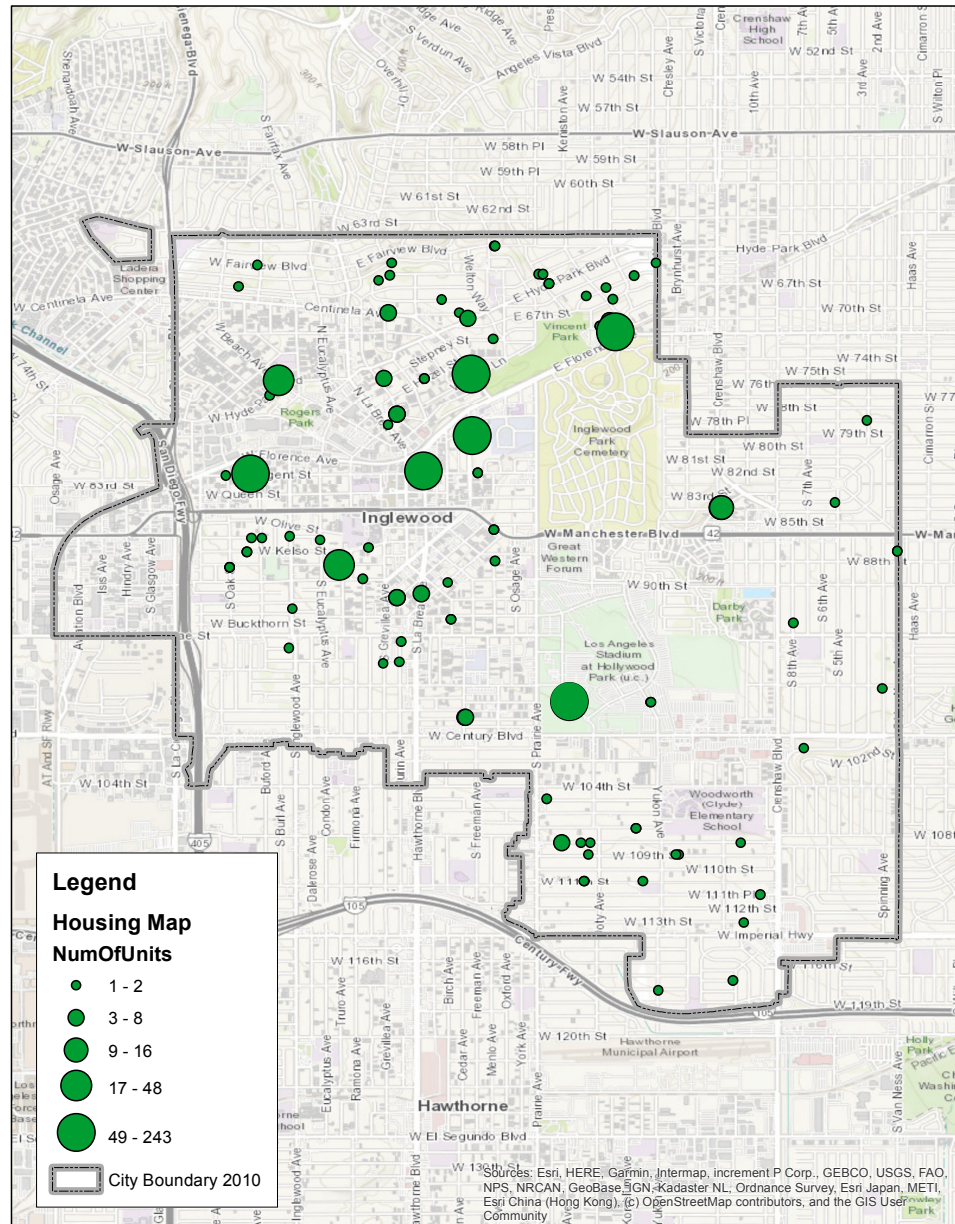


Figure A-52.

Source: Stanley R. Hoffman Associates, City of Inglewood Planning Division.

Figure A-52 maps the City of Inglewood's building permits granted over the past eight years. As this map illustrates, the majority of new residential development in the City is occurring in the North section of the City. These northern areas of the City include the incoming Westchester/Veterans Metro Station, Downtown Inglewood, and many of the City's multi-family zones. Many parcels in the R-2 and R-3 zones are currently occupied by single-family homes. However, in recent years developers have had success in transforming these formerly single-family parcels into multi-family developments, therefore maximizing the full unit potential of parcels in the City's multi-family zones.

The key factors driving displacement in Inglewood are that home prices and rents are lower than the average for the County and region, but rising faster in many cases. The value of the average single-family home rose 20.8% to \$757,000 between June 2020 and June 2021. There is still significant room for growth to reach the average values of Hawthorne (\$821,000), Los Angeles City (\$934,000) and Culver City (\$1,585,000). While home prices and rents have been increasing at strong rates, wages have been much more stagnant. Inglewood's median household income remains at \$54,400, 80% of the County median.

Inglewood is a hot real estate market due to the increased investment that has been flowing into the community. As new amenities move into Inglewood, developers are eager to create more opportunities to live in the City.

Inglewood's renter vulnerability, according to the University of California, Berkeley's Urban Displacement Project, ranges from 1 to 10, with 1 being the lowest vulnerability and 10 being the highest vulnerability (Figure A-53). High renter vulnerability indicates that a neighborhood is susceptible to displacement should rent prices rise. Neighborhoods classified as "stable moderate/mixed income" and "at risk of becoming exclusive" feature lower renter vulnerability while neighborhoods classified as "low-income/susceptible to displacement" and "ongoing displacement" feature higher renter vulnerability. Higher levels of renter vulnerability are due to the high rent burden, lower median household incomes, high home and rent prices, and concentration of employment in low-wage sectors in certain Inglewood neighborhoods.

In Inglewood, a comparison of overpayment by homeowners versus renters reveals that renter households are far more likely to overpay for housing than homeowners. Generally, homeowner households experience more stability in that they are less likely to be displaced as they own their home and are unlikely to experience housing cost increases, harassment from landlords, and many of the other possible downsides that exist for renters. This means that renter households are more likely to be displaced out of Inglewood than homeowner households. The City of Inglewood has taken proactive steps to prevent

displacement of Inglewood residents through the Housing Protection Ordinance, which imposes a maximum limit on rental increases.

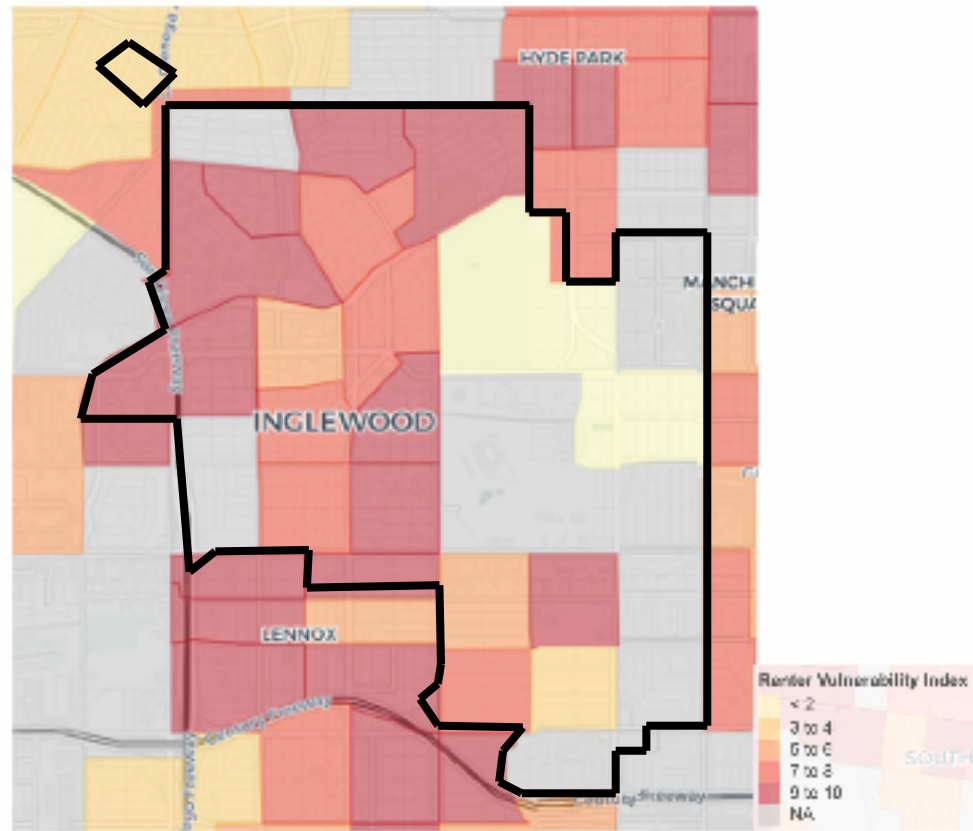


Figure A-53: Renter Vulnerability in Inglewood.
Source: Urban Displacement Project 2021.

As a result of the level of displacement risk in Inglewood, the City of Inglewood will undertake numerous housing programs to protect existing renters in the community, including Program #26 (Local Preference Ordinance), #14 (Short-Term Rental Regulation), #13 (City Purchases and Covenants to Preserve Affordable Housing), #27 (Housing Protection Ordinance Administration), and #28 (Fair Housing and Tenants’ Rights Program).

The City will undertake a number of other programs to stimulate the creation of new affordable housing and increase Inglewood residents’ access to that housing, including Program #1 (Design Standards to Streamline Housing Development), #2 (New Affordable Multi-Family Housing), #3 (Intuit Dome Implementation Community Benefits), #4 (Inclusionary Housing), #6 ((Public Land) Affordable Housing), #7 (Congregational Land Affordable Housing), #8 (Accessory Dwelling Units), and many more.

Appendix B: Constraints to Future Housing Development

This section of the appendix identifies constraints that exist for the development of new housing, pursuant to the State Government Code Section 65583(a). Constraints are classified based on their source – governmental constraints, over which the City of Inglewood has significant authority, and non-governmental constraints, which are more difficult for the City to address. The governmental constraints addressed in this appendix are:

- Existing zoning and land use controls
- Site plan review and processing times
- Off-site improvements
- Processing fees

The non-governmental constraints addressed are:

- Land availability and cost
- Housing prices
- Construction costs
- Access to Financing

The analysis developed below directly informs the housing programs recommended in this Housing Element.

Existing Zoning and Land Use Controls

The zoning regulations in Inglewood are intended to regulate the quality of housing and to assure a balanced diversity of housing types. Inglewood's zoning standards generally are not considered to be restrictive as compared to other jurisdictions. The maximum density permitted in the City's most common multiple-family zone, R-3, is approximately 40 dwelling units per acre, and the City's lowest density zone, R-1, requires a minimum of only six thousand square feet of lot area for a single-family residence. Building setbacks and height limitations are comparable to the requirements of neighboring communities.

The Land Use Element of the Inglewood General Plan establishes policies, goals and objectives that allow a range of housing types in the City of Inglewood.

The Inglewood Zoning Code and Zoning Map are the primary implementation ordinances of the Land Use Element. The zoning map and ordinance identify the specific land uses allowed in the City and establish regulations and standards for use and development. The zoning categories are summarized in Figures B-1.

Figure B-1 mentions boarding or lodging units, which include SROs, in the Zoning Code.

Residential Zone Districts			
Zone	Allowable Residential Uses*	Density (du/ac)	Max. Height
R-1	One-family dwellings, ADUs, Group homes or Community care facilities with less than six residents, Two-family dwellings when the side of a lot in the R-1 zone abuts upon property in the R-3, R-M, P-1, C-1, C-2, C-3, C-S, or M-1 Zones, Transitional residential uses	7.3 du/ac	35'
R-1Z	One-family dwellings	7.3 du/ac	35'
R-1 1/2	One-family dwellings, ADUs, Group homes or Community care facilities, Two-family dwellings, Transitional residential uses	8.7 du/ac	20'
R-2	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes or Community care facilities with six or less residents as well as six or more residents, Transitional residential uses	17.4 du/ac	35'
R-2A	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes or Community care facilities with six or less residents as well as six or more residents, Transitional residential uses	17.4 du/ac	35'
R-3	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes, Community care facilities, and Halfway houses with six or less residents as well as six or more residents, Transitional residential uses, Boarding or lodging houses, Convalescent homes	39.6 du/ac	40'
R-4	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes, Community care facilities, Halfway houses, Transitional residential uses, Boarding or lodging houses, Convalescent homes	54.5 du/ac	52'
R-M	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes, Orphanages, Community care facilities, Halfway houses, Transitional residential uses, Boarding or lodging houses, Convalescent homes	No maximum density.	75'

Commercial and Industrial Zone Districts				
Zone		Minimum Lot Area	Max. Density (du/ac)	Max. Height
AC	Emergency shelter for the homeless, Residential caretaker units	None.	None.	65'
C-2	Convalescent homes, Group homes, Halfway houses, Orphanages, Live-Work units in existing structures	None.	None.	75'
C-2A	Convalescent homes, Group homes, Halfway houses, Orphanages, Live-Work units, Live-work units in existing structures	None.	None.	75'
C-3	No residential uses	None.	None.	75'
HC	Residential units, Senior independent housing, Live-work units in new structures, Live-work units in existing structures	None.	None.	68'
Live-Work Overlay Zone	Live-work units	None.	None.	May not be increased
M-1	Live-work units in existing structures, Transitional housing as an ancillary use to adult vocational schools, technical schools, colleges, universities, and more	None.	None.	75'
M-2	Live-work units in existing structures, Transitional housing as an ancillary use to adult vocational schools, technical schools, colleges, universities, and more	None.	None.	100'
MU-A	Dwelling units, ADUs, Senior independent housing, Live-work units in new structures, Live-work units in existing structures	20,000 sq. ft.	None.	80'
MU-C	Residential units, ADUs, Senior independent housing, Live-work units in new structures, Live-work units in existing structures, Group homes with 6 or less residents	None.	None.	55'
MU-1	Residential units, Senior independent housing, Live-work units in new structures, Live-work units in existing structures	40,000 to 120,000 sq. ft.	None.	80'-116'

MU-1A	Dwelling units, ADUs, Senior independent housing, Live-work in new structures, Live-work in existing structures, Group homes with 6 or less residents	None.	None.	55'-128'
MU-2	Live-work units in existing structures, Residential caretaker units	None.	None.	60'
MU-2A	Live-work units in existing structures, Residential caretaker units	20,000 sq. ft.	None.	60'
P-1	One-family dwellings, One or more one-family dwellings per lot, Multiple Dwellings, ADUs, Group homes, Community care facilities, Halfway houses, Transitional residential uses, Boarding or lodging houses, Convalescent homes	1,400 sq. ft.	39.6 du/ac	40'

Figure B-1.
 Source: City of Inglewood Zoning Code, 2021.

The vast majority of the City's land is zoned for housing, and a significant portion of formerly commercial land has been converted to zoning categories which permit housing through the TOD Plans and Hollywood Park Specific Plan. Remaining commercial-only zoning does present a constraint to development, and this Housing Element includes a program to review these areas for potential zoning changes. The City has also demonstrated an openness to changing zoning designations for large projects which need residential or mixed-use zoning, such as Hollywood Park or a potential project at Prairie Avenue and Imperial Highway.

Within residential zones, permitted densities are higher than in most other jurisdictions of similar size in Southern California and generally do not constitute an undue constraint on development. Unlike many cities that are predominantly zoned for single-family dwellings and thereby exclude or limit multiple-unit structures, Inglewood's R-1 (One-family) zoned properties constitute only about 43% of all residentially-zoned land (about 1,100 acres). The remaining 57% (about 1,450 acres) permits two or more dwelling units per lot, and the great majority of these properties have not yet been fully utilized to provide additional housing units.

Recent planning applications in the R-3 and R-4 zones have been developed at an average of 93% of their maximum permitted density. Of the 29 recent projects in this representative sample, approximately nine projects (31%) developed at more than 100% of the site's maximum permitted density. This indicates that 31% of recent developments have utilized the State's Density Bonus to increase the unit count of their projects in Inglewood's R-3 and R-4 zones.

For zones with no legal maximum density, a functional maximum was defined. The functional maximum represents a typical density for residential projects built with the development standards present in the zone and is based on the recent history of permitted and proposed projects, which shows a marked upward trend in proposed densities. For example, the recent history notes the following projects in the TOD Plan mixed-use zones:

Location	Year Proposed	Income Proposed	Zone	Density (du/ac)	Commercial Component
205 N. Market St.	2015	Market	MU-1	87	Large
417 Centinela Ave.	2016	Market and Affordable	MU-C	67	No
923 Redondo Blvd.	2016	Affordable	MU-3	70	Small
201 N. La Brea Ave.	2019	Market	HC	162	Small
317 S. La Brea Ave.	2019	Market and Affordable	HC	217	Small
931 W. Manchester Blvd.	2021	Market	MU-A	149	Small

Figure B-2.

Functional maximum densities have been established between 60 and 100 dwelling units per acre for the TOD Plan mixed-use zones. The permitted densities in the R-3, R-4, and all mixed-use (MU) zones are higher than the default density of 30 dwelling units per acre, indicating that densities are sufficient to be able to construct lower-income housing in the City. Figure B-3 uses these densities to calculate the full residential buildout of the City.

Residential Buildout			
Zone	Acres	Max. Density ² (du/ac)	Buildout
Residential Zones			
R-1	1,076.6	7.3	7,859
R-1 1/2	4.2	8.7	36
R-1Z	5.5	7.3	40
R-2	531.1	17.4	9,240
R-2A	233.9	14.5	3,391
R-3	629.7	39.6	24,937
R-4	96.1	54.5	5,236
Total			50,741
Zones Allowing Residential and Other Uses (Non Mixed-Use)			
P-1	79.5	39.6	3,149
R-M	80	100	8,002
Total			11,151
TOD & Specific Plan Zones (Mixed-Use)			
C-N	3.6	40	143
HC	45	100	4,500
HPSP	337.2	85	2,995
MU-1	24.3	100	2,430
MU-1A	2	60	119
MU-3	3.7	70	262
MU-4	4.5	70	317
MU-A	22.7	100	2,268
MU-C	66.9	70	4,681
Total			17,715
Total Buildout			79,607
Current Housing Stock			38,705
Remaining Capacity			40,902

Figure B-3.

Source: City of Inglewood GIS Data, 2021.

Inglewood's total buildout capacity of 79,123 is twice as high as the current 38,705 units in the City, indicating that there is a large amount of room yet to build housing. In fact, the Regional Housing Needs Assessment (RHNA) of 7,439 units comprises only 18% of the City's remaining zoning capacity of 40,418.

Much of the City's zoned capacity is in the R-3 zone, highlighting the importance of appropriate development standards in this zone. Within the R-3 and R-4 zones, there are 395 single-family homes with improvement to total value ratios (IVTV) below 0.3. There are also 18 vacant parcels which present opportunities for development. Recent planning applications in the R-3 and R-4 zones have been developed at an average of 93% of their maximum permitted

² For zones with no legal maximum density, a functional maximum was defined. The functional maximum represents a typical density for residential projects built with the development standards present in the zone.

density. Of the 29 recent projects in this representative sample, approximately nine projects (31%) developed at more than 100% of the site's maximum permitted density. This indicates that 31% of recent developments have utilized the State's Density Bonus to increase the unit count of their projects in Inglewood's R-3 and R-4 zones.

Over the past five years, the City has increased the total zoned capacity of the City by 17,715 units with the addition of TOD Plan and Hollywood Park Specific Plan zones which permit housing as well as other commercial uses.

The City of Inglewood's Current Project List, which includes approved and pending projects, reveals that the majority of recent projects in TOD commercial zones and in Specific Plan Areas (namely the Hollywood Park Specific Plan (HPSP) Area) have developed as either completely residential or partially residential. Out of the thirteen projects on the Current Project List within TOD zones or Specific Plan Areas, ten of the projects were residential or mixed-use projects. Only three new projects on the Current Project List are proposed as completely non-residential. The first of these three projects is the Beckman Youth Orchestra Los Angeles (YOLA) Center, the second is a NFL Network office building within the HPSP Area, and the third is a small two-story medical office building.

Figure B-4 presents the distribution by zone of recently permitted and planned housing projects and units.

Building Permits and Planning Applications						
	Building Permits		Planning Applications		Total	
Zone	Number of Units	Number of Projects	Number of Units	Number of Projects	Number of Units	Number of Projects
Residential Zones						
R-1	324	11			324	11
R-2	29	15			29	15
R-2A	22	15			22	15
R-3	177	24	360	24	537	48
R-4	154	4	70	3	224	7
Subtotal	706	69	430	27	1,136	96
Zones Allowing Residential and Other Uses						
P-1	2	1	20	1	22	2
R-M	147	2	145	1	292	3
C-2	3	1	85	2	88	3
C-2A			400	1	400	1
Subtotal	152	4	650	5	802	9
TOD & Specific Plan Zones						
H-C			505	3	505	3
HPSP			52	1	2,500	1
MU-1	243	1			243	1
MU-3	101	1			101	1
MU-4	1	1			1	1
MU-C	129	3			129	3
Subtotal	474	6	557	4	3,479	10
Total	1,332	79	4,085	36	5,417	115

Figure B-4.

Source: City of Inglewood Building Permit and Planning Application Data, 2021.

The effect of recent zoning changes can be clearly noted. A total of 3,967 units are planned or recently permitted within the Hollywood Park and TOD Plan zones. The R-3 zone also remains very important, with 48 of the 115 total projects included.

Pursuant to State law, manufactured housing is permitted by right in all of the residential zones. The City of Inglewood Zoning Ordinance allows and permits manufactured housing only on a lot zoned for single-family residential uses, as long as the single family lot meets the following three requirements: 1) The site shall be developed in full conformance with density, setback, and parking standards of the R-1 Zone, 2) The manufactured housing structure shall have the exterior appearance of a conventional single-family residence including roof overhang and exterior siding, and shall be subject to site plan review approval to assure compatibility with neighboring residences, and 3) The manufactured housing structure shall be permanently attached to a full foundation and shall have permanent utility services.

The City does not restrict occupancy of unrelated individuals in local housing. The Zoning Ordinance does include a definition for “family” that meets the State requirements and was amended in 2013.

Residential development standards are summarized in Figure B-5 on the following page. The City’s residential development standards are generally at least as permissive as in nearby cities and do not constitute an undue constraint on development.

Residential Development Standards								
Zone	Min. Setbacks			Min. Lot Dimensions	Max. Bldg. Height	Min. Floor Area	Min. Open Space	Min. Parking Requirements ³
	Front	Side	Rear	Lot Area				
R-1	Not less than 25% of lot depth	Not less than 10% of lot width	Not less than 25% lot depth	6,000 sf	35 ft	750 sf	None	2 enclosed spaces per unit
R-1z	Not less than 20 ft	Zero side yard, Open side yard, or Standard side yard. For regulations see IMC Section 12-18.14	16 ft	6,000 sf	35 ft	750 sf	400 sf	2 enclosed spaces per unit
R-1 1/2	Not less than 25% of lot depth	Not less than 10% of lot width	Not less than 25% lot depth	5,000 sf	20 ft	None.	None.	2 enclosed spaces per unit
R-2	Not less than 25% of lot depth	Not less than 10% of lot width	Not less than 25% lot depth	2,500 sf	35 ft.	None	None	2 enclosed spaces per unit

³ Dormitories, fraternity or sorority houses, boarding houses, and adult group housing are required to provide one enclosed parking space for each guestroom according to Section 12-50 of the Inglewood Municipal Code.

R-2A	Not less than 25% of lot depth	Not less than 10% of lot width	Not less than 25% lot depth	2,500 sf	35 ft.	None	None	2 enclosed spaces per unit
R-3	Not less than 20% of lot depth. ⁴	For buildings up to 2.5 stories, 7 ft. 3 stories, 10 ft.	Not less than 20% of the lot, provided rear yard need not exceed 20 ft.	None.	40 ft.	None.	None.	2 enclosed spaces per unit. 1-1.5 spaces per unit in TOD Plan areas
R-4	15 ft	7 to 10 ft	15 ft	None.	52 ft – 75 ft	None.	None. 15% of lot area in TOD Plans	2 enclosed spaces per unit, 1-1.5 spaces per unit in TOD Plan areas.
R-M	15 to 20 ft	10 ft	20 ft	None.	75 ft.	None.	None.	2 enclosed spaces per unit
C-1	None.	None.	None.	None.	None.	250 ft.	None.	None.
MU-1	None.	0-2 ft.	0-2 ft.	40,000 to 120,000 ft	80-116 ft.	None.	Site-specific guidelines	1 enclosed space per unit
MU-A	0 to 15 ft	0 to 15 ft	0 to 15 ft	20,000 sf ⁵	80 ft.	None.	15% of lot area in TOD Plans	1 enclosed space per unit

⁴ On Locust Street, between Regent and Grace, there shall be a front yard of not less than 30 feet.

⁵ Minimum lot size applies to any project with residential uses unless located adjacent to an existing residential or mixed-use project containing residential uses, in which case there is no minimum lot size. There is also no minimum lot size for non-residential uses.

Appendix B: Constraints to Future Housing Development

MU-1A	0 to 10 ft	0 to 10 ft	0 to 10 ft	None.	55-128 ft.	None.	Site-specific guidelines	1 enclosed space per unit
MU-C	0 to 5 ft	0 to 5 ft	0 to 5 ft	None.	55 ft.	None.	15% of lot area in TOD Plans	0 to 1 bedroom units, 1 enclosed space per unit; 2+ bedrooms, 1.5 enclosed spaces per unit
H-C	None.	0-2 ft.	0-2 ft.	None.	68 ft.	None.	None.	1 enclosed space per unit
P-1	Not less than 20% of lot depth.	For buildings up to 2.5 stories, 7 ft.. 3 stories, 10 ft.	Not less than 20% of the lot, provided rear yard need not exceed 20 ft.	None.	40 ft.	None.	None.	2 enclosed spaces per unit

Figure B-5.
Source: City of Inglewood Zoning Code, 2021.

The City offers additional flexibility through a Planned Assembly Development (PAD) process for properties of over one acre in size or over 22,000 square feet in the Downtown and Fairview Heights Transit Oriented Development Plan area. Developments processed under the PAD zone are subject to a process similar to a Special Use Permit (SUP) with approval by the Planning Commission. The Commission may also allow density in excess of the base zone density for PAD properties if affordable housing or other amenities are included in the development.

While the City’s development standards are generally conducive to new housing, development stakeholders interviewed noted that parking requirements can be a very significant constraint. Since the adoption of the 5th Cycle Housing Element in 2014, the City has made significant reductions to parking requirements in the TOD Plan Areas to address constraints to development. Still, they noted that these parking requirements are not as low as offered in the adjacent City of Los Angeles’ Transit-Oriented Communities density bonus program. This program establishes a minimum parking requirement of 0.5 spaces per unit within ½ mile of rail stations, or zero parking for 100% affordable housing development. Moreover, the standard parking requirements of two spaces per unit, equivalent to most other smaller cities, have the effect of increasing housing cost and forcing building types which are less complementary to residential neighborhoods.

A second development standard noted by stakeholders as a constraint to development is minimum unit sizes as compared to Tax Credit Allocation Committee size requirements, which are given in Figure B-6.

Minimum Unit Sizes		
Unit Size	City Minimum	TCAC Minimum
Studio	500 sf	N/A
1 Bedroom	700 sf	450 sf
2 Bedroom	850 sf	700 sf
3 Bedroom	1,000 sf	900 sf

Figure B-6.

Source: City of Inglewood Municipal Code and TCAC Guidelines, 2021.

While not uncommon among cities, Inglewood’s minimum unit sizes for small units are significantly higher than the minimums required by the Tax Credit Allocation Committee (TCAC) for publicly subsidized affordable housing projects in California. One methodology that is used to address constraints is

for developers to provide on-site affordable housing and pursue an affordable housing concession permit.

A final constraint related to the age of the City's zoning code is its silence on issues such as shared amenities in multi-family or PAD projects. Since there is no clear basis for setting standards, projects can be delayed with protracted negotiations and burdened with unforeseen costs.

Figure B-7 gives the City's accessory dwelling unit (ADU) development standards. While a formal ADU Ordinance has not been adopted by the City, Policy Interpretations issued by the Economic and Community Development Department have clarified that the City permits ADUs consistent with the development standards established by State law, including AB 881 and AB 68 (2019). The City will adopt an amendment to the zoning code to reflect these policy interpretations.

Accessory Dwelling Unit Development Standards	
Number Permitted (Single-Family Residence)	<p>1 ADU for all Single-Family Residences.</p> <p>1 ADU & 1 JADU when attached to the primary residence.</p>
Number Permitted (Multi-Family Residence)	<p>Attached: 1 ADU or an amount up to 25% of a site's as-built density.</p> <p>New Detached: An amount up to 25% of a site's as-built density with a maximum of 2 detached ADUs.</p> <p>New addition above or attached to an existing detached accessory structure: An amount up to 25% of a site's as-built density with a maximum of 2 detached ADUs.</p> <p>Conversion of an existing detached accessory structure: An amount up to 25% of a site's as-built density with a maximum of 2 detached ADUs.</p>
Maximum Floor Area	N/A
Setback (Front)	Same as main building
Setback (Side/Rear)	<p>For single-family residences (attached to the primary residence and new detached), not less than 4 feet.</p> <p>For multi-family residences (attached to the primary residence), additions to the existing structure are not permitted.</p> <p>For new addition above/attached to an existing detached accessory structure or conversion of an existing detached accessory structure, setbacks are not required when built within the existing building footprint. Additionally, side and rear yard setbacks of not less than 4 feet for ADU additions to existing accessory structure or garage are required.</p>
Maximum Height	<p>Attached to the primary residence: Single-family residence refer to the IMC height requirements for the zone in which the ADU is proposed. Multi-family residences, additions to the existing structure are not permitted.</p> <p>New Detached: Single-family residences refer to the IMC height requirements for the zone in</p>

	<p>which the ADU is proposed. Multi-family residences, 16 feet maximum.</p> <p>New addition above/attached to an existing detached accessory structure: Single-family residences refer to the IMC height requirements for the zone in which the ADU is proposed. Multi-family residences, for additions within existing building footprint, refer to the IMC height requirements for the zone in which the ADU is proposed. Multi-family residences, for additions to existing structures outside the building footprint, height limit is 16 feet.</p> <p>Conversion of an existing detached accessory structure has no maximum height.</p>
<p>Separation from primary residence</p>	<p>For ADUs attached to the primary residence no separation is required. Otherwise, the building separation must comply with California Building Code regulations.</p>
<p>Parking</p>	<p>No parking when 1) located within ½ mile of transit or 1 block of car-share vehicle, 2) ADU is part of existing or proposed primary residence or accessory structure, 3) on-street parking permits are required but not offered to an ADU resident. If above regulations do not apply, one driveway parking space shall be provided in a tandem configuration.</p>

*Figure B-7.
Source: City of Inglewood ADU Development Standards, 2021.*

Since 2017, the City of Inglewood has received 160 ADU planning applications. The majority of these accessory dwelling units are being constructed in single-family zones.

Processing Fees

The Building Division of the Department of Economic and Community Development is responsible for ensuring that all new construction is performed and completed in a safe and proper manner using the correct materials and methods. Permits are required for any changes, including electrical, plumbing, or building changes to any property. Applicants and/or contractors are required to bring their plans to City Hall where a plan checker or building inspector will examine the plans for approval. The building permit provides evidence that the contractor has complied with the Building Code and the City has approved the

proposed construction. The building permit also serves as the permanent record of all improvements done to a particular structure. Building permits are required for any new work including repair work. The City does not charge a residential development fee for off-site improvements.

Building permit and plan check fees are in line with those currently charged by other jurisdictions in the area. The City’s current fees for discretionary development are summarized below in Figure B-8. The fees in Figure B-8 are applicable to both single-family and multiple-family development. The City of Inglewood also has impact fees, such as a Percent for the Arts fee and a General Plan Maintenance Fee.

Planning Fees	
Permit Types	Fee
Site Plan Review (SPR)	
Preliminary Site Plan Review	\$264.00
SPR Application – Valuation up to \$5 Million	\$500 + 1% of valuation amount \$5 million or under
SPR Application – Valuation over \$5 Million	\$50,500 + 0.1% of valuation amount over \$5 million
SPR Appeal	\$370.00
Over the Counter Review (no application)	No fee
Design Review	
Application	\$833.00
Appeal	\$389.00
Special Use Permit	
Application	\$1,666.00
Amendment	\$833.00
Appeal	\$942.00
Zone Variance	
Application	\$1,158.00
Amendment	\$555.00
Appeal	\$389.00
Zone Adjustment	
Application	\$867.00
Appeal	\$389.00
Subdivisions	
Tentative Parcel Map (TPM)	\$1,111.00

Appendix B: Constraints to Future Housing Development

Engineering-TPM	\$444.00
Final Parcel Map (FPM)	\$833.00
Engineering-FPM	\$500.00
Tentative Tract Map (TTM)	\$3,888 + \$63/lot; \$21/condo
Final Tract Map (FTM)	\$1,944 + \$31/lot; \$10.50/condo
Engineering-TTM	\$667 + \$42/lot unit
Engineering-FTM	\$444 + \$32/lot unit
Map Revision	\$277.00
General Plan Amendment	
Application	\$16,495.00
Amendment	\$2,777.00
Change of Zone Classification	
Application	\$11,810.00
Amendment	\$1,388.00
Zoning Code Amendment	
Application	\$11,736.00
Amendment	\$1,944.00
Environmental Processing	
Notice of Exemption	\$194.00
Notice of Exemption Review	\$83.00
Negative Declaration	\$1,666.00
Negative Declaration Review	\$667.00
Mitigated Negative Declaration Preparation	\$2,418.00
Mitigated Negative Declaration Review	\$888.00
EIR Review	\$12,970.00
Fence Permit	
Single Family	\$56.00
Multi-family or Commercial	\$139.00
Property Owners List and Hearing Notification	
Processing fee	\$555.00
Park Land Dedication fee, etc.	
Appeal	\$389.00
C-R Zone	
Planning Commission Review	\$389.00
Signage Design Review	\$555 + 1% of valuation
Home Occupation	
Application	\$56.00
Appeal	\$389.00
Recycling Facility Permit	\$750.00

Planning Commission Review (Misc.)	\$833.00
Fee for Work/Land Use without a Planning Permit	Permit fee + 25% Permit fee
General Plan Maintenance Fee	2.5% of Building Permit fee

Figure B-8.

Source: City of Inglewood, 2021.

The residential neighborhoods and commercial districts (where infill mixed use development is permitted) are adequately served by both water and wastewater distribution infrastructure. The only cost related to the provision of water and wastewater utility lines is related to the lateral connections to the individual units.

The typical three unit residential development valued at \$1 million would be subject to the following plan check and building permit fees as seen below in Figure B-9. The City of Inglewood's complete plan check and building permit fee schedule is linked [here](#).

Plan Check and Building Permit Fees for a \$1 Million Residential Development	
Description	Fee
Building Permit Fee	\$7,302.59
Energy Plan Check Fee	\$300
Green Plan Check Fee	\$365.13
Accessibility Plan Check Fee	\$365.13
Stairs, Each Flight, Wood	\$4,620
Grading, 50 to 100 Cubic Yard	\$171
Group R of U Occupancies Inspection	\$171
Electrical Permit Fee	\$28
Mechanical Issuance Permit Fee	\$28
Solar Permitting Fees	\$500
Associated Fees Estimated at:	\$1,648
Total	\$15,498.85

Figure B-9.

Source: City of Inglewood, 2021.

The processing fees are well under 1% of the total development cost. Assuming a 1,000 square-foot unit, the total development fees (including school district fees) would be approximately \$4,879 per unit. This assumes 20 electrical fixtures, five plumbing fixtures, one sewer connection, and one thousand square feet of floor area. The permit fees account for approximately 2.2% of a residential unit costing \$225,000. Permit fees and approval time frames do not pose a constraint to the development of housing in Inglewood. The City employs a plan check process that applies to all residential development including multi-family housing. Plan check for the processing of building permits typically require seven to ten working days, depending on the City's work load.

The City of Inglewood has adopted the 2019 California Building Code (CBC) based on the 2018 edition of the International Building Code published by the International Code Council. The 2019 CBC establishes the minimum standards for new construction. Under State law, the City may impose more stringent standards though it cannot adopt any that are less stringent than those included in the CBC. No standards have been adopted above the minimum standards of the CBC. There are no extraordinary regulations applied by the City that would hinder future housing development. The entitlement process for discretionary permits, a zone change, general plan amendment, tract map, and conditional use permit application typically require 5 months to receive final approval. Zone changes and general plan amendments are first heard by the Planning Commission. For the majority of these cases, the Planning Commission will review the item and render a decision within 90 days of application submittal. Following Planning Commission, these cases go to City Council for approval.

Off-Site Improvements

In February 2009, the City adopted a Quimby Ordinance that complies with Government Code Section 66477. New housing developments that contain five or more acres or five or more condominium units are subject to payment of an in-lieu fee or dedication of onsite/off-site parkland to address the park open space and recreation needs of the projected new population. For a typical single-family home there are no off-site fees related to the construction of new infrastructure, park fees (Quimby Ordinance), or Mello-Roos fees. The street system and supporting infrastructure has been installed as part of the area's historic development. The City of Inglewood maintains high engineering standards for curbs, gutters, sidewalks, and streets, and these standards regulate construction and such items as width and grade.

Off-site improvements that are required of new development are determined on a case-by-case basis; however, the lack of certainty around these infrastructure improvements is considered by developers working in the City as a significant constraint to development. Processes relating to the use of public

right-of-way for activities such as outdoor dining were also noted to be onerous to developers of mixed-use projects.

Processing Times and Site Plan Review (Governmental Constraints)

The time required to process an application for residential development depends on the size of the proposed development, the projected environmental impacts of the project, and the number of approvals needed, and current caseloads. The following Figure B-10 identifies the typical processing time for each application that a residential project could be subject to. All residential projects are not subject to all of these applications. In addition, the City allows the concurrent processing of tentative tract maps with the Site Plan Review, Special Use Permit, and Planned Assembly Developments. The City also allows final maps to be processed during construction, requiring only that the final map be recorded prior to issuance of the Certificate of Occupancy.

Permit Timeline and Approving Body		
Type of Approval or Permit	Typical Processing Timeline	Approval Body
Site Plan Review	10-12 weeks	City Staff
Special Use Permit	3 months	Planning Commission
Planned Assembly Development	6-8 months	Planning Commission
Zone Adjustment	2 months	Planning & Building Director
Zone Variance	2 months	Planning & Building Director
Zone Change	5 months	City Council
General Plan Amendment	5 months	City Council
Tentative/Final Parcel Map	2 months/1 month	City Staff
Tentative/Final Tract Map	5 months/4 months	City Council
Negative Declaration	1-2 months	ECD Director, Planning Commission, or City Council
Environmental Impact Report	12-18 months	Planning Commission or City Council

Figure B-10.

Source: City of Inglewood, 2021.

Typically, the City will meet with an applicant for one or more pre-submittal consultations to ensure the conceptual plan will meet basic zoning requirements prior to the applicant finalizing their plans. The applicant is often recommended to speak with the Public Works Department, Fire Department, utility companies, and any other relevant reviewing agencies prior to application submittal. After completing the pre-submittal consultation, the applicant will then submit any discretionary review applications first followed by a Site Plan Review application after obtaining discretionary approvals. After obtaining Site Plan Review, the project is reviewed by the Building Division for plan check and issuance of construction permits. As previously mentioned, the Building Division conducts plan check concurrent with Site Plan Review if requested by the applicant.

The purpose of Site Plan Review (SPR), a ministerial process, is to assure that future development in the City of Inglewood will make a positive physical contribution to the community by enhancing or upgrading the built-environment of the City. While the provisions of the Zoning Code establishes certain minimum design standards, the exclusive application of only minimum standards may cumulatively result in development projects that fail to provide such enhancement or upgrading.

Therefore, the Site Plan Review procedure has been established to permit the additional consideration and application of optimum rather than minimum design standards, based on the individual needs and circumstances of each proposed development project, in addition to satisfying the intent and policies of each project site's respective zone. Site Plan Review considers on-site and off-site vehicular and pedestrian circulation; emergency accessibility; site layout and building orientation; architectural design and neighborhood compatibility; landscaping and related site improvements; parking accommodations; signs and other applicable design considerations.

A Site Plan Review is required for:

- Any new structure that has a structural value that exceeds \$20,000.00; or
- Any proposed enlargement, remodeling or alteration of any existing structure, or complex of structures, in any zone except R-1, R-1½, R-2 or R-2A, which exceeds \$20,000.

The exceptions for enlargements, remodeling or alterations in the aforementioned zones serve as a housing-friendly mechanism to allow and encourage additional living area for existing residential uses. Additional living area fosters maintenance, rehabilitation and modernization of the existing housing stock in the City. Also, it helps address overcrowding considerations.

Following submittal of a Site Plan Review application, the Planning Division routes a set of plans to the Los Angeles County Fire Department and the City of Inglewood Public Works Department for review and comment. The comments from both departments are incorporated along with the Planning Division comments to ensure that the applicant is apprised early in the process of all applicable requirements. Upon re-submittal of corrected plans, the Planning Division will approve the plans.

Nongovernmental Constraints to Housing Development

Four market factors are most often cited as the predominant nongovernmental constraint to new housing development. These factors include 1) land cost and availability; 2) housing purchase price; 3) construction costs; and, 4) financing availability.

Land Cost and Availability

The City of Inglewood is a built-out city with only a few vacant lots that do not have structures on them. The largest vacant/underutilized opportunity sites were located at the Hollywood Park racetrack and at the southeast corner of Prairie Avenue and Century Boulevard. However, Hollywood Park has now been replaced with SoFi Stadium, and 2,500 residential units are entitled for the campus. The southeast corner of Prairie Avenue and Century Boulevard (which was located in the LAX flight path and with a restriction against housing) will become the home of the Intuit Dome, future arena of the Los Angeles Clippers. A review of parcel data, provided by the City of Inglewood Planning Division, shows 287 vacant parcels in the City, totaling 61 acres. However, the majority of these vacant sites are small and not feasible for multi-family housing development unless consolidated with adjacent parcels.

Most new residential development will occur in the Hollywood Park Specific Plan Area, New Downtown Inglewood and Fairview Heights TOD Plan Area, Crenshaw/Imperial TOD Plan Area, and Westchester/Veterans Station Plan Area. The cost of commercial land that could be developed for housing is high, averaging \$96 per square foot; however, projects are continuing to be proposed and built.

Additional development will occur in the City's higher density residential zones where, typically, older-single family residences will be replaced with multiple-unit apartments or condominiums.

Given these constraints, the City has also focused heavily on developing publicly-owned land. Development projects on public land include:

- 200 N. La Brea Avenue – The City issued an RFP in 2014 to identify a developer that would construct a mixed-use development project to be

a catalyst for Downtown revitalization. Thomas Safran and Associates was selected, and the project was entitled in conformance with the 2016 New Downtown and Fairview Heights TOD Plan. The project is under construction and will include 243 market-rate residential units.

- 716 W. Beach Avenue – This property was owned by the Inglewood Housing Authority and will be developed into 42 units of affordable housing by Thomas Safran & Associates. The City has also contributed Project Based Section 8 Vouchers to the project.
- 923 E. Redondo Boulevard – This property, very close to the Fairview Heights Metro station, was a former County social services building. The County sold the property through the Metro Joint Development to Renaissance National CORE, a non-profit affordable housing developer. Construction is currently underway for 101 residential units, a mix of affordable family housing and permanent supportive housing.

Housing Prices and Market Conditions

Sitting at the confluence of the South Bay and Westside cities, and with future rail access to Downtown Los Angeles and LAX, Inglewood occupies a strategic location within Los Angeles County in terms of capturing future housing market demand. Whereas the City was disfavored for private market investment ten years ago, local actions and regional trends have combined to make Inglewood a much stronger market today. Development activity in Inglewood has increased markedly during the 5th Cycle planning period. Figure B-11 shows the number of units permitted per year in the City.

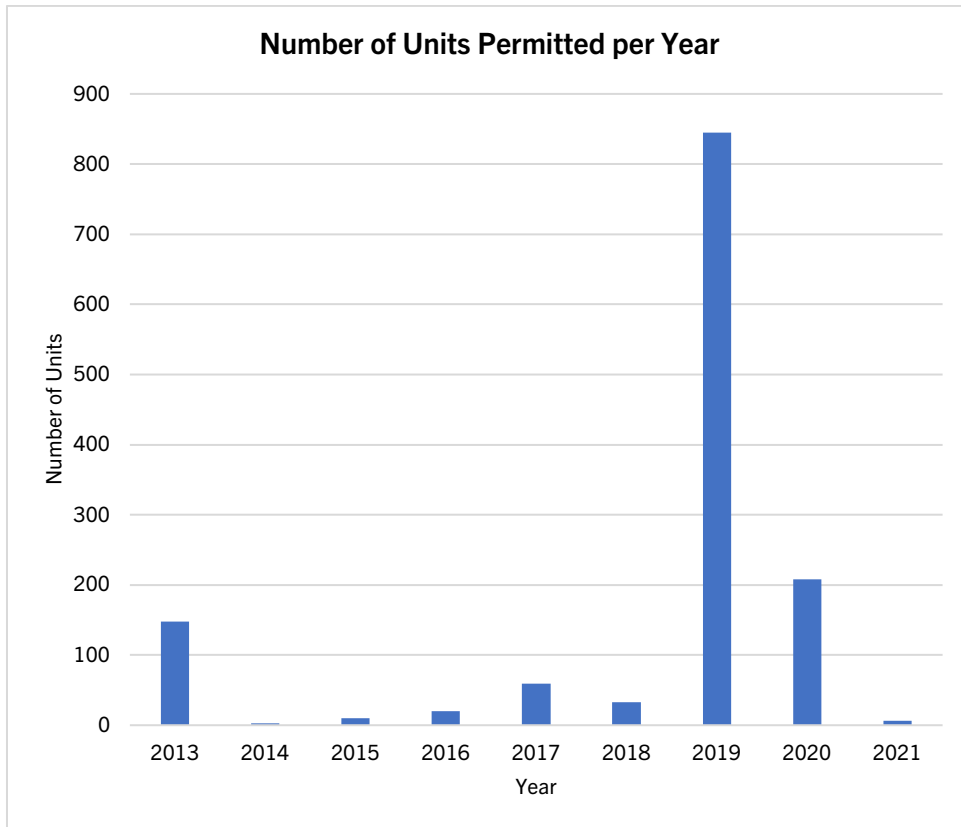


Figure B-11.
Source: City of Inglewood, 2021.

While housing prices (rents and sales prices) in Inglewood are lower than the surrounding Westside cities, they are comparable to those within the inland South Bay sub-region, with room for further housing valuation increases. Data are presented for the City and the surrounding Inglewood Market Area (IMA) or by market area cities, as applicable, covering the northern portion of South Bay cities, and the eastern portion of Culver City.

Single Family Residential Ownership

Based on the Zillow Home Value Index (ZHVI) for Single Family Residential properties, the average value of a ‘typical home’⁶ in the City of Inglewood is estimated at around \$757,000 for June 2021. This is slightly lower compared to the average of \$801,344 in Los Angeles County as a whole.

Typical Single Family Home Value Trends

⁶ A ‘typical home’ is a statistical construct (a hedonic construct) that assigns price values to specific attributes of properties based on transaction information, including physical, locational and amenities characteristics, and then applies these component price values to the target area housing stock by property type, segment, and location.

Actual Year Dollars

City	Jun 2019	Dec 2019	Jun 2020	Dec 2020	Jun 2021	PERCENT CHANGE	
						Jun 2019-20	Jun 2020-21
Inglewood	\$586,798	\$597,150	\$627,051	\$679,003	\$757,234	6.9%	20.8%
Culver City	\$1,357,518	\$1,370,390	\$1,423,910	\$1,478,909	\$1,585,196	4.9%	11.3%
Gardena	\$575,507	\$582,479	\$605,308	\$642,296	\$711,600	5.2%	17.6%
Hawthorne	\$661,324	\$670,692	\$699,217	\$741,929	\$821,115	5.7%	17.4%
Los Angeles City	\$748,900	\$759,238	\$790,079	\$839,738	\$933,533	5.5%	18.2%
Santa Monica	\$2,424,780	\$2,375,613	\$2,411,219	\$2,486,417	\$2,536,973	-0.6%	5.2%
Westmont	\$483,359	\$498,286	\$529,092	\$563,437	\$603,958	9.5%	14.1%
Los Angeles County	\$649,841	\$656,685	\$682,191	\$723,876	\$801,344	5.0%	17.5%

Source: Stanley R. Hoffman Associates, Inc.
Zillow Housing Value Index (ZHVI)

Figure B-12.

As shown in Figure B-12, single-family home prices in Inglewood are comparable to those in the South Bay Cities market area. Prices in Inglewood have increased substantially over the last year (June 2020-2021) by 20.8%, compared to only 6.9% the previous year (June 2019-20). In comparison, the recent one year increase in Los Angeles City and County are estimated at 18.2% and 17.5%, respectively. Inglewood registered the highest price increase in the recent one year period compared to the smaller comparison cities in the surrounding region. Valuation increases while acting as a barrier to housing ownership and affordability, might on the other hand also encourage investments into the rental market across single family and multi-family properties in the City. These numbers are confirmed by sales transaction data collected from Redfin for the City and Market Area. Based on a sample 212 sales transactions over the past year, the average sale price in Inglewood is estimated at \$753,495 with an average home size of 1,461 square feet at \$516 per square foot, as shown in Figure B-13.

Single Family One-Year Recent Sales Transactions
July 2020-2021
 Actual Year Dollars

	Average Sale Price	Average Size (Square Feet)	Price per SF
Inglewood	\$753,495	1,461	\$516
Culver City	\$1,733,399	1,858	\$933
Gardena	\$697,958	1,352	\$516
Hawthorne	\$751,461	1,315	\$571
Ladera Heights	\$1,634,417	2,952	\$554
Lawndale	\$682,136	1,358	\$502
Lennox	\$630,000	1,195	\$527
Los Angeles	\$1,205,359	1,796	\$671
Park Hills Heights	\$927,333	1,563	\$593
Westchester	\$1,386,910	1,767	\$785
Windsor Hills	\$1,115,125	1,947	\$573
Market Area	\$1,022,487	1,608	\$636

Source: Stanley R. Hoffman Associates, Inc.
 Redfin.com

Figure B-13.

Multi-Family Residential Ownership

Similarly, based on the Zillow Home Value Index (ZHVI) for Condo/Coop properties, the average value of a typical ownership apartment in the City of Inglewood is estimated at around \$516,901 for June 2021, as shown in Figure B-14. This value was lower compared to Los Angeles County with an estimated typical multi-family home value of \$625,785 for June 2021. Across the surrounding South Bay cities, condo/Coop values ranged from \$474,000 for Westmont to \$783,000 in Hawthorne, and around \$668,000 in neighboring Culver City and Los Angeles City.

Typical Condo/Coop Home Value Trends
Actual Year Dollars

City	Jun 2019	Dec 2019	Jun 2020	Dec 2020	Jun 2021	PERCENT CHANGE	
						Jun 2019-20	Jun 2020-21
Inglewood	\$433,100	\$441,898	\$450,498	\$469,894	\$516,901	4.0%	14.7%
Culver City	\$606,639	\$610,418	\$624,768	\$635,936	\$668,547	3.0%	7.0%
Gardena	\$427,581	\$428,910	\$445,467	\$465,020	\$505,390	4.2%	13.5%
Hawthorne	\$680,853	\$690,298	\$707,637	\$729,269	\$783,612	3.9%	10.7%
Los Angeles City	\$585,716	\$589,688	\$607,531	\$627,539	\$668,865	3.7%	10.1%
Santa Monica	\$1,099,785	\$1,105,562	\$1,113,508	\$1,122,372	\$1,171,893	1.2%	5.2%
Westmont	\$421,763	\$429,767	\$465,604	\$490,271	\$474,942	10.4%	2.0%
Los Angeles County	\$539,928	\$543,836	\$559,480	\$579,952	\$625,785	3.6%	11.9%

Source: Stanley R. Hoffman Associates, Inc.
Zillow Housing Value Index (ZHVI)

Figure B-14.

Similar to single family properties, condo/coop valuation registered significant increases over the recent one year, growing by 14.7%, compared to only 4% over the previous one-year period. Price increases in the Westside cities of Culver City and Santa Monica, and Los Angeles City were less dramatic.

As shown in Figure B-15, based on a sample of 104 transactions over July 2020-21 reported by Redfin, average condo/coop sale price within Inglewood is estimated \$465,000 with average unit sizes of 1,090 square feet at \$427 per square foot. Given the reporting period of one year and lag in data, the average sales price in the City is likely to be higher in the coming months. The Market Area sales price stood at \$566,000 for an average unit size of 1,100 square feet at \$515 per square foot.

Condo/Coop Home Valuation per Square Foot
Actual Year Dollars

	Average Sale Price	Average Size (Square Feet)	Price per SF
Inglewood	\$465,616	1,090	\$427
Culver City	\$619,856	1,047	\$592
Gardena	\$646,000	1,527	\$423
Hawthorne	\$581,000	1,611	\$361
Ladera Heights	\$653,333	1,286	\$508
Lawndale	\$471,158	1,113	\$423
Los Angeles	\$527,862	1,043	\$506
Westchester	\$563,250	1,029	\$547
Inglewood Market Area	\$566,173	1,100	\$515

Source: Stanley R. Hoffman Associates, Inc.
Redfin.com

Figure B-15.

Market data was also reviewed for the apartment market for Inglewood, Culver City and the Inglewood Market Area. Based on data obtained from CoStar for Inglewood and the surrounding area, the apartment market in this area is currently showing signs of softening, as summarized in Figure B-16, as indicated by construction activity, unit absorption and asking rent levels. However, CoStar forecasts steady rent increases of nearly 3-4% average annual growth over the next five years across all unit sizes for the overall market area.

Apartment Market Inventory Trends			
Key Indicators ¹	July 2020	July 2021	Change
Inglewood			
Inventory (Units)	19,092	19,142	0.3%
Under Construction	823	773	-6.1%
12-Mo Absorption Rate	94	70	-25.5%
Vacancy Rate	4.2%	4.8%	0.6 PP
Culver City			
Inventory (Units)	4,796	4,996	4.2%
Under Construction	200	154	-23.0%
12-Mo Absorption Rate	75	167	122.7%
Vacancy Rate	8.0%	8.3%	0.3 PP
Inglewood Market Area			
Inventory (Units)	51,516	52,558	2.0%
Under Construction	2,767	2080	-24.8%
12-Mo Absorption Rate	28	671	2296.4%
Vacancy Rate	4.4%	5.1%	-0.7 PP

1. Data reported as of July 2021.

Source: Staney R. Hoffman Associates, Inc.

CoStar Data obtained by Waronzof Associates.

Figure B-16.

Over the July 2020-21 time period, the total inventory of apartment units in Inglewood reached 19,142 units, up by 0.3% (or an addition of 50 units) over this time period. In comparison, Culver City includes a smaller base of apartment units, reaching 4,996 units by July 2021 with an increase of 4.2% over the previous year. Apartment inventory in the Inglewood Market Area went

up by 2% over this period, reaching a total of 52,558 units. Inglewood represents a large share of about 36% of the overall market area units.

As of June 2021, apartment housing production within Inglewood and surrounding areas has slowed down noticeably over the previous year, likely due to changing demand patterns from the pandemic and high construction costs. CoStar estimates a total of 773 multi-family units currently under construction within the Market Area, which was 6.1% lower compared to June 2020. Market absorption of 70 units over a 12-month period was down from 94 units in June 2020 for the previous 12 months.

The current vacancy rate in the City of 4.8% inched up by 0.6 percentage points compared to 2020. In comparison, units under construction in Culver City were lower by 23%, with vacancy rates currently estimated at 8.3%. The Inglewood Market Area similarly showed a marked slowing down in construction activity with a 25% decline in units under construction, and an estimated vacancy rate at 5.1%, up from 4.4% in the previous year.

As shown in Figure B-17, the average unit rent in Inglewood at \$1,464 remained flat compared to the previous year. In comparison, the average unit rent level in Culver City stood at \$2,617 up by 4% from June 2020, and \$1,823 per unit in the Inglewood Market Area, up by 2% from June 2020. Asking rent per square foot (sf) was estimated at \$2.04 per sf in Inglewood, \$3.06 per sf in Culver City and \$2.39 per sf within the Inglewood Market Area.

Apartment Market Inventory Trends

Key Indicators ¹	July 2020	July 2021	Change
Inglewood			
Market Rent/Unit	\$1,471	\$1,464	-0.5%
Market Asking Rent per SF	\$2.05	\$2.04	-0.5%
Market Sale Price/Unit	\$320,000	\$331,000	3.4%
Market Cap Rate	4.50%	4.50%	0.0%
Culver City			
Market Rent/Unit	\$2,515	\$2,617	4.1%
Market Asking Rent per SF	\$2.95	\$3.06	3.7%
Market Sale Price/Unit	\$458,000	\$478,000	4.4%
Market Cap Rate	4.00%	4.00%	0.0%
Inglewood Market Area			
Market Rent/Unit	\$1,787	\$1,823	2.0%
Market Asking Rent per SF	\$2.35	\$2.39	1.7%
Market Sale Price/Unit	\$328,000	\$344,000	4.9%
Market Cap Rate	4.40%	4.40%	0.0%

1. Data reported as of July 2021.

Source: Stanley R. Hoffman Associates, Inc.

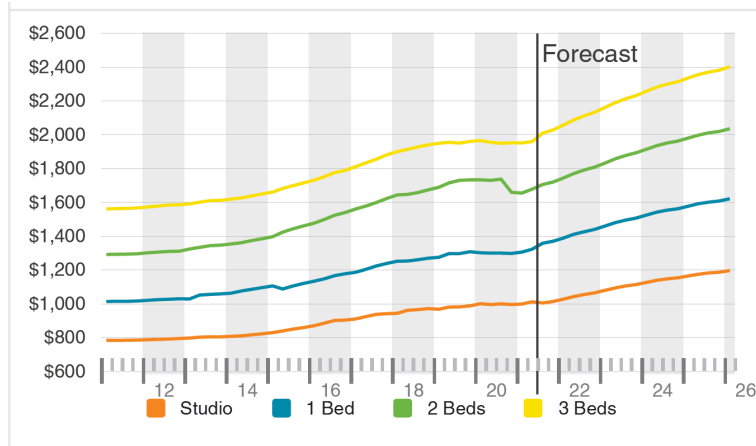
CoStar Data obtained by Waronzof Associates.

Figure B-17.

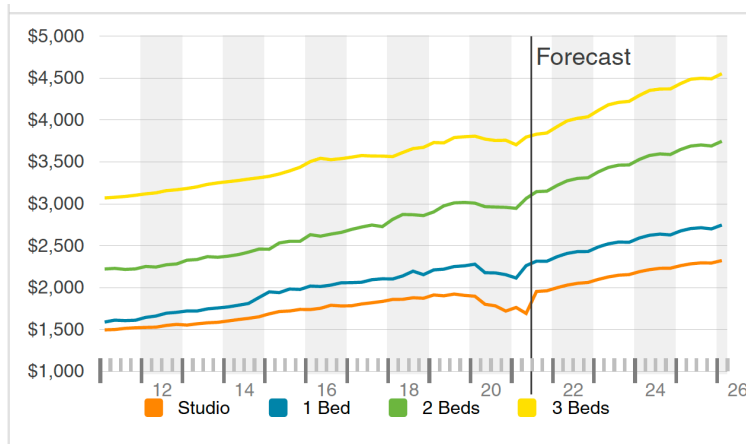
As shown in Figure B-18, according to CoStar, the asking market rent for an average studio apartment in Inglewood by July 2021 stood at \$1,012 compared to \$1,776 in Culver City and \$1,330 in the Inglewood Market Area. The asking market rent for an average one-bedroom apartment in Inglewood is estimated at \$1,318 compared to \$2,274 in Culver City and \$1,656 in the Inglewood Market Area. The asking market rent for an average one-bedroom apartment in Inglewood is estimated at \$1,318 compared to \$2,274 in Culver City and \$1,656 in the Inglewood Market Area. Two bedroom units rent on average for \$1,677 in Inglewood, which again was significantly lower compared

to Culver City (\$3,091) and slightly lower compared to the Market Area (\$2,183).

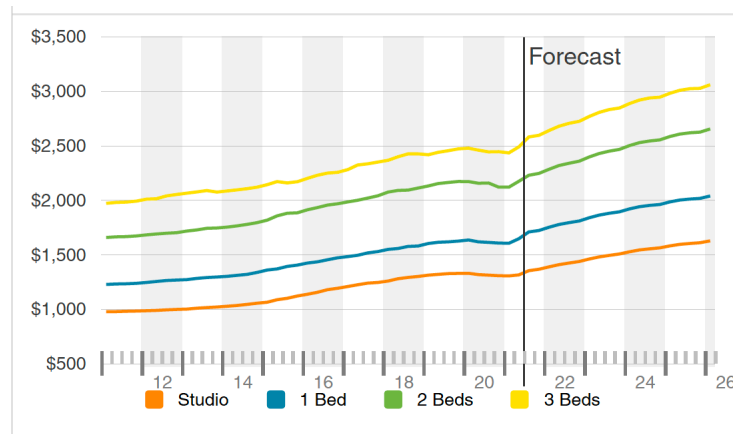
Market Asking Rent per Unit by Bedroom



City of Inglewood



City of Culver City



Inglewood Market Area

Figure B-18.
Source: Stanley R. Hoffman Associates, Inc. CoStar Data obtained by Waranzof Associates.

However, new construction rents are significantly higher than average rents in the City. Current asking rents at the Sora, a new building on Centinela Avenue, are approximately \$3.50-3.70 per square foot (\$2,245-\$3,600). See Figure A-26 for a comparison of typical rents and incomes.

Construction Costs

The cost of building housing in the City of Inglewood is high. Hard costs (labor and materials) make up more than 60% of total development costs for the average project. The hard cost price (per square foot) of constructing multi-family housing in the State climbed 25% over the decade from 2008 to 2018, according to a report from the Turner Center.⁷ In the State, the average hard cost per square foot rose by \$45 from \$177 in 2008 to \$222 in 2018, after adjusting for inflation. This hard cost increase has been driven by the increased price of labor and certain building materials, such as wood, plastics, and composites. After 2010, the price of wood, plastics, and composites rose by 110%, after accounting for inflation.

Soft costs make up the second largest component of total development costs. These costs include fees, financing, consulting, tax, title, and insurance. Soft costs differ from hard costs because soft costs are not involved in physical construction. Fees in the City of Inglewood are discussed in the “Processing Fees” section of this Appendix. Financing costs are associated with obtaining equity and debt, as well as a developer fee. Consulting includes costs associated with professional services such as architects, engineers, plumbers, accounting, legal, and much more. Lastly, tax, title, and insurance costs account for the price of liability and builder’s risk, as well as property taxes. In California it is common for affordable housing projects to cost more on average than market-rate or mixed-income developments. Prevailing wage requirements are associated with the higher cost of construction labor.

As construction costs rise, the rental prices of new units increase. For example, a multi-family unit that costs \$800,000 to build will require a \$4,000 per month rent, without subsidy, in order for the developer to make ends meet. Unfortunately, if construction costs run too high these costs can render housing projects infeasible.

High construction costs also point to the desirability of being able to construct projects with cheaper building types and construction methods. Examples include adaptive reuse, projects without subterranean parking, bungalow courts, and projects with modular construction.



Sora Apartment Building

⁷ Turner Center Report entitled “The Hard Costs of Construction: Recent Trends in Labor and Materials Costs for Apartment Buildings in California.”

Financing

As of early 2021, interest rates are at historic lows for mortgage seekers. However, lending criteria remain significantly stricter than prior to the 2007 financial crisis, and many Inglewood residents are unable to qualify. With rent burdens high, saving for a down payment could present the largest barrier to low- and moderate-income residents becoming homeowners. Local realtors report that sellers are typically demanding a 20-25% down payment, or approximately \$150,000-\$200,000 for the average homebuyer.

Commercial lending for residential development, particularly dense multi-family development, is currently slow as the long-term effects of the COVID-19 pandemic are unclear.

Although private financing is generally available at market rates, low- and moderate-income households may need below market rate financing to enable them to repair existing homes or purchase resale or new housing units

Constraints for People with Disabilities

Housing element law requires an analysis of government constraints to the development of housing for people with disabilities. People with disabilities have specific housing needs related to accessibility of dwelling units; access to transportation; employment, and commercial services; and alternative living arrangements that include on-site or nearby supportive services.

Building Codes

The City of Inglewood requires that all new residential developments comply with California building standards (Title 24 of the California Code of Regulations) and Federal requirements for accessibility. The City of Inglewood adopted the 2019 California Building Code (Part 2 of Title 24) based on the 2018 edition of the International Building Code. This adoption of the 2019 edition of the California Building Code was approved and effective on December 19, 2019.

Procedures for Ensuring Reasonable Accommodations

Quality of life is a major priority and consideration for all communities. The very essence of a city's zoning laws should be to ultimately create an environment whereby the business, residential and industrial sectors have a proper and efficient balance, thereby serving the greater good (needs) of the city. Included in this is the need to properly and fairly accommodate those persons who may have a disability and who warrant certain considerations to ensure proper access, use, etc., of their residence. The Americans with Disabilities Act (ADA)

adopted by the federal government addresses this among many other considerations regarding disabled persons.

It is the desire of the City of Inglewood, pursuant to the Federal Fair Housing Amendments Act of 1988, to provide people with disabilities reasonable accommodation in rules, policies, practices and procedures that may be necessary to ensure equal access to housing. To this end the City of Inglewood adopted a reasonable accommodation ordinance. The purpose of the ordinance is to provide a process for individuals with disabilities to make requests for reasonable accommodation in regards to relief from the various land use, zoning, or building laws, and rules, policies, practices and/or procedures of the City. Reasonable accommodations should be allowed when it is necessary to provide a disabled person an equal opportunity to use and enjoy a dwelling.

The procedures for a Reasonable Accommodation request are outlined in the IMC and include the following:

A request for Reasonable Accommodation is filed on an application in the Planning Division. Within 30 days of receipt, the Planning and Building Director does one of the following: 1) grant the request, 2) grant the request with conditions, or 3) deny the request. Before the Director makes a determination, if additional information is needed from the applicant, the 30 day review period is stayed until the additional information is provided.

The IMC contained an outdated definition of a ‘family’ that is not in compliance with Federal and State requirements. By December 2013, the City Council held a public hearing to adopt a code amendment to modify the definition in the Zoning Code. The City’s definition of ‘disability’ does not specifically call out the types of disabilities included but as a general policy, the City includes developmental disabilities in the definition of ‘disability’. Between January 1, 2008 and August 15, 2013, the City has processed six (6) reasonable accommodation requests.

Information Regarding Accommodation for Zoning, Permit Processing, and Building Codes

The City of Inglewood implements and enforces California Building Code 2019 Edition. The City provides information to all interested parties regarding accommodations in zoning, permit processes, and application of building codes for housing for persons with disabilities.

Zoning and Land Use Policies and Practices

The City of Inglewood has not identified any zoning or other land-use regulatory practices that could discriminate against persons with disabilities and impede the availability of such housing for these individuals.

Permit and Processing Procedures

State law requires that residential care facilities with less than six residents be permitted by-right in residential zones. Therefore, the City of Inglewood does not require conditional use permits for the permitting of licensed residential care facilities with fewer than six residents in the R-1, R-1 ½, R-2, R-2A, R-3, and R-4 zones. The City does require special (conditional) use permits for the permitting of licensed, residential care facilities with six or more residents in the R-2, R-2A, R-3, and R-4 zones. These residential care facilities serve the disabled population in the City. The City of Inglewood does not impose additional zoning, building code, or permitting procedures other than those allowed by State law. There are no constraints on housing for persons with disabilities caused or controlled by the City.

The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility. The City allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements. The City's requirements for building permits and inspections are the same as for other residential projects and are straightforward and not burdensome. In addition, the City works with applicants who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint.

Efforts to Remove Regulatory Constraints for Persons with Disabilities

State law removed any City discretion for review of small residential care facilities for persons with disabilities (six or fewer residents). The City does not impose additional zoning, building code, or permitting procedures other than those allowed by State law. There are no City initiated constraints on housing for persons with disabilities caused or controlled by the City. The City also allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements. Such retrofitting is permitted under Chapter 11, 1998 version of the California Code. Further, the City works with applicants who need special accommodations in their homes to ensure that application of building code requirements do not create a constraint.

Environmental Constraints

The City of Inglewood is a 9.09 square-mile urban jurisdiction in Los Angeles County with a population of 110,159 people as of January 2021. Given the urban nature of the jurisdiction, nearly all of this growth will be infill development that will need to contend with environmental concerns that currently affect the City. These are issues that adversely affect existing residents and could affect future residents based on the location of new housing.

The City's Environmental Justice Element notes that many environmental issues are not major sources of concern. This includes drinking water quality, pesticide use, clean-up sites, groundwater threats, impaired water bodies, and solid waste management.

However, the City still has environmental challenges. During the development of the Environmental Justice Element, residents identified air pollution and noise from Los Angeles International Airport as the most critical pollution issues. Indeed, overall environmental conditions Citywide are poorer than most jurisdictions in the region and the State. Key environmental concerns for the City of Inglewood include:

- **Poor environmental conditions.** The City has worse environmental conditions than 66% of cities across the state (HPI). According to the State's CalEnviroScreen database, According to CalEnviroScreen, the City is located in the 80-100th percentile, which means the area has an overall pollution burden higher than up 80% of other communities within California.⁸
- **Poor overall air quality.** Ambient air quality is poor, with fine particulate levels (PM2.5) worse than 83.4% of cities statewide and diesel particulate matter (indicator of cancer risk) worse than 96.2% of California jurisdictions. These poor air quality conditions are primarily due to the immediate proximity of the I-405 freeway, SR-105 freeway, and heavy-duty truck traffic on local arterials.
- **High risk of cancer.** Based on the South Coast Air Quality Management District's (SCAQMD) MATES IV database, the estimated risk of cancer ranges from 1,030 to 1,115 in a million throughout the City.⁹ MATES IV found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million, though OEHHA methodologies place average basinwide risk at approximately 897 in a

⁸ Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, <https://oehha.maps.arcgis.com/apps/webappviewer/index.html?id=4560cfbce7c745c299b2d0cbb07044f5>, accessed July 4, 2021.

⁹ South Coast Air Quality Management District's MATES IV database, <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f> accessed June 7, 2021.

million. These levels are higher than the average risk for cancer in the air basin and are likely the result of exposure to aircraft from Los Angeles International Airport (LAX) and diesel truck traffic on the I-405 freeway.

- **Noisy ambient conditions.** The noise environment is impacted by proximity of LAX, as well as the I-405 and I-105 freeways. Both the volume and speed of aircraft and motor vehicles substantially elevates noise levels throughout the City.
- **Poor hazardous waste conditions.** (worse than 95% of cities) that reflect the presence of contaminated air, water, and soil near waste generators that are harmful to human health. The Department of Toxic Substance Control (DTSC) identifies one facility in the City (RHO-Chem LLC at 425 Isis Avenue) as a hazardous waste site.¹⁰

These environmental conditions produce health outcomes that are predictable. Exposure to diesel particulate matter (DPM) is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to the California Air Resources Board (CARB), DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.¹¹

Some of these conditions are related to the proximity of Los Angeles International Airport to the west. The flight paths include major approaches that travel over Inglewood. A 2014 University of Southern California study showed elevated particulate matter concentrations that were aligned to eastern, downwind jet trajectories. In addition, noise levels were elevated at these airport approaches, with wide 65 dB noise contours that stretch from east to west across portions of the City. The proximity of the I-405 and SR-105 freeways also produces noise impacts in the vicinity of these roadways.

The industrial portions of the City include a number of facilities that require air quality permits. According to the SCAQMD's Facility Information Detail (FIND) database, there are 1,095 regulated facilities required to have air quality permits. These range from dry cleaners and gas stations to manufacturing and

¹⁰ California Department of Toxic Substances Control EnviroStor database
https://www.envirostor.dtsc.ca.gov/public/report_permitted_public.

¹¹ CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm.

industrial plants and are a general indicator of the preponderance of air pollution sources. These facilities are distributed throughout the City.

Implications for Housing Policy

The environmental setting within the City must be recognized when siting housing that could increase exposure of more persons to these adverse conditions. There is guidance from regulatory agencies that caution the siting of residences and other “sensitive land uses” that could be adversely affected by environmental pollution.

In April 2005, the California Air Resources Board (CARB) published the Air Quality and Land Use Handbook to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of toxic air contaminant (TAC) emissions. The recommendations are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

Building design can be helpful in reducing exposure to negative environmental effects, particularly air quality. Installing high efficiency filters in heating, ventilation, and air conditioning (HVAC) equipment will help reduce exposure of residents to indoor air pollution. Orienting development away from freeways, distribution centers, and other sources of air pollution and toxic emissions can help reduce exposure as well.

The City should consult with air pollution regulators in siting new housing and other related land uses important for residential neighborhoods (e.g., health care, schools, churches) to ensure that risks to human health are understood and managed. The City must also address Environmental Justice concerns and issues relating to the Affirmatively Furthering Fair Housing goals to ensure equity for current and future residents in the City of Inglewood.

Constraints to Development

Environmental conditions can pose challenges to the viability of housing development based on factors like the location of development, proximity to pollution sources, and other concerns. As illustrated in Figure B-19, conditions vary in each of the U.S. Census tracts in Inglewood when compared to other areas in California (higher index scores are better) based on two criteria:

- HPI Score.** This represents the Healthy Places Index (HPI) cumulative estimate of how healthy the Census tract rates compared to all other Census tracts in California. This overall index considers economic, education, transportation, social, neighborhood, healthcare access, housing, and clean environment issues. Higher is better (an HPI score of 20.0 means the tract has healthier conditions than just 20% of other tracts statewide).
- HPI Clean Environment.** This represents HPI’s estimate of how clean the environment in this Census tract is when compared to other California tracts. This index considers the availability of safe drinking water, ozone air pollution levels, PM2.5 air pollution levels, and diesel particulate matter levels. Higher is better (an HPI score of 20.0 means the tract has healthier environmental conditions than just 20% of other tracts statewide).

Healthy Places Index Percentiles by Census Tract			
Census Tract	Population (2010)	Healthy Places Index Percentile	Clean Environment Percentile
6037600501	2,478	46.1	52.5
6037600502	2,355	39.5	50.6
6037600601	2,461	47.5	53.3
6037600602	2,551	10.9	57.9
6037600702	4,191	56.7	43.5
6037600703	1,914	61.0	57.2
6037600704	2,971	41.0	43.7
6037600801	3,245	52.4	44.8
6037600802	2,597	50.1	44.3
6037600902	6,613	28.9	54.5
6037600911	3,349	46.7	54.9
6037600912	5,517	32.1	43.3

6037601001	2,154	26.5	43.8
6037601002	5,311	30.7	39.8
6037601100	6,533	12.7	38.5
6037601202	4,115	32.1	35.7
6037601211	2,823	17.1	39.8
6037601212	6,511	24.5	39.8
6037601301	1,915	57.4	42.4
6037601302	6,856	34.7	52.7
6037601303	4,879	23.7	54.9
6037601402	5,059	35.3	35.0
6037601801	3,789	16.7	37.0
6037601900	5,685	17.8	49.2
6037601401	4,683	26.9	38.6
6037602003	5,124	14.4	51.8
6037602004	4,126	26.3	52.4

Figure B-19.

Source: *Healthy Places Index, 2021.*

In addition, development can be exposed to noise from aviation associated with LAX. Development along the east-west corridors of the LAX noise corridors will need to address noise exposure to future residents. These corridors generally are centered around the Manchester Boulevard and Century Boulevard corridors. See Figure B-20 for the aircraft noise contours in Inglewood.

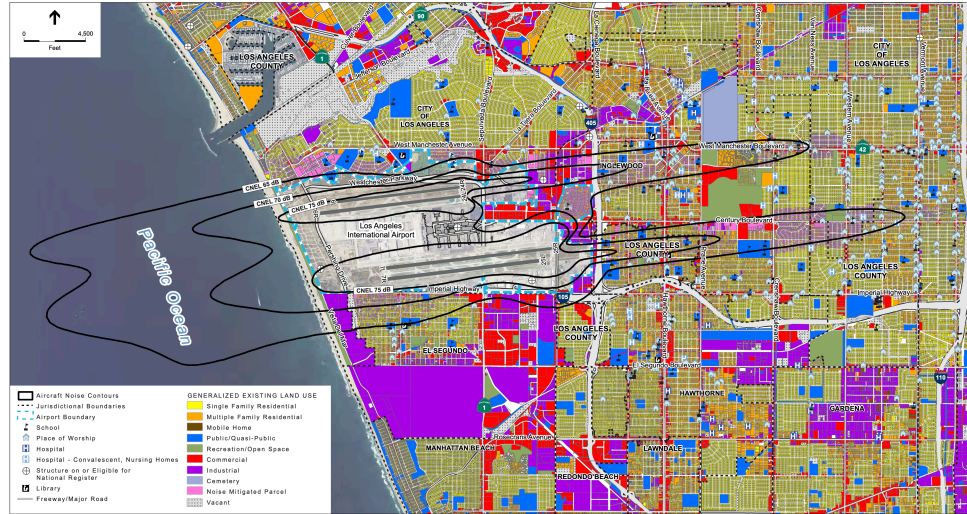


Figure B-20.
Source: City of Inglewood.

While these data highlight environmental challenges that must be factored into any future housing land use decisions, they will not preclude development. Instead, they will call on the City to address specific environmental conditions when demonstrating suitability and the realistic buildout capacity. Current and future planning documents can further develop more guidance on how residences can be sited while mitigating exposure to environmental concerns. More targeted plans can focus on specific sites and help streamline future housing entitlements by environmentally clearing them through the CEQA process. Outside these potential study areas, the City should ensure that the environmental clearance process addresses these concerns when making siting decisions.

Infrastructure Availability and Needs

Environmental constraints can be addressed with infrastructure investments that can in turn reduce the costs and risk to human health for future residents. These include air pollution, toxic air contaminants, noise, water quality, and hazardous waste. As such, the City should work with both internal and external stakeholders to advocate and program funding for capital and programmatic investments that help reduce environmental problems in the City of Inglewood.

Any siting of housing in environmentally challenged areas should follow investments in infrastructure that can both address concerns and reduce exposure. Potential infrastructure investments would vary by environmental issue, including but not limited to the following:

Air quality. While regional pollutants like ozone are linked to pollutant sources over the entire South Coast Air Basin (e.g., vehicles, industry), localized pollutants that affect localized air quality (i.e, PM_{2.5}, diesel particulates) are heavily influenced by local sources, such as truck traffic on the I-405 and I-105 freeways and freight distribution centers along the I-405 corridor. Existing and future infrastructure needs include:

- **Clean Air Truck Fleet.** Heavy-duty trucks using these routes largely use diesel fuel that generates substantial diesel particulate emissions that afflict the City of Inglewood. The California Air Resources Board, South Coast Air Quality Management District, Mobile Source Air Pollution Reduction Review Committee, and other entities are using regulation and incentives to accelerate the phase-out of diesel fueled trucks that generate substantial local air pollution in the City of Inglewood.

Recommendation 1: The City should actively work with local operators of diesel trucks to develop a clean trucks strategy in Inglewood and pursue grant funding to replace trucks fueled by diesel with those fueled by electricity, natural gas, or other fuels that reduce particulates. Consider using AQMD Fund 103 revenues to provide local match leverage to increase potential for additional funding.

- **Freeways.** The I-405 freeway accommodates 326,000 average daily vehicles at Century Boulevard and 323,000 trips at Manchester Boulevard (Caltrans Traffic Volumes 2016). Meanwhile, the I-105 freeway carries 246,000 average daily vehicles at Crenshaw Boulevard. While this diverts truck traffic from arterials, it intensifies PM and diesel particulate emissions along the freeway corridor that elevate health risks. CARB, SCAQMD, MSRC, and other entities use regulation and incentives to accelerate the phase-out of diesel fueled trucks that travel the I-405 and I-105. While the City does not control use of the freeway through Inglewood, it can consider land use siting and design solutions that reduce exposure to emissions from trucks on this regional freeway.

Recommendation 2: The City should require that heating, ventilation, and air conditioning (HVAC) equipment use higher efficiency air filters (e.g., MERV-13 or higher) for residences near the I-405 and I-105 freeways.

Noise. While regional pollutants like ozone are linked to pollutant sources over the entire South Coast Air Basin (e.g., vehicles, industry), localized pollutants that affect localized air quality (i.e, PM_{2.5}, diesel particulates) are heavily influenced by local sources, such as truck traffic on the I-405 and I-105 freeways and freight distribution centers along the I-405 corridor. Existing and future infrastructure needs include:

- Residential Sound Insulation Program. The City coordinates sound modification service to eligible property owners, utilizing grant funds from the Federal Aviation Administration and Los Angeles World Airports. Program eligibility is based on the 2020 Noise Exposure Contour Map, with 3,700 additional homes targeted for retrofit sound insulation over several phases. See Figure B-21 for the City of Inglewood's Residential Sound Insulation Program Properties by Phases.

Recommendation 1: The City shall ensure that housing located in the noise contours of LAX be properly insulated to meet Title 24 requirements.

Recommendation 2: The City shall ensure that housing located within 500 feet of the I-405 or I-105 freeways be properly insulated to meet Title 24 requirements.

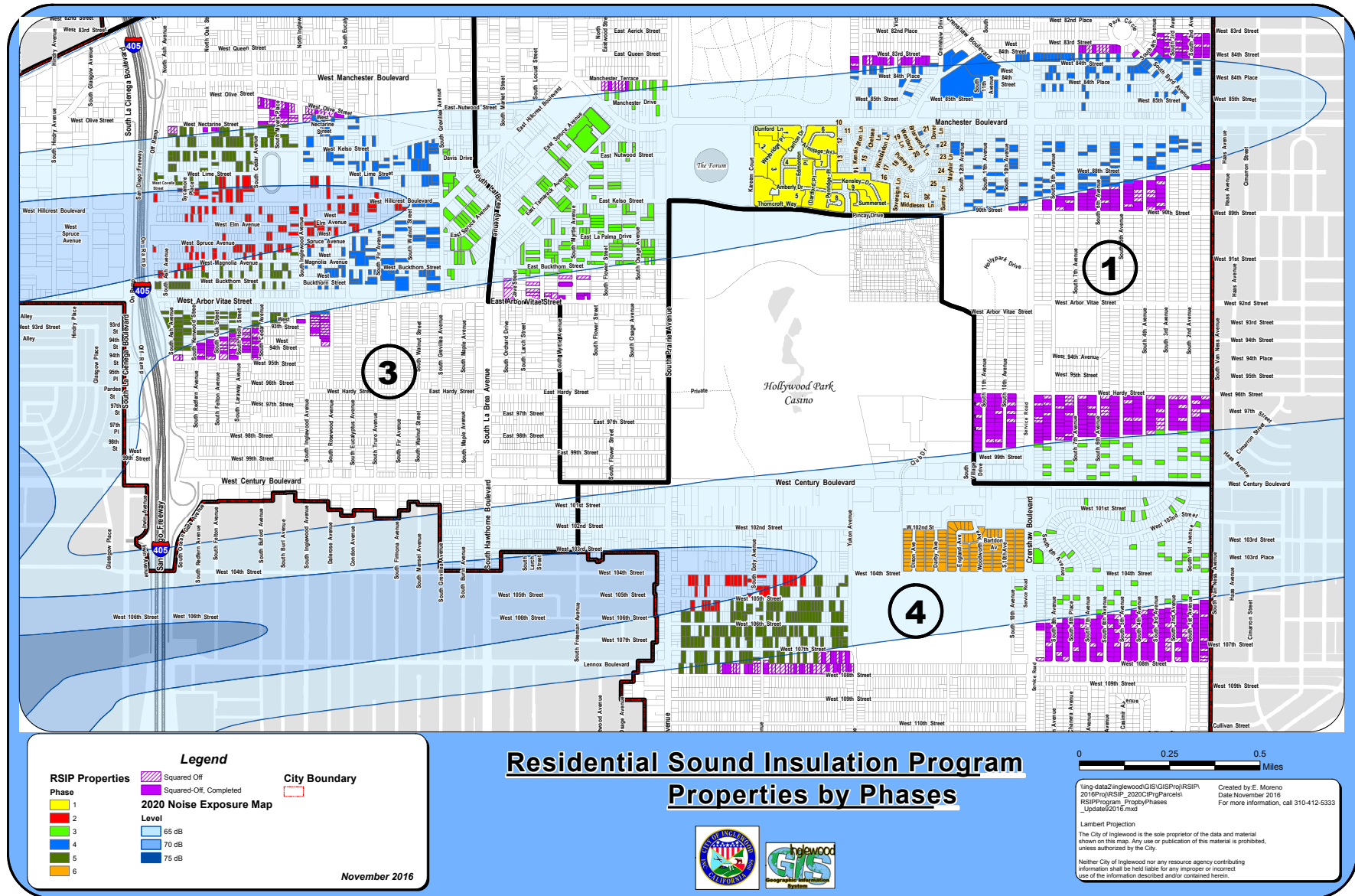


Figure B-21.
 Source: City of Inglewood.

Opportunities for Energy Conservation

1. City Initiatives

As identified in Program #23, the City will review the City's Zoning Ordinance and subdivision requirements, as well as other applicable codes, to promote energy conservation in housing rehabilitation and in the construction of new housing. This program will supplement existing City efforts in the enforcement of the State's construction codes requiring energy efficiency in new construction.

2. State Regulations and Programs

Title 24 of the California Administrative Code establishes energy conservation standards that must be applied to all new residential buildings. The regulations specify energy saving design for walls, ceilings and floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards and the use of non-depleting energy sources, such as solar energy or wind power. Compliance with the energy standards is achieved by satisfying certain conservation requirements and an energy budget. Among the alternative ways to meeting the energy standards are the following:

- Alternative 1: The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels.
- Alternative 2: Generally, requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.
- Alternative 3: Also, is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Residential developers must comply with these standards while localities are responsible for enforcing the energy conservation regulations.

The California Department of Community Services and Development in partnership with the network of local community services agencies that assist lower-income households, administers the Low Income Home Energy Assistance Program (LIHEAP) and Energy Low Income Weatherization Assistance Program (DOE-LIWAP). LIHEAP provides financial assistance to lower income households to offset the costs of heating and/or cooling their residences. DOELIWAP provides installation and weatherization measures that increase energy efficiency of existing residential and multi-family dwellings occupied by lower-income persons. Eligible weatherization services include a wide variety of energy efficiency measures that encompass the building

envelope, its heating and cooling systems, its electrical system, and electricity consuming appliances.

3. Private Sector Programs

The following private sector energy conservation programs are available to housing developers and Inglewood residents:

- California Alternative Rates for Energy (CARE): Lower-income customers enrolled in the CARE program receive a 20% discount on their electric and natural gas bills. CARE is funded through a rate surcharge paid by all other utility customers.
- Energy Assistance Program Rate (EAPR): Includes a one-year electric rate reduction home energy audit, free compact fluorescent lights, and replacement of inefficient refrigerators. Income qualification and enrollment by Red Cross.
- Family Electric Rate Assistance Program (FERA): This program was developed for families whose household income slightly exceeds the threshold for assistance in other energy program allowances. Qualifying households have some of their electricity usage billed at a lower rate.
- Low Income Energy Efficiency Program (LIEE): The LIEE program provides no-cost weatherization services to lower income households who meet the CARE guidelines. Services provided include attic insulation, energy efficient refrigerators, energy efficient furnaces, weather stripping, caulking, low-flow showerheads, water heater blankets, and door and building envelop repairs that reduce air infiltration.

Appendix C: Housing Resources

Planning, financing, developing, and operating housing requires resources of many varieties, such as land, financial, and human resources. This Appendix summarizes the City's requirement for adding housing within the City of Inglewood, identifies sites on which that requirement can be accommodated, identifies resources to financing new housing, recognizes City policies and programs that will impact housing development, and discusses opportunities for energy conservation.

Future Housing Needs

State law requires that each community build a certain number of new housing units to keep up with the region's housing need. The Southern California Association of Governments (SCAG) 6th Housing Element Cycle Regional Housing Needs Allocation (RHNA) for the City of Inglewood is 7,439 units. This section discusses the City of Inglewood's ability to accommodate their RHNA during the eight-year planning period.

RHNA Requirement & Adequacy of the Sites Inventory

The RHNA covers the planning period from June 30, 2021, through October 15, 2029. The City of Inglewood must identify adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need.

The City of Inglewood's required 7,439 RHNA units are split across four income levels, very low, low, moderate, and above moderate as seen in Figure C-1.

Figure C-2 provides a summary of how the City of Inglewood demonstrates adequate sites to satisfy the jurisdiction's Regional Housing Needs Assessment. The sites demonstrate a realistic capacity of 11,680 units, 14.9% of the City's total buildout capacity. Housing units built, under construction, or approved starting on June 30, 2021, and onward can be credited towards meeting the City's RHNA.

City of Inglewood 6 th Cycle Regional Housing Needs Allocation	
Income Level	Units
Very-Low Income (<50% of AMI)	1,813
Low-Income (50 to 80% of AMI)	955
Moderate-Income (80 to 120% of AMI)	1,112
Above Moderate Income (>120% of AMI)	3,559
Total	7,439

Figure C-1.

Source: Southern California Association of Governments.

RHNA Site Inventory Summary				
	Lower	Moderate	Above Moderate	Total
RHNA	2,138	1,112	3,559	7,439
Project Pipeline Units				
Approved	31	3	1,362	1,396
Pending	364	0	1,135	1,499
Accessory Dwelling Units				
Anticipated ADUs	165	16	93	274
Units on Available Sites				
City-Owned Sites	243	0	0	243
Institutional Sites ¹²	656	0	102	758
Low-Value R-3 and R-4 Single Family Homes	26	2,074	0	2,100
Key Transit Oriented “Macro” Sites	695	0	1,183	1,878
Other Transit Oriented Commercial Sites	1,186	42	2,018	3,246
Vacant Sites ¹³	0	0	11	11
Total	3,201	2,119	5,811	11,131

Figure C-2.

Each parcel included in this sixth cycle Site Inventory is highlighted in yellow in Figure C-3. New housing development is targeted for TOD Plan areas and R-3 and R-4 zones.

¹² Institutional sites includes only church land and hospital parking lots.

¹³ This line items includes only those vacant sites that do not fit under the aforementioned categories.

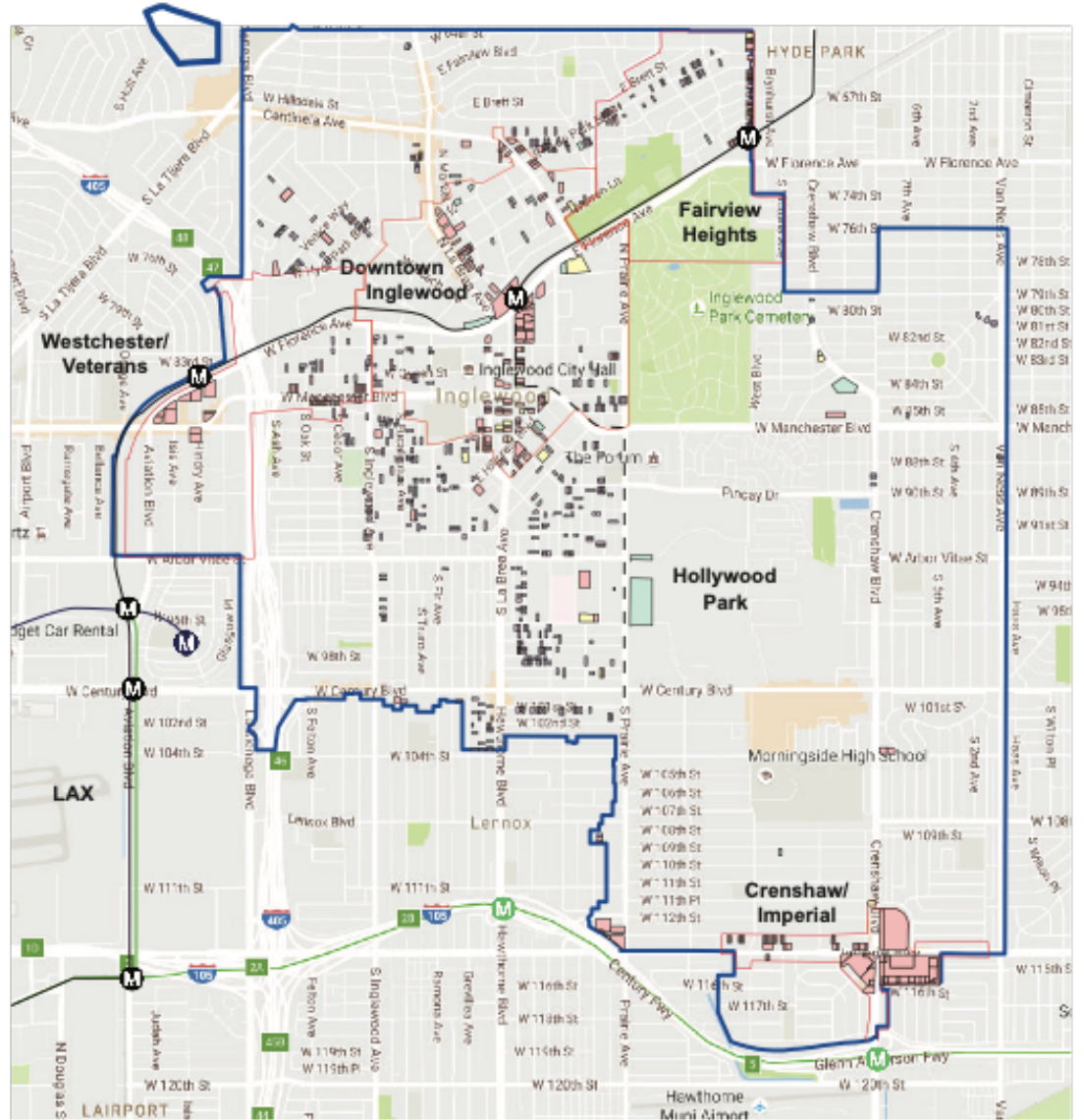


FIGURE C-3
Housing Sites Inventory

- City Boundary
- Metro and LAX Rapid Transit System (existing and under construction)
- Planned Inglewood Transit Connector
- Transit Oriented Development Plan Areas
- Lower-Income Housing Site
- Moderate-Income Housing Site
- Above Moderate-Income Housing Site
- Mixed-Income Housing Site

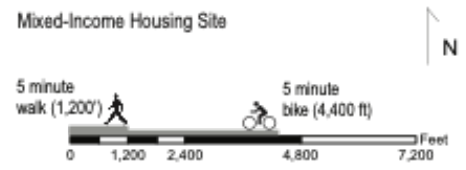


Figure C-3.
 Source: City of Inglewood Sites Inventory 2021.

Approved, Not Yet Constructed Units

The City has approved 1,396 units, some of which are under construction. 28 of the units are targeted for low-income households, 3 for moderate income households, and 1,365 for above moderate income households. The City has approved 1,995 additional units for the Hollywood Park site; however these additional units are not expected to be built during the 6th cycle planning period.

Units Pending Approval

As of June 21, 2021, a total of 943 units were pending approval. This includes 201 low-income units, 3 moderate income units, and 739 above moderate-income units.

Accessory Dwelling Units (ADUs)

New State laws have relaxed development procedures and standards for the construction of ADUs. The production of ADUs in Inglewood has increased since the implementation of these new laws, and they remain popular with residents. The City of Inglewood saw 160 ADU applications from January 2017 to August 2021.

For the purpose of RHNA credits, the City of Inglewood thus assumes the continuation of the trend of approximately 34 ADUs annually for a total of 274 ADUs over the eight-year planning period.

Available Sites

The remainder of the City's RHNA will be accommodated through sites that are available for residential development. The sites chosen reflect a continuation of the City's current development trends as described in Appendix B. Realistic capacities are estimated at 85% of the maximum regulatory or functional maximum densities shown in Figure B-2, except where noted specifically below.

City-Owned Sites

The City has aggressively been pursuing development of City-owned properties with residential and commercial uses. Beyond the projects which are in the development pipeline currently, this Housing Element identifies the following City-owned sites as opportunities for future development:

- Downtown Surface Parking Lots and Bus Depot –The current parking occupancy in some of these lots is low, meaning some of these lots may be able to be repurposed for housing. Even if this is not the case, there also exists the possibility of developing affordable housing on these lots



Inglewood Bus Depot

and incorporating public parking in a podium or subterranean garage. The City's current bus depot, located at 320 S. La Brea Avenue, is also a development opportunity site. The site forms part of a large swath of developable land zoned MU-1 between Market Street and La Brea Avenue. This includes the abandoned ROW of Kelso Street (now used for public parking), the old bus depot ticket window plaza, and a vacant church-owned lot.

- The vacant triangular lot at 8205 Crenshaw Boulevard and 8244 Crenshaw Drive, zoned R-3.
- The Crenshaw/Imperial Library was suggested as an affordable housing site by neighbors, since the place of libraries in society is changing. A housing project developed on this site would allow the library to be modernized and right-sized in the ground floor of a mixed-use building. The site has an MU-1A overlay.

Pursuant to the Surplus Land Act and Program #6 (Affordable Housing on Public Land) in this Housing Element, development on these sites is anticipated to be affordable housing.

Institutional Sites

Across Southern California, there is growing interest in repurposing religious congregation and other non-profit institutional sites for affordable housing. As described in Program #7 (Affordable Housing on Congregational Land), the City will work with religious congregations, facilitating the development interest that congregations in the City have already shown. Nine congregational properties are included within the available sites inventory. On each of these sites, the City assumes development on parking lots rather than on the church building site itself, since AB 1851 allows congregations to develop their parking lots into housing if the base zone allows. There are many cases in which congregations have also taken on development which involves demolition and redevelopment of some or all of the church's facilities. Figure C-4 provides examples of congregational land affordable housing projects in the area.

Congregation	# Housing Units	Other Site Improvements	Developer	Project Status
St. Joseph's Episcopal Church, Buena Park	66 low income senior units	New 3,000 sq.ft. community center, common open space	National CORE	Entitled.
Church of Blessed Sacrament, Placentia	65 low income senior units	New Parish Hall, improvements to church facilities, new community garden	National CORE	Entitled.
Garden Grove United Methodist Church	47 very low and low income family and senior units	Space for community clinic and other service agencies	Jamboree Housing	Operational since 2015
Bethel AME, San Diego	16 permanent supportive housing units		Yes in God's Backyard (YIGBY)	Construction
New Life Holiness Church, Pasadena	52 very low and low income family units		Gangi	Pursuing entitlements through proposed Congregational Land Overlay Zone
West Angeles Church of God in Christ, Los Angeles	70 very low and low income senior units	Community retail space	Related	Operational since 2020
First United Methodist Church, Los Angeles	66 low income family units	Child care center	1010 Development	Operational since 2000s
Immanuel Church, Long Beach	25 low income senior units	Church closed	Thomas Safran & Associates	Operational since late 2010s
Inglewood First United Methodist Church	64 low income units for seniors/local workforce	Adaptive reuse	Berg	Predevelopment

Figure C-4.

Source: The Arroyo Group.

There are also significant available sites in the Residential Medical (R-M) zone owned by Centinela Hospital and associated health care institutions. Similar to congregational land housing, partnerships have emerged to support health care affordable housing in Southern California with financial backing from operators such as Dignity Health and Kaiser Permanente. The sites included in the inventory consist of remote employee parking lots which could be replaced with structured parking closer to the hospital itself.

Low-Value R-3 and R-4 Single-Family Homes

As described in Appendix B and Figures B-3 and B-4, the City’s R-3 and R-4 zones are popular for multi-family housing development. Eight projects have been approved within these two zones in recent years, while eleven projects are pending approval within these two zones. Among these projects, 79% of developments within R-3 and R-4 zones are replacing single-family homes and 21% of developments are replacing vacant lots.

Figure C-5 is a histogram of the improvement to total value ratio (IVTV) of single-family parcels within the R-3 and R-4 zones. The average IVTV among these parcels is 0.45. Fifteen percent of parcels have an IVTV below 0.3. These 395 single family homes with an IVTV below 0.3 have a reasonable development capacity of 2,027 units, based on 85% of the sites’ maximum pre-density bonus capacity. These units represent only 7% of the total capacity for development in the R-3 and R-4 zones.



Single family home in R-3 neighborhood

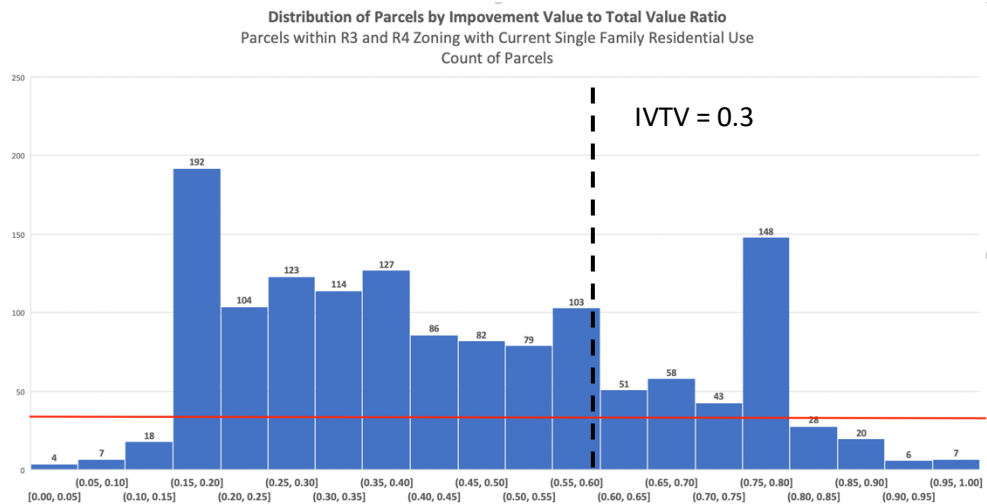


Figure C-5.
Source: Stanley R. Hoffman Associates.

While single-family homes typically occupy smaller lots, the development history indicates that multi-family residential projects built in the R-3 and R-4 zones commonly use small lots (as well as larger opportunities where feasible). Multi-family projects have been built on lots as small as 4,800 sf, and a majority of projects (21/39) were built on lots smaller than 10,000 sf.

The Site Inventory only contains R-3 and R-4 single-family sites that can accommodate at least three units, according to 100% of the maximum density.

Number of Units Allowed (using Maximum Density)	Number of R-3 and R-4 Single-Family Sites ¹⁴
3 units	95 sites
4 units	73 sites
5 units	115 sites
6 units	35 sites
7 units	32 sites
8 units	11 sites
9 units	13 sites
10 or more units	18 sites

Figure C-6.
Source: Inglewood 6th Cycle Housing Element Site Inventory.

The R-3 and R-4 zoned sites in the Sites Inventory all have a total capacity of more than 3 units, when calculating the capacity using the maximum allowable density. As seen in Figure C-6, of these single-family R-3 and R-4 sites, the largest number of sites allow 5, 3, and 4 units respectively. This calculation does not factor in the addition of a density bonus, which would increase the allowable maximum capacity for sites within the R-3 and R-4 zones. The addition of a density bonus could result in up to 50% more units than typically allowed if 15% of base units are for very low income households.

Key Transit-Oriented “Macro” Sites

As a part of the Transit-Oriented Development planning process, the City identified key, mixed-use development sites which are key to the revitalization of each station area. Most of the sites are occupied with large underutilized auto-oriented shopping centers, aging industrial facilities, or other outmoded uses. For each of these “macro” (as opposed to infill) sites, the TOD Plans included site-specific design guidelines and implementation actions to spur mixed-use development. This site inventory includes those macro sites where

¹⁴ Calculated using 100% of the maximum density, not 85%.

it can be reasonably assumed that development is likely to occur on these parcels within the 2021-2029 planning period.

230 N Market Street

This 6.55-acre site houses a large auto-oriented shopping center anchored by DD's Discount and CVS Pharmacy. Constructed in 1965, the center is visibly aging. One key area is a former Bank of America drive-through service area which has been unoccupied for decades.

The site is immediately across the street from the new Downtown Inglewood Metro station, at the transfer between the Metro K Line (Crenshaw/LAX) and the planned Inglewood Transit Connector, connecting to Hollywood Park. The site is zoned MU-1, which permits mixed-use development of up to eight (8) stories tall with no density limit. This site is partially planned to be used by the Inglewood Transit Connector as a surface parking lot. While the entire site can accommodate 445 residential units, in order to accommodate housing and the Transit Connector development this site is assumed to accommodate a project of 222 residential units.



230 N Market Street

230 N La Brea Avenue

This 3.28 acre site is a shopping center at the corner of North La Brea Avenue and Beach Avenue, with Buy Low market and Walgreens as tenants. The IVTV ratio for the site is 0.30 and the currently developed FAR is 0.15.

This property immediately abuts the new Downtown Inglewood Metro station to the north. The site is zoned MU-1 and permits residential or mixed-use development of up to nine (9) stories tall with no density limit. The TOD Plan assumed a project of 169 residential units for the site.



230 N Beach Avenue

1135 E Florence Avenue (44, 75)

This 1.76-acre site is composed of the easternmost two parcels within the triangle between the Metro K Line tracks to the north, West Boulevard to the east, and Florence Avenue to the south. It is immediately adjacent to the Fairview Heights Metro station. The site is currently used by a landscaping business. The zoning is MU-1 which allows residential or mixed-use development of up to six (6) stories. The easternmost two ownerships have an assumed capacity of 119 units, based on the building footprint illustrated in the TOD Plans.

Crenshaw Imperial Plaza (168, 286)

Crenshaw Imperial Plaza is a large, 17.81-acre shopping center with primarily one-and limited amounts of two-story retail buildings ringing the long back of



1135 E Florence Avenue

the property, one freestanding six-story office building constructed in 1960 and a 9.0-acre contiguous parking lot. Anchor tenants at the center are DD Discounts, Fallas Paredes, Grocery Outlet, 99 Cent Store, Planet Fitness, and General Discount. The site is zoned C-2 with a MU-1A overlay. The overlay zone permits mixed-use development of up to ten (10) stories at the corner of Crenshaw Boulevard and Imperial Highway and five (5) to seven (7) stories throughout the remainder of the site. The TOD Plan assumed a project of 908 residential units on this site.

The property owner has made some recent improvements to portions of the property and signed new discount stores, gymnasiums, and fast casual restaurants as tenants. Even with these changes, however, the average IVTV remains 0.57 and the site's FAR is 0.83. The Housing Element assumes that half of the TOD Plan's assumed project, or 454 units, is available for development during the 6th cycle period.

One Imperial Plaza (204, 347)

One Imperial Plaza is the 10.84-acre shopping center on the northeast corner of Crenshaw Boulevard and Imperial Highway. Single-story retail buildings and two isolated pads exist along with a 5.3-acre contiguous parking lot. Anchor tenants at the center include Superior Market, Rite Aid, and Big 5 Sporting Goods. The IVTV is 0.64 and the site's FAR is 0.15.

The site is zoned C-2 with a MU-1A overlay. The overlay zone permits mixed-use development of up to ten (10) stories at the corner of Crenshaw Boulevard and Imperial Highway and five (5) to seven (7) stories throughout the remainder of the site. The TOD Plan assumed a mixed-use project with 552 residential units.

Inglewood Plaza. (133, 227)

Inglewood Plaza is the 6.4-acre shopping center on the southwest corner of Crenshaw Boulevard and Imperial Highway. The center is comprised of a large single-tenant space, currently occupied by Burlington Coat Factory, and a few smaller tenants. The IVTV is 0.64 and the site's FAR is 0.145.

Next to Inglewood Plaza is a freestanding Bank of America building constructed in 1959 with surface parking lots. Including this parcel increases the overall acreage to 7.09 acres.

The site is zoned C-2 with a MU-1A overlay. The overlay zone permits mixed-use development of up to ten (10) stories at the corner of Crenshaw Boulevard and Imperial Highway and five (5) to seven (7) stories throughout the remainder of the site. The TOD Plan, with the Bank of America site, assumed a mixed-use project with 361 residential units.



Crenshaw Imperial Plaza



One Imperial Plaza



Inglewood Plaza

Other Transit-Oriented Commercial Sites

As described in Appendix B and Figure B-3, the residential-permitting zones in the City’s New Downtown Inglewood and Fairview Heights Transit-Oriented Development Plan received a high level of development interest since adoption of the plans in 2016. Significant additional interest is anticipated in coming months as the Westchester/Veterans and Crenshaw/Imperial Transit-Oriented Development Plans are anticipated to be adopted by the end of 2021.

The zones in question (H-C, MU-A, MU-C, MU-1, MU-1A, MU-3, MU-4, R-M¹⁵, P-1, C-N) are commercial in nature today. Figure C-7 is a histogram of the improvement to total value ratio (IVTV) of parcels within these zones. The average IVTV of a parcel within the zones is 0.45. Forty-one percent of parcels have an IVTV below 0.3. Thus, the City selected sites with an IVTV below 0.3 as representative of development opportunity sites in these zones. Figure C-8 demonstrates that IVTV ratios are decreasing in the Downtown and Crenshaw/Imperial TOD Plan areas, indicating that land values have risen much faster than improvement values, making recycling ever more feasible. These sites have a total capacity of 3,274 units, assuming eight-five (85%) of non-density bonus functional maximum capacity.

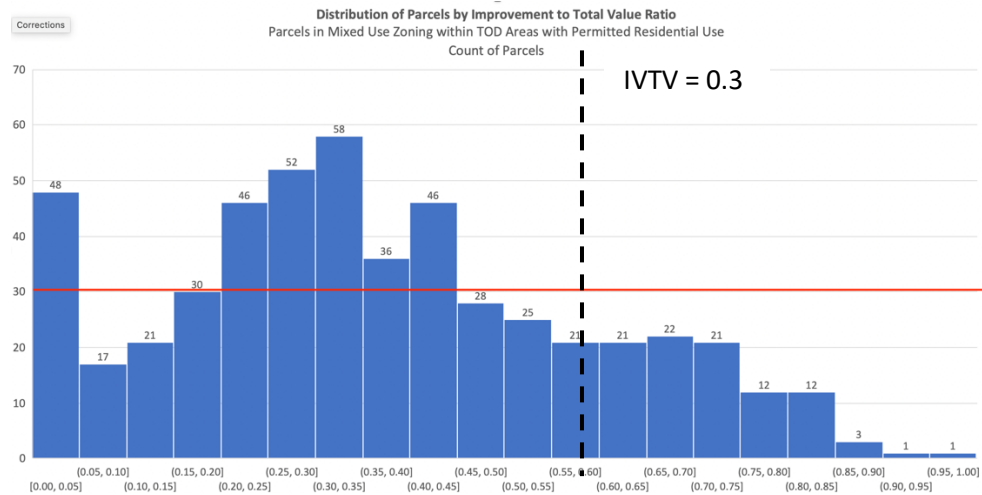


Figure C-7.
 Source: Stanley R. Hoffman Associates.

¹⁵ Only the R-M zoned parcels that are located within the TOD Plan areas are included within this category.

Parcels¹ within Mixed Use Zoning



1. In order to capture market price trends, parcels showing ownership change between 2011-20 have been selected for this analysis.

Figure C-8.
Source: Stanley R. Hoffman Associates.

Throughout most of the above-mentioned zones, properties were restricted to those above 15,000-20,000 square feet in size, which represents the size required to build a large project suitable for tax credit low income residential development or for large investor interest in market-rate projects, with onsite parking.

In the Historic Core (H-C-zoned area) of Downtown Inglewood, no minimum lot size is assumed. This area of the City has a much tighter development pattern.

Vacant Sites

The City of Inglewood is almost completely built out; however, there are a few small vacant parcels throughout the City that are available for development. Vacant parcels are spread throughout the City within various zones, which have a wide range of maximum densities. While the same capacity assumptions that apply to other sites also apply to the vacant sites, the small size of the majority of vacant parcels keeps the unit count low. Not including City-owned vacant sites, vacant transit-oriented commercial sites, or vacant sites with pending projects, the vacant sites are expected to produce a total of 131 new units during the 6th cycle.

Affordability Assumptions

This Housing Element relies on previous development trends and surveys to establish the affordability levels of new housing in the city.

SCAG's Regional ADU Affordability Analysis is used to determine the affordability assumptions that cities can make for ADU production. Based on the LA County I region measurement, the City of Inglewood can assume that 15% of new ADUs will be rented to extremely low-income households, 2% for very low-income households, 43% for low-income households, 6% for moderate income households, and 34% for above moderate income households.

As described in Programs #6 and #7 of this Element, publicly-owned and congregational land will be examined for development of affordable housing. For this reason, available publicly-owned and institutional sites are assigned to the lower income category, up to a maximum of 150 units.

The City of Inglewood permitted 951 multi-family housing units during the 5th Cycle. Of these, 288 (30%) were covenanted affordable housing for lower income households in exclusively affordable developments. The City is also committing to developing an inclusionary zoning ordinance in Program #4 of this Element, which is anticipated to designate approximately 10% of units in market-rate buildings for lower-income households (many developments in Inglewood are already providing at least 10% lower-income units in order to

qualify for State Density Bonus). Thus, applying this ratio to the 70% of anticipated units in market-rate developments, the City assumes that a total of 37% of new multi-family housing in TOD Plan areas will be affordable to lower income households.

Market prices for older housing in Inglewood are generally affordable to resident households at the top end of the low-income category and in the moderate-income category (Figure A-25). New market-rate housing that is constructed may be affordable to resident households in the moderate-income category. Developments that are more likely to be affordable to moderate-income households include those which have smaller units, those in smaller developments, which have less luxurious amenities, and those located in existing multi-family neighborhoods, which have less of a premium than either high-opportunity single-family neighborhoods or vibrant mixed-use areas. Because of these factors, we assign development in the R-3 and R-4 zones to the moderate-income level, except in the case that the total unit count for site/parcel exceeds ten units. In this case, 10% of the total unit count will be allocated towards lower-income households, while the remaining 90% remains allocated towards moderate-income households.

Affirmatively Furthering Fair Housing

The majority of census tracts in the City of Inglewood are either moderate or high resource, with only five low resource tracts according to the 2021 TCAC/HCD Opportunity Map. Moderate and High resource census tracts have more resources than the low resource and high segregation and poverty census tracts that exist in higher concentration outside of Inglewood to the East. The low resource Census tracts in Inglewood are located in the West directly adjacent to the 405 and South of Florence Avenue (where the incoming Westchester/Veterans Metro Station will be situated), in the Northeast corner of the City in the Fairview Heights area (where the incoming Fairview Heights Metro Station will be situated), and in the Southeast section of the City within the flight path. Each of these five low resource tracts are multi-family, meaning they are subject to Inglewood's Rent Stabilization Ordinance.

The City of Inglewood addresses the disparity between these five low resource Census tracts and the rest of the City in this Element. This Element's Housing Resources appendix defines the areas wherein the City hopes to see new housing development. The City has targeted the four TOD areas (Fairview Heights, Westchester/Veterans, Crenshaw/Imperial, and Downtown Inglewood), and R-3 and R-4 multi-family zones. Three of the five low resource Census tracts are within TOD areas that this Housing Element targets for new development and investment. One low resource tract in the Northeast corner of the City lies just outside of the Fairview Heights TOD Plan Area and will likely benefit from any improvements within the abutting plan area. This Housing

Element does not target the low resource census tract in the Southeast section of the City for new housing due to its location directly under the flight path.

In these TOD areas, this Element assumes that 37% of new housing will develop for lower-income households and 63% will develop for moderate to above moderate households over the eight year planning period. This income distribution makes it possible for new housing in TOD Plan areas to potentially accommodate the diverse households that live in Inglewood or have an interest in living in Inglewood. This has the potential to increase access to opportunity in moderate resource TOD tracts if a diverse mix of housing types and households with diverse income levels move in. While TOD Plan areas, such as Westchester/Veterans and Fairview Heights, are currently underdeveloped there is great potential.

Outside of the TOD Plan areas, ADUs are popular in Inglewood's single-family neighborhood and the Planning Division has seen great interest over the past couple of years. While Inglewood's single-family neighborhoods are higher income relative to the rest of the City, the influx of ADUs into these neighborhoods will bring greater diversity into these communities. As these neighborhoods become more accessible to single folks, couples, and small families Inglewood's single-family neighborhoods will become more economically diverse.

Certain residential neighborhoods in Inglewood are susceptible to more noise pollution than others due to the flight path of planes coming from and leaving Los Angeles International Airport (LAX). The low resource tract in the Southeast section of the City is one such example. The City of Inglewood does have restrictions in place to ensure that new housing isn't built directly within the LAX flight path without suitable mitigation to reduce the impact of aircraft noise on the unit(s). Housing continues to be discouraged in the vast majority of areas in the flight path. Other environmental concerns are analyzed using the California Healthy Places Index and CalEnviroScreen. However, these analyses found that environmental concerns are similar across Inglewood.

Zoning for a Variety of Housing Types

The City of Inglewood's housing element must identify and analyze sites with appropriate zoning that will encourage and facilitate a variety of housing types.

Emergency Shelters

Emergency shelters are permitted in the A-C and M-1 zones in Inglewood. The City of Inglewood's Housing Element Program 32, Homelessness Solutions, states the City will continue to provide emergency shelter vouchers which provide immediate housing.

Transitional and Supportive Housing

According to State Government Code Section 65583(a)(4 & 5) and the Inglewood Municipal Code, transitional and supportive housing are considered residential uses and subject to only those restrictions that apply to other residential dwellings of the same type in the same zone. (Transitional and Supportive Housing Program.) Therefore, there are many potential sites for new transitional and supportive housing projects.

Farmworker Housing

The City of Inglewood does not have a significant farmworker population; therefore, sites do not need to be identified. The City does encourage and facilitate multi-family housing and ADUs which will support the few farmworkers that live in Inglewood.

Manufactured Homes and Factory-Built Housing

Manufactured homes are permitted in the following zones: R-1, R-1Z, R-1 ½, R-2, R-2A, R-3, R-4, R-M, and P-1.

Multi-family Rental Housing

Multi-family rental housing is permitted in the following zones: R-2, R-2A, R-3, R-4, R-M, MU-1, MU-A, MU-C, H-C, and P-1.

Single-Room Occupancy Units (SROs)

SROs are permitted in the Zoning Code under boarding or lodging units. Boarding or lodging units (including SROs) are permitted in the following zones: R-3, R-4, R-M, and P-1.

Accessory Dwelling Units (ADUs)/ Junior Accessory Dwelling Units (JADUs)

ADUs and JADUs are permitted in all residential zones and mixed-use zones that allow residential uses. The City of Inglewood's housing element includes an Accessory Dwelling Unit Program which continues to implement the ADU Ordinance in accordance with State Law. The program will also evaluate incentives for creating affordable ADUs, JADUs, and legalizing any existing unpermitted ADUs. The City will adopt an Accessory Dwelling Unit ordinance by the end of 2022

Public Resources and Infrastructure Availability

All of the housing sites identified in the Sites Inventory have basic utility services including water, sewer, storm drain, electrical service, gas, and broadband internet. The City is unaware of any utility infrastructure deficits which would prevent the construction of housing in these areas.

For a greater discussion on environmental infrastructure and constraints, please see the Constraints Analysis.

Financial Resources for Housing

With the dissolution of the Inglewood Redevelopment Agency pursuant to State law and continued local fiscal constraints, the City of Inglewood must prioritize its limited funding to address the most critical housing needs while it explores opportunities to raise additional local revenues for affordable housing. For the 2021-2029 Housing Element planning period, the City anticipates funding available from the following programs:

U.S. Department of Housing and Urban Development (HUD)

CDBG and HOME funds are grants allocated to local jurisdictions on a formula basis for housing and community development activities. Eligible activities include:

- Acquisition
- Rehabilitation
- Public Improvement
- Economic Development
- Assistance to homeless individuals
- Public Services

Inglewood is a participating City under the LA Urban County Community Development Block Grant program. Therefore, the County of Los Angeles prepares the Consolidating Plans and One-Year Action Plans which outline the distribution of CDBG funds in coordination with the City of Inglewood. In the 2018 Consolidated Plan, the following allocation was proposed:

- \$5,534,606 for Multi-family Construction and/or Rehabilitation Program.
- \$255,400 for Code Enforcement.
- \$504,033 for Tenant-Based Rental Assistance Program.
- \$58,000 for Fair Housing Counseling.

Permanent Local Housing Allocation (PLHA)

The Permanent Local Housing Allocation (PLHA) provides a permanent source of funding for local governments to increase the supply of affordable housing. Inglewood's formula entitlement for 2020 was \$1.1 million. Monies can be

used for the predevelopment, development, acquisition, rehabilitation, and preservation of affordable housing for households earning up to 120% AMI. These funds can match local contributions into a Local Housing Trust Fund.

Tenant-Based Subsidies

There are a wide variety of tenant-based subsidies that are available from government agencies to support tenants in the payment of rent for apartments on the open market. Below are a few of the most important tenant-based subsidies:

- The Housing Choice Voucher Program (Section 8) provides rental assistance payments to owners of private market rate units on behalf of extremely low-income tenants. See Program 29 for more information.
- The Veterans Affairs Supportive Housing (VASH) program combines Housing Choice Vouchers with rental assistance for homeless veterans. See Program 33 for more information.
- The Los Angeles County Department of Mental Health (DMH) Shelter Plus Care grant provides subsidized housing and supportive services for individuals and families that meet the Department of Housing and Urban Development (HUD)'s definition of homelessness.
- The Family Self-Sufficiency Program provides an escrow/savings account to help welfare recipients transition off welfare.

Low-Income Housing Tax Credits

The workhorse of funding for affordable rental housing in the United States, the Low-Income Housing Tax Credit (LIHTC) program gives State and local LIHTC-allocating agencies the equivalent of approximately \$8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. In California, these credits are distributed by the Tax Credit Allocation Committee (TCAC), which awards projects funding in the Senior and Family categories. Income levels generally range from 30% to 60% AMI.

Tax credits come in the 9% and 4% variety. The more valuable 9% tax credits have always been subject to a competitive process; however, the 4% tax credits have recently become competitive in recent years. Thus in order for a project to be competitive, there are certain characteristics that projects must have:

- Projects must generally include a minimum of 40 to 50 units, and a maximum of 100 to 150 units, to ensure that the affordable housing developer can earn a sufficient developer fee to make the project financially worthwhile.

- Most projects need a local match. The match may be in-kind (land) or financial.
- Locational and other scoring criteria must be met. This includes proximity to services and public transit. Many areas within the City would meet these criteria.

State Grant Programs

There are many state grant programs which have a relationship to housing; below are a few of the most relevant ones:

- **Affordable Housing and Sustainable Communities (AHSC)** – Funded through cap-and-trade funds, the AHSC program provides large grants and loans to projects that will achieve GHG emission reductions and benefit disadvantaged communities. Cities and affordable housing developers apply jointly and can receive awards of \$20-30 million per project. Of the amount, 25% or up to \$10 million can be used for transportation improvements such as new buses or trains, streetscape improvements and protected bike lanes. The program is highly competitive; however, for the City of Inglewood, a high-density 100% affordable housing project near any of the future Metro stations coupled with active transportation improvements outlined in the TOD Plans and local bus improvements could score very well.
- **Infill Infrastructure Grant (IIG)** – This program is similar to AHSC, but is more targeted at the infrastructure improvements necessary for residential or mixed-use infill development.
- **CalHOME**- The CalHome Program is a competitive application process that provides funds to local public agencies and non-profit organizations for deferred-payment mortgage assistance loans for low-income first-time homebuyers, owner-occupied rehabilitation, or development of new affordable ownership housing. In 2020, \$57 million was awarded to jurisdictions across the state from a total application pool of \$155 million. The City of Pomona received \$720,000 for an Accessory Dwelling Unit Program.

Private Financing

Most housing in Inglewood is privately owned, and development is also conducted privately with traditional equity and debt sources, as well as family investments. Inglewood has attracted the attention of large market-rate development firms, affordable housing developers, and institutional equity partners.

Private capital is also being channeled into the development of affordable housing in new and creative ways. Sometimes this is done through social equity offshoots of larger companies or smaller, mission-based development firms.

Private capital can create affordable housing in a number of different modalities, including:

- Constructing new development that is low-cost due to building type and unit size, and renting it for affordable rents.
- Acquiring multi-family properties in vulnerable neighborhoods and moderating rent increases.
- Often, such projects will request property tax abatement of the City in return for covenants establishing the affordability level of these projects.
- Building inclusionary housing, where affordable units constitute a portion of a market-rate development.

Community land trusts are another private actor that can act to establish permanent affordable housing in a community. The County of Los Angeles has a Pilot Community Land Trust Partnership Program to help transfer tax-defaulted properties into five community land trusts throughout the County.

Appendix D: Program Evaluation

State Government Code (GC) Section 65588 calls on a local government to “...review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal. (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives. (3) The progress of the city, county, or city and county in implementation of the housing element.”

The development of the 2021-2029 Housing Element included an evaluation of how the City has implemented the 24 programs from the 5th Cycle Housing Element. The table on the following pages summarize the status, effectiveness, and appropriateness of current housing policy programs, as well as any barriers to implementation:

Overall observations include:

Appropriateness of the Element - The policies and programs of the Housing Element remain largely appropriate to the State’s housing goals and the City of Inglewood’s current situation. Additional policies and programs are added in the 6th Cycle Housing Element to reflect current needs and opportunities and additional community outreach.

Effectiveness and Progress of the Element - The City has continued to implement policies and programs that have evolved since the adoption of the 2014-2021 Housing Element. Over the past year, these efforts have been affected by COVID-19 restrictions that have affected the planning and implementation of some housing policies and programs from both the City and its private sector and non-profit partners.

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>1.a./Work-Live Zoning Code Amendment. Modify the zoning code to allow the conversion of existing commercial units within specified work-live overlay zones, to incorporate secondary residential uses in order to allow the business operator to live onsite.</p>	<p>In August 2014, the City created a live-work overlay zone that allows accessory residential use in non-residential structures in certain areas.</p>	<p>Eliminate this Program, as the 2014 ordinance created live-work overlay zones.</p>
<p>2.a./Rehabilitate Affordable Multi-Family Housing. Provide opportunities to support rehabilitation of affordable rental and affordable senior citizen housing including lead-based paint hazard assessment, mitigation, and clearance services.</p>	<p>The City supported the successful completion of rehabilitation of 875 affordable housing units at nine developments from 2011-2020. The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years.</p>	<p>Program funds to rehabilitate affordable rental and senior housing projects with Intuit Dome funds.</p>
<p>2.b./Rehabilitate Senior Owner-Occupied Homes. Manage and administer a deferred loan homeowner rehabilitation program for approximately 36 extremely low-income senior citizen homeowners including lead based paint hazard</p>		<p>Continue to program funds for deferred loans to rehabilitate senior housing projects with Intuit Dome funds.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
assessment, mitigation, and clearance services.		
2.c./Rehabilitate Homes for Individuals with Developmental Disabilities. Provide financial assistance to increase and expand the supply of affordable housing for individuals with developmental disabilities including the rehabilitation of 615 Aerick, a 4-unit building for lower income individuals with developmental disabilities.	The City completed the rehabilitation of 615 Aerick Street.	Continue to program funds to assist rehabilitation of homes for the developmentally disabled with Intuit Dome funds.
2.d./Residential Sound Insulation. Sound insulate and/or upgrade heating and cooling mechanical systems in 1,000 homes annually in order to minimize the transmission of aircraft noise into homes located within specified noise contours of the LAX airport flight path. As of March 2013, approximately 4,800 residential structures have received aircraft noise mitigation improvements during the life of the program and approximately 9,000 residential structures	The Residential Sound Insulation (RSI) program has completed improvements to 5,990 residences since 2010. During the 5 th Cycle, 5,064 residences were addressed. The RSI Department provides mitigation for homes within the 2020 Noise Exposure Contour Map, implementing them over six phases.	Continue this important program.

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
remain in the City to be insulated and mechanically upgraded.		
2.e./Code Enforcement/Property Maintenance. Conduct 6,000 inspections annually to ensure compliance with property maintenance zoning codes. Code enforcement services include: responding to complaints, visual inspections, preparation of violation letters, discussions with property owners, and ensuring compliance with codes and ordinances.	The Building and Safety Division continues to perform inspections to ensure compliance with the municipal code.	Continue to fund and resource Code enforcement and property maintenance.
2.f./Neighborhood Watch. Through this program, neighbors become acquainted with each other, work together and nurture an atmosphere of mutual care and concern. Residents are trained to recognize and report suspicious activity in their neighborhoods. Implementation of local crime prevention techniques and programs, home and vehicle security information, drug and gang awareness,	The Police Department continues to implement the Neighborhood Watch program.	Continue this program.

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
earthquake preparedness and C.P.R. training. City provides ancillary support to the program and 235 existing neighborhood watch block club groups.		
2.g./Graffiti Abatement. Assist owners of both residential and commercial properties that have been defaced by graffiti. Graffiti removal services are provided free to Inglewood residents and businesses, including providing vouchers for the purchase of paint to permit the property owner to cover the graffiti themselves. Allocate \$490,000 annually towards graffiti removal and prevention (average amount of funds allocated FY 2009-2012).	The City's Parks, Recreation, and Community Services Division continues to manage the Graffiti Abatement program (https://www.cityofinglewood.org/222/Graffiti-Abatement) and provides a hotline number (310) 412-8739	Continue this program.
3.a. New Affordable Multi-Family Housing. Provide financial assistance to increase and expand the supply of affordable housing including the development of nine (9) townhomes (82nd x Crenshaw Blvd.) and five (5) townhomes (716-718 Beach Ave). Funding	The City is currently under a Disposition and Development Agreement to build 41 affordable units at 716-718 Beach Avenue. The City has also collaborated with Metro and the County on the construction of 101 affordable units at Fairview Heights Station, and is supporting another new affordable development on a church property at 85 th Place. The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition and development of affordable housing over ten years.	Continue this program.

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>availability is advertised in several different ways. A notice of funding availability is published in local newspapers, Requests for Proposals (RFPs) are sent to an established mailing list, and information about upcoming RFPs is announced at community meetings. Funds must be used within five (5) years of allocation. Some of the federal, state, local and private financing programs and services that the City of Inglewood promotes and uses to foster the maintenance, development and availability of affordable housing units in the City of Inglewood are described further in the Appendix.</p>		
<p>3.b./Monitoring Existing Supply of Affordable Housing. Monitor the expiration date of income restricted housing and take action to prevent the conversion of any affordable units to market rate.</p>	<p>The Inglewood Housing Authority continues to track income-restricted housing that is at-risk to proactively avoid any displacement of residents or removal of affordable housing from the market. Covenants were renewed for 875 rehabilitated affordable units between 2011 and 2020. In 2020, the HOME affordable housing covenant for 612 Walnut expired. Those affordable housing units were subject to becoming market rate units. The residents living at 612 Walnut were elderly and disabled. The Inglewood Housing Authority provided those residents a preference for the Section 8 waiting list. In 2021, most of the residents were offered Section 8 rental assistance.</p>	<p>Continue this program.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>3.d./New Zoning Tools and Processes. Investigate new zoning tools and processes to increase affordable housing supply and improve availability of affordable housing as housing costs increase. Evaluate inclusionary zoning and other mechanisms for affordable housing, assign a City staff member as ombudsman for each affordable housing development, and other mechanisms to increase and encourage the supply of affordable housing. Adopt Density Bonus Ordinance.</p>	<p>In August 2014, the City created live-work overlay zones that allow accessory residential use in non-residential structures in certain areas.</p> <p>In November 2016, City adopted Transit-Oriented Development Plans for Downtown Inglewood and Fairview Heights. Adoption of the Westchester/Veterans and Crenshaw/Imperial TOD Plans is anticipated by the end of 2021. Together the TOD Plans accommodate nearly 8,000 new housing units.</p> <p>In February 2014, the City adopted density bonus ordinance providing up to 20% density bonus for VLI/LI/senior housing. Development standard reductions or waivers (e.g., height, stories, parking) also included.</p>	<p>Continue to promote new zoning tools to promote affordable housing.</p>
<p>4.a./Section 8 Homeownership Program. Provides financial assistance for first time home buyers. Participants that qualify for Section 8 Housing Assistance Payments may apply the payments toward mortgage payments in lieu of rental payments. Participant interfaces with a realtor and the buyer as in a traditional purchase process. The participant is responsible for paying the down payment and</p>	<p>The City's Housing Authority continues to administer the Section 8 program. During the COVID-19 pandemic, it provided waivers and alternative requirements consistent with the federal Coronavirus Aid, Relief and Economic Security (CARES) Act. The Inglewood Housing Authority currently has 3 active Section 8 Homeownership Vouchers. However, the program is currently closed as of October 2021.</p> <p>The Intuit Dome agreement includes \$2.5 million for funds including financial assistance for first-time low-income homebuyers.</p>	<p>Continue this program using Intuit Dome and other funds to subsidize Section 8 recipients looking to be first-time home buyers.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>securing a mortgage. There are currently three (3) participants in this program. Housing has noted that one issue with this program is that the HAP does not factor in HOA fees, just the mortgage payment, and as a result it is often difficult for participants to cover all monthly payments over a prolonged period. Quantified objective is to close escrow on 20 homes, annually, and build up to ten (10) homes for program participants.</p>		
<p>4.b./First Time Homebuyer Neighborhood Stabilization Program. Purchase of abandoned and foreclosed properties for rehabilitation and resale to eligible first time home buyers whose income does not exceed 120% of Area Median Income. Once an approved buyer is selected, provide deferred silent second trust deed loans in amounts up to \$150,000, that are due upon sale of the property. Objective is to annually expend</p>	<p>Since July 2019, the IHA assisted seven homebuyers with \$350,000 as a subsidized down payment on a residence which cost \$600,000 or less. To qualify, each applicant must have been a first-time homebuyers, have a total household income of less than 120 % of area median income, complete an eight-hour first-time homebuyers education course, qualify for a home loan through a primary lender of their choice for at least \$250,000, and have 3% of their primary loan amount as their share of the down payment. To date, the program has assisted seven homebuyers and is working on the other three. The program is closed to new applicants.</p> <p>The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years. It also includes \$2.5 million for funds including financial assistance for first-time low-income homebuyers.</p>	<p>Continue to administer this program.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
\$500,000 on foreclosed residential property purchases.		
<p>5.a./Section 8 Housing Assistance Program (HAP). The Inglewood Housing Authority (IHA) administered a Section 8 rental assistance program in the City. Currently, the IHA allocated 1,052 vouchers and administered an average of 300 port-ins from other housing authority jurisdictions. In 2020-2021, the IHA was awarded three (3) different type of Special Purpose vouchers from HUD. Specifically, (50) Veterans Affairs Supportive Housing (VASH) Vouchers, (75) Mainstream Vouchers and (91) Emergency Housing Vouchers (EHVs). The Inglewood Housing Authority last accepted applications for its waiting list in July 2020 when it received approximately 30,000 applications. However, a lottery was performed to keep 5,000 applicant and there are currently approximately 4,500 families waiting to be serviced. The IHA</p>	<p>The City’s Housing Authority administered the Section 8 program, assisting approximately 1,150 households . This includes approximately 850 IHA vouchers and approximately 300 Port-in vouchers. This includes 893 households headed by females, 644 disabled household members, 491 elderly members. During the COVID-19 pandemic, the City connected residents with waivers and alternative assistance consistent with the federal Coronavirus Aid, Relief and Economic Security (CARES) Act.</p> <p>Currently, the IHA is accepting referrals for the VASH and EHV program and is actively referring for the Mainstream Vouchers as units become available.</p> <p>The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years. It also includes \$2.5 million for funds including financial assistance for first-time low-income homebuyers, \$3 million over five years for anti-eviction services, and \$250,000 in grants for local housing non-profits.</p>	<p>The City is remains responsible for enacting this program.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
Section 8 waiting list is currently closed.		
5.b./Tenant Based Rental Assistance (TBRA) Program. To provide case management and processing of landlord payments for monthly rental assistance and security deposits for approximately seventy(70) extremely low-income senior citizens, permanently disabled residents, honorably discharged veterans and the homeless	From 2013-2021, the program has assisted households with seniors, the disabled, and those honorably discharged from the military. The City assists approximately 70 households with rental assistance on average annually. The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years. It also includes \$3 million over five years for anti-eviction services and \$250,000 in grants for local housing non-profits.	Develop guidelines for the rent stabilization program to strengthen the TBRA services and program Intuit Dome funds as appropriate.
5.c./Homelessness Solutions. Provide homeless services in the form of emergency shelter vouchers and case management services with a goal of permanently transitioning 80-120 individuals into permanent housing. Provide transitional housing to homeless individuals linked with case management, budgeting, employment services, job search assistance, interview preparation, computer skills, and transportation assistance.	<p>The City adopted Ordinance 13-05 in 2013 with provisions for emergency shelters, transitional housing for handicapped, elderly, homeless. Included restrictions on location, capacity. Allowed in M-1 Light Manufacturing zone. Removed as conditionally permitted in P-1 Parking Zone, R-M Residential and Medical Zone, R-3 and R-4 zones and permitted transitional and permanent supportive housing in all residential zones.</p> <p>In May 2021, the Department of Housing and Urban Development awarded 91 emergency housing vouchers to the City to assist people experiencing homelessness. The IHA entered into an MOU with the Continuum of Care for referrals.</p> <p>Overall, 38 clients were transitioned from homelessness to permanent housing via a Section 8 Housing Choice Voucher, the City’s Tenant-Based Rental Assistance (TBRA) Program the Homeless Tenant Based Rental Assistance (HTBRA) Program provide case</p>	Continue to provide homeless services through the Housing Authority and program Intuit Dome funds as appropriate.

Effectiveness of 2013-2021 Housing Element Programs				
Current Housing Element Objective/Program	Program Status			Recommendation for 6 th Cycle Housing Element
	management services with a goal of transitioning these clients into a permanent housing solution, like the Section 8 program.			
		Transitioned to Permanent Housing via Section 8 Vouchers	Transitioned to Permanent Housing via Tenant-Based Rental Assistance (TBRA) Program	Homeless Persons – Motel Vouchers & Case Management to Reconnect w/family into permanent housing
	Homeless Emergency Solutions Grant (HESG) Program 2013-2015	2	1	0
	Homeless Tenant-Based Rental Assistance (HTBRA) Program 2017-2021	1	0	0
	Homeless Persons assisted with Motel Vouchers that transitioned into	0	0	2

Effectiveness of 2013-2021 Housing Element Programs						
Current Housing Element Objective/Program	Program Status					Recommendation for 6 th Cycle Housing Element
		permanent housing w/Family				
		TOTAL	3	1	2	
	<p>The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years.</p> <p>The U.S. VETS site at 733 Hindry Avenue operates over 600 beds of transitional and permanent housing, with 300 veteran family households provided re-housing and homeless prevention services.</p>					
<p>5.d. Family Self Sufficiency (FSS) Program. Connect HAP families with existing community services to achieve economic self-sufficiency to reduce the dependency of low income families on welfare assistance, voucher program assistance, public assistance, or any federal, state or local rent or homeownership program. Under this program an escrow account is set up for each participating family. When the family earns a monthly income above the amount they earned when initially starting the HAP program, that surplus income is deposited into the escrow account. By doing so,</p>	<p>While there are currently no participants, the IHA is promoting this program in FY 2021-22.</p>					<p>Continue this program and program Intuit Dome funds as appropriate.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
they can maintain their current HAP subsidy amount instead of having it reduced due to higher income levels. At the same time, the additional income is saved in the account. Funds can be withdrawn when the family has not received welfare aid for a twelve (12) consecutive month period. A workshop will be conducted to generate interest in the FSS program. The Objective is to increase total number participating to 100 families.		
<p>5.e./Veterans Affairs Supportive Housing (VASH). Administer existing VASH participants and accommodate new participants who wish to port-in to Inglewood. The City currently administers approximately forty (40) in-house VASH vouchers .and approximately ten (10) VASH vouchers from other jurisdictions.</p>	<p>The City adopted Ordinance 13-05 in 2013 with provisions for emergency shelters, transitional housing for handicapped, elderly, homeless. Included restrictions on location, capacity. Allowed in M-1 Light Manufacturing zone. Removed as conditionally permitted in P-1 Parking Zone, R-M Residential and Medical Zone, R-3 and R-4 zones. Requirement for transitional and permanent supportive housing in all residential zones.</p> <p>The IHA has received an allocation of 50 VASH vouchers from HUD in 2020 and in 2021, 40 of those VASH vouchers were absorbed into the IHA’s VASH program.</p> <p>The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years.</p> <p>The U.S. VETS site at 733 Hindry Avenue operates over 600 beds of transitional and permanent housing, with 300 veteran family households provided re-housing and homeless prevention services.</p>	<p>Continue to provide support for veterans-based housing services through the Housing Authority and program Intuit Dome funds as appropriate.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>5.f./Housing Grant Application Working Group. Through coordination between Planning, Housing, Police, and Code Enforcement, identify the greatest housing needs in the community and direct grant application efforts towards meeting that need. Apply for one or more grants that will improve the condition or supply of special needs housing in the City.</p>	<p>The internal coordination within the City continues to monitor and pursue grant opportunities. In 2016, the City was awarded \$105,000 in Measure H funds through the Los Angeles County Homeless Initiative to assist local individuals find suitable housing and to provide homeless services. Measure H is a countywide program to fund supportive services.</p> <p>In 2020, the City applied for California Department of Housing and Community Development funds under the Permanent Local Housing Allocation (PLHA) program. The funds were for: a) predevelopment, development, acquisition, rehabilitation, and preservation of multi-family, residential live-work, rental housing; b) predevelopment, development, acquisition, rehabilitation, and preservation of rental housing, including ADUs; c) essential supportive services for the homeless, including rapid rehousing assistance, homeless prevention, case management, navigation centers, and transitional housing; d) acquisition and rehabilitation of foreclosed homes for resale to low- and moderate-income households, and e) homeownership opportunities for first-time homebuyers, including down payment assistance. While the City was not awarded PLHA funds, it will reapply in FY 2021-22.</p>	<p>Continue this program.</p>
<p>5.g./Developmentally Disabled Housing Outreach. Work with the Westside Regional Center (WRC) to implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. The program may include the creation of an informal brochure.</p>	<p>The Intuit Dome agreement includes \$75 million in low-interest loans for the acquisition, preservation, and development of affordable housing over ten years.</p> <p>The City continues to work with WRC to support families with persons with developmental disabilities.</p>	<p>Continue this program and program Intuit Dome funds as appropriate.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
<p>6.a./Fair Housing Counseling. Provide information on tenant and landlord housing rights and ensure effective marketing of information availability. The City currently contracts with the Housing Rights Center who advertises their services in the Housing Department and on the City's cable access channel. Objective is to respond to 500 fair housing inquiries, annually.</p>	<p>In June 2019, the City adopted rent stabilization measures that cap annual rents at 3%, with allowances for just cause evictions. Annual rents could increase by up to 8% when \$10,000 or more in improvements are made. These rules would apply to rental properties built before February 1995 and do not apply to single-family homes and condominiums. Relocation fees would be three times the City's average rent. Ordinance runs through Dec 2024.</p> <p>The Intuit Dome includes \$3 million over five years for anti-eviction services, and \$250,000 in grants for local housing non-profits.</p> <p>The City continues to contract with the Southern California Housing Rights Center to provide residents with fair housing counseling services.</p>	<p>Develop guidelines for the rent stabilization program that strengthen counseling resources for tenant and landlord rights and program Intuit Dome funds as appropriate.</p>
<p>7.a./Promote Transit Oriented Development. Modify the zoning code to encourage transit oriented development surrounding existing and planned light rail stations and potentially other high quality transit nodes. This may include consideration of higher allowable residential densities and mixed use development.</p>	<p>In August 2014, the City created live-work overlay zones that allow accessory residential use in non-residential structures in certain areas.</p> <p>In November 2016, City adopted Transit-Oriented Development Plans for Downtown Inglewood and Fairview Heights. Adoption of the Westchester/Veterans and Crenshaw/Imperial TOD Plans is anticipated by the end of 2021. Together the TOD Plans accommodate nearly 8,000 new housing units.</p> <p>In February 2014, the City adopted density bonus ordinance providing up to 20% density bonus for VLI/LI/senior housing. Development standard reductions or waivers (e.g., height, stories, parking) also included.</p>	<p>Continue to explore zoning tools that can spur more TOD, including parking requirement options. The Land Use Element was last amended in 2009 while the City's Design and Development Standards and Guidelines were adopted in January 1979. Both should</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
		be updated to further support TOD.
<p>7.b./Online City Permits/Services. Establish online permitting system for select building and planning permits as well as a virtual green building center. Continue to make new Planning applications and documents available online.</p>	<p>The City has transitioned to an online system for internal processing of building and planning permits. An online, virtual permitting system and green building center have not yet been established on the City’s Building & Safety homepage (https://www.cityofinglewood.org/236/Building-Safety), but City staff and contractors are working to accomplish this.</p>	<p>Continue this program to simplify requirements for Title 24 and CALGreen baseline requirements. Also promote CALGreen Tier 1 and Tier 2 programs by providing checklists for all CALGreen tiers.</p>
<p>7.c./Residential Energy/Water Efficiency and Renewable Energy. Establish a virtual green building center to serve as a central repository for all available green building rebates and incentives. Develop informational handouts on passive solar design and other relevant topics to encourage energy and water efficiency. Establish cost neutral incentives the City can offer for energy efficient construction and/or renewable energy systems. Apply for grant funding to fund a</p>	<p>An online, virtual green building center has not yet been established on the City’s Building & Safety homepage (https://www.cityofinglewood.org/236/Building-Safety).</p>	<p>Continue this program to simplify requirements for Title 24 and CALGreen baseline requirements. Also promote CALGreen Tier 1 and Tier 2 programs by providing checklists for all CALGreen tiers.</p>

Effectiveness of 2013-2021 Housing Element Programs		
Current Housing Element Objective/Program	Program Status	Recommendation for 6 th Cycle Housing Element
residential weatherization program. Identify utility and/or non-profit partnerships to facilitate energy efficient building upgrades. Make information available in Spanish.		

Figure D-1.

Source: City of Inglewood, 2021.

Quantitative Objectives Progress

The 2014-2021 Housing Element identified overall objectives for housing production, rehabilitation, conservation, and preservation. The following table summarizes actual accomplishments during the Plan period for production of new units. As of Summer 2020, the City had met and exceeded its housing production objectives as determined by the 5th cycle RHNA process. The City nearly tripled its production of BMR housing, primarily in the extremely low and very-low income categories, as well as the above moderate-income category primarily through the production of ADUs.

2014-2021 Housing Element Objectives				
Income Category	New Construction Objective (Units)	New Housing	ADUs (assumed affordability)	Total Outcome
Extremely Low- and Very-Low Income	250	123	27	150
Low-Income	150	227	69	296
Moderate-Income	167	331	10	341
Above Moderate-income	446	592	54	646
Total	1,013	1,332¹⁶	160¹⁷	1,492

Figure D-2.

¹⁶ Based on building permits. Affordability for covenanted projects based on covenanted rents. Affordability for uncovenanted projects based on assumptions made in Appendix C (R-3 and R-4 multifamily projects assumed to be moderate-income; all others above moderate).

¹⁷ Based on planning applications. Affordability based on assumptions made in Appendix C (SCAG Regional Study).

Appendix E: Housing Programs Detail

The programs that will be effective in the implementation of the Housing Element policies are described in the sections that follow.

Program 1: Design Standards to Streamline Housing Development.

Detail. The State of California has increasingly promoted streamlining of projects that are consistent with its housing objectives. The City shall evaluate ways to streamline the entitlement process for housing that meets objective criteria. This shall include the development of clear, objective, Housing Accountability Act-compliant design criteria that address compatibility with adjacent residential zones and other factors. These criteria are anticipated to streamline the City's evaluation of a greater number of proposals. Such objective standards will also clarify interpretation issues that complicate staff review of projects.

As a part of reviewing overall design standards, the City will place particular attention on middle-density multi-family housing, including standards for the R-3 and R-4 zones. The City has already made a foray into this arena with the adoption of Form-Based Building Prototypes as design guidelines for middle-density residential and mixed-use zones in the City's Transit Oriented Development Plans. It will draw upon the lessons learned from the implementation of these prototypes to develop more simplified, but objective standards which can apply to such projects Citywide.

City's Role in Implementation. The Economic and Community Development Department is responsible for the implementation of this program.

Source of Funding. SB2/LEAP Planning Grant.

2021-2029 Program Objectives. The City of Inglewood Economic and Community Development Department will develop objective design standards for new housing that can help streamline the entitlement process while enhancing the character of residential neighborhoods and commercial corridors.

Agency Responsible for Implementation. The responsible agency is the Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Implementation Schedule. The design standards will be developed and zoning code amendments completed by the end of 2023.

Program 2: New Affordable Multi-Family Housing.

Detail. The City provides land, regulatory incentives, technical assistance and financial assistance to developers to construct new affordable ownership and rental housing for households at a range of income levels which are not served by the private market. The City also maintains, on an ongoing basis, a vacant and underutilized residential sites inventory and provides sites information to interested developers; and provides technical assistance and information on available City-owned parcels to affordable housing providers.

The City will continue to provide financial incentives through Home Investments Partnership Act (HOME) funds, project-based vouchers (PBVs), property tax abatement, and land write-downs of City-owned parcels. Regulatory incentives include but are not limited to density bonuses and flexible development standards. The City of Inglewood possesses several TOD Plan zoning categories where residential density is not regulated; in these zones, the City allows developers to take proportional “height bonuses” instead of density bonuses.

Under this program, the City will proactively continue to pursue available State and federal funding sources to assist in the development of affordable housing. The City will continue to apply for State and Federal assistance including, but not limited to, CDBG and HOME funding. Other funding sources will continue to be explored including Prop 1-C and Local Housing Trust Funds. The City will also leverage the \$75 million from the Intuit Dome program dedicated to the provision of low-interest loans to acquire, preserve, and develop affordable and mixed-income housing or to acquire land for future development of affordable housing.

In addition to promoting new housing for very low-income, low-income, and moderate-income households, the City is committed to identifying strategies that promote housing opportunities for extremely low income households. This income group represents those individuals and/or households that have annual incomes of less than 30% of the County median. These individuals are essentially working at minimum wage levels. Individuals in this group are typically forced to live with family members or others (if that is an option) or to share housing (often resulting in overcrowding). Some members of this group are homeless. Because of the challenges associated with providing housing opportunities for extremely low income households, this subset consists of the implementation elements:

- The City will continue to provide financial incentives through HOME funds and prioritize the use of project-based Section 8 vouchers for

this income group. All local funds contributed to these projects will help to leverage outside funds from State, local and private sources.

- The City will continue the Tenant-Based Rental Assistance program which provides case management and processing of landlord payments for monthly rental assistance and security deposits for 75 extremely low-income seniors, permanently disabled residents, and honorably discharged veterans.
- The City will aggressively utilize regulatory incentives, including but not limited to density bonus concessions to encourage private developers to increase the supply of affordable housing for extremely low income individuals and/or households.
- The City will encourage the development of Accessory Dwelling Units as a means to provide housing for extremely low income individuals or households, including but not limited to exploring financial incentives for affordable ADUs as described in Program 8.

A third component of this affordable housing program is geared towards those individuals that not only need affordable housing but also have special housing needs related to a developmental disability. The State Department of Developmental Services (DDS) administers developmental disabilities programs through regional centers. The Westside Regional Center serves the City of Inglewood. This program element consists of the following components:

- The City will work with the Westside Regional Center to implement an outreach program that informs families in Inglewood regarding housing and services that are available for persons with developmental disabilities. The program could include the development of an informational brochure, including information on services on the City's website, and providing housing-related training for individuals/families through workshops.
- The City will work with the Westside Regional Center to identify funding sources that can address the housing needs of developmentally disabled persons.
- The City will also implement the Transitional and Supportive Housing Zoning Program that will facilitate the development of such housing in Inglewood.
- The City will provide financial assistance to new affordable developments serving populations between 30 and 60% AMI primarily through the allocation of local housing trust funds (Program 9), Intuit Dome funds, and HOME funds as applicable. This financial assistance will be used to leverage outside funding sources.

The City will also undertake creative efforts to create more housing available for those with incomes between 60 and 150% AMI, for which there are few dedicated funding sources. Efforts will include:

- The City will make regulatory changes to facilitate the development of smaller single-family attached and multi-family housing projects, which are often more affordable than larger projects.
- The City will encourage and/or require developers of market-rate housing to set aside units for these income brackets through the Inclusionary Housing Program and other efforts.
- The City will implement the First-Time Homebuyer Program to help more Inglewood residents achieve homeownership.
- The City will evaluate abating property taxes for housing that is covenanted to this income group.
- When needed and available, the City will provide financial incentives for such projects through locally-controlled and flexible funding sources such as the Intuit Dome funds and the potential sources explored in the New Revenue Sources program.

City's Role in Implementation. The City of Inglewood Housing Authority and the Economic and Community Development Department are responsible for the implementation of this program.

Source of Funding. General Fund, Intuit Dome funds, and other related revenue sources for staff time and grant applications.

2021-2029 Program Objectives. City will proactively continue to pursue available funding sources to assist in the development of lower income, including extremely low-income housing. The City will continue to apply for State and Federal assistance including, but not limited to CDBG and HOME funding. Other funding sources will continue to be explored including Prop 1-C and Local Housing Trust Funds. The City will conduct an annual seminar to discuss available funding sources to assist in the development of lower income, including extremely low-income housing.

Agency Responsible for Implementation. The responsible agencies include the City of Inglewood Housing Authority and the Economic and Community Development Department. The responsible parties include the Economic and Community Development Director and the Housing Division Manager.

Implementation Schedule. The program will be implemented over the duration of the 6th Cycle planning period.

Program 3: Intuit Dome Implementation Community Benefits.

Detail. Through a development agreement, the Intuit Dome has promised to make a substantial contribution toward affordable housing in the City. Program guidelines shall be developed to optimize the planning and execution of these funds, including the pursuit of matching funds that can leverage these local resources. Funds could be placed in a Local Housing Trust Fund or other entity/account which provides for the greatest transparency and flexibility. This funding source can be used in keeping with the strategies outlined for several of the programs in this Housing Element:

- \$75 million in financing for the acquisition, preservation, and development of affordable housing over ten years (Program 2);
- \$2.5 million for funds including financial assistance for first-time homebuyers (Program 24);
- \$3 million over five years for anti-eviction services (Program 28);
- \$250,000 in grants for local housing non-profits.

City's Role in Implementation. Following completion of agreements, the program's development of guidelines and implementation would be led by the Inglewood Housing Authority.

Source of Funding. City General and Intuit Dome Funds.

2021-2029 Program Objectives. The City will work with internal and external stakeholders pursuant to Intuit Dome agreements to develop program objectives that can guide the use of funds and leveraging of funds to generate more resources.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Housing Authority Programs Manager or equivalent.

Implementation Schedule. The City shall develop the implementation program by the end of 2022.

Program 4. Inclusionary Housing.

Detail. An inclusionary housing ordinance requires developers to reserve a certain percentage of housing units for low and moderate-income households in new residential developments. This can help ensure that affordable housing is more closely linked to the production of market rate housing by requiring developers to include such units in their developments. Calling for deed-restricted units that are to be retained as affordable by covenant can also help ensure that affordable housing is distributed throughout the community. These inclusionary housing ordinances often include an in-lieu option. The payment of this fee can go towards city programs to increase housing affordability, including many of the programs in this Element.

This program can include prescribed guidelines for reducing off-street parking requirements for residential projects and should be adjusted to reflect the expected mode shift from residents due to availability of transportation alternatives and the income levels of residents. Reducing minimum parking requirements for housing projects could optimize the use of land, reduce construction costs for developers, and help promote affordable housing.

This program can also provide for the incorporation of density bonuses and other incentives in the City's Zoning Ordinance to developers who construct projects with qualifying percentages of affordable housing units, including the most favorable incentives for projects which are mostly or entirely affordable. At a minimum the program will allow for the application of state Density Bonus Law. The Density Bonus Law is a State mandate, and the City adopted provisions into its zoning code in 2020 applying the relevant sections of state Government Code (65915—65918) into the mandate. The Inglewood code amendment refers to State Government Code as amended, thereby ensuring that the City will always be up to date with any forthcoming changes to state Density Bonus law.

After creating the inclusionary zoning ordinance, the City will place informational materials about the ordinance at the Planning counter/information kiosk and on the web. In discussions, City staff will also notify developers of the potential to use state density bonus law in order to gain additional affordable and market-rate units.

City's Role in Implementation. The Economic and Community Development Department shall evaluate how to optimize an inclusionary requirement. The responsible party is the Economic and Community Development Director

Source of Funding. SB2/LEAP Planning Grants.

2021-2029 Program Objectives. The City will complete a feasibility study for inclusionary housing and adopt an ordinance establishing inclusionary housing requirements or incentives.

Agency Responsible for Implementation. Economic and Community Development Department. Responsible party is the Economic and Community Development Director.

Implementation Schedule. The City will explore the feasibility of an inclusionary housing ordinance by the end of 2022 for City Council consideration.

Program 5: Commercial Corridors Evaluation.

Detail. Interest in development of mixed-use and residential projects on commercial corridors has been high in the areas of the City where such projects are permitted, such as the Transit Oriented Development (TOD) plan areas. The City will evaluate the creation of zoning that would permit residential or mixed-use projects on commercial corridors adjacent to High Quality Transit, including but not limited to Centinela Boulevard, Prairie Boulevard (north of Century), Arbor Vitae Street and Manchester Boulevard. If deemed appropriate, zoning amendments could take the form of expansion of the City's MU-C (Mixed-Use Corridor) zone, Specific Plans, overlays, or other code amendments.

City's Role in Implementation. The Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Source of Funding. Grant Funds, City General Funds, and/or Local Housing Trust Fund.

2021-2029 Program Objectives. Refine General Plan, Specific Plans, and/or zoning ordinance to promote development of mixed-use and residential projects on appropriate commercially-zoned corridors that contributes toward meeting Regional Housing Needs Assessment (RHNA) objectives by 2029.

Agency Responsible for Implementation. Economic and Community Development Department. Responsible party is the Economic and Community Development Director.

Implementation Schedule. The City will complete its land use and zoning changes by the end of 2026.

Program 6: Public Land (Affordable Housing).

Detail. Public agencies often own land that is underutilized and could be developed to a higher and better use that advances the community’s housing goals. The City could devote land to the creation of affordable and/or supportive housing projects through below-market or no-cost sale or, preferably, ground lease to housing providers. The City will work with appropriate internal and external stakeholders to find ways to redevelop the parcels. Development of publicly-owned sites for solely market-rate housing or housing which meets only the requirements of any future inclusionary housing ordinance will be discouraged. Opportunities that will be considered include:

- Providing land with higher zoning capacity as local contribution toward tax credit-funded low-income and supportive housing projects.
- Developing sites with lower zoning capacity in medium-density areas for new moderate-income and ownership housing or creatively financed lower-income housing.
- Developing public land with lower zoning capacity in higher-density areas for condominiums affordable to households in the middle income levels, in order to stimulate the market for such housing.
- Repurposing City parking lots for affordable or mixed-income housing, with new structured or subterranean public parking facilities where needed. This should be coordinated with the Commercial Corridors Evaluation Program for lots on Arbor Vitae Street.

City’s Role in Implementation. The City of Inglewood Housing Authority and the Economic and Community Development Department are responsible for the implementation of this program.

Source of Funding. General Fund.

2021-2029 Program Objectives. Work with the development community to explore opportunities in to redevelop City-owned parcels into housing or mixed-use facilities that incorporate existing municipal functions. The City will lead the discussion about potential housing development on public lands and actively promote redevelopment.

Agency Responsible for Implementation. The responsible agencies include the City of Inglewood Housing Authority and the Economic and Community Development Department. The responsible parties include the Economic and Community Development Director and the Housing Division Manager.

Implementation Schedule. The City will analyze opportunities for public land affordable housing development no later than the end of 2026.

Program 7: Congregational Land Affordable Housing.

Detail. The Southern California Association of Governments identifies 64 parcels that compose religious facilities in the City. These facilities are typically owned by older religious institutions who have played, or continue to play, a significant leadership role in the community. Yet many of these institutions are struggling as a result of past and current ethnic shifts in the community, as well as national cultural trends lessening church membership. As a result of this, facilities are often oversized for their use and constitute a major financial burden for the congregations, and their parking lots are usually used at only a few times throughout the week. At the same time, religious congregations are typically also missionally predisposed toward serving more needy groups.

Stimulating the development of affordable housing on land owned by religious congregations allows for all of these needs to be met. Congregations can use their property to help carry out their mission, while receiving income from a ground lease or property sale to help stabilize themselves financially. At least two congregations in Inglewood have already contacted the City with projects they are seeking to build.

AB 1851, adopted in 2019, allows up to half of religious parking lots to be converted to housing, assuming that underlying zoning permits such housing. However, congregations wishing to construct affordable housing may still encounter barriers such as:

- Commercial or other non-residential zoning.
- Existing conditional use permits that must be modified.
- Insufficient density to attract public funding for affordable housing.
- Need to use more than half of the parking lot for housing.

The City will review barriers faced by congregations in the City and prepare zoning amendments that address these concerns. This may take the form of an overlay zone, which would allow for different permitted uses and densities than the base zone, while still being sensitive to site and neighborhood context.

One of the other major barriers to congregational land affordable housing development is religious congregations' typical low level of understanding about this complex topic. The City will coordinate with outside organizations that support congregations in this way, such as LA Voice, and discuss options with congregations as opportunities arise.

City's Role in Implementation. The City of Inglewood Housing Authority and the Economic and Community Development Department are responsible for the implementation of this program. The Housing Authority, as well as nongovernmental partners, can reach out to faith communities to discuss options.

Source of Funding. General Fund.

2021-2029 Program Objectives. The City will analyze the barriers faced by religious congregations in building affordable housing and adopt appropriate zoning code amendments to address these barriers.

Agency Responsible for Implementation. The responsible agencies include the Economic and Community Development Department. The responsible parties include the Economic and Community Development Director.

Implementation Schedule. The zoning amendments will be adopted by the end of 2025.

Program 8: Accessory Dwelling Units.

Detail. The City has been permitting Accessory Dwelling Units (ADUs) pursuant to State law and policy interpretations emitted by the Economic and Community Development Department. The City's Zoning Ordinance will be amended to reflect all applicable state laws and encourage accessory dwelling unit construction. Planning staff will continue to process projects. The ordinance will also be advertised on the City's website and printed handouts will be prepared and provided at the Planning Department counter. This program can help provide affordable rental options with other programs like the Home Share South Bay program managed through the South Bay Cities Council of Governments.

In order to streamline the ADU approval process and reduce barriers for homeowners not experienced in real estate development, the Planning Department will explore creating a menu of pre-approved ADU plans which will allow for over-the-counter approval. Similar cities who have implemented such programs, such as Torrance, will be consulted and used as a resource for Inglewood's program. Other programs can be consulted, include the San Mateo County's Gladur, a green and livable ADU resource that provides pre-approved ADU designs.

If local funds for housing are made available, the City will explore providing low-cost loans to lower-income homeowners to build new ADUs or legalize unpermitted ADUs and rent them to lower-income households. As a stipulation of the funding, the units will be subject to an affordability covenant for an approximate period of five to ten years, with appropriate income verification procedures to be established.

City's Role in Implementation. The Inglewood Economic and Community Development Department reviews plans for accessory dwelling units in order to grant permits. The Inglewood Housing Authority would manage the low-cost loan program.

Source of Funding. General Fund (zoning implementation), Community Development Block Grant, Housing Trust Fund (financial assistance).

2021-2029 Program Objectives. The City of Inglewood Economic and Community Development Department amend the Zoning Code to reflect all applicable state laws and encourage ADU construction. It will also evaluate incentives for creating affordable ADUs, Junior ADUs, and legalizing any existing unpermitted ADUs.

Agency Responsible for Implementation. Zoning - The Economic and Community Development Department. Responsible party is the Economic and Community Development Director; Financial Assistance – Inglewood Housing Authority.

Implementation Schedule. The City will adopt an Accessory Dwelling Unit ordinance by the end of 2022. The preapproved plans will be completed by the end of 2024 and the evaluation of an affordable ADU strategy will be completed by the end of 2025.

Program 9: New Revenue Sources.

Detail. The City shall explore new sources of revenue to fund the planning, design, and construction of affordable housing. One potential financing tool could be an Enhanced Infrastructure Financing District (EIFD), described below.

Enhanced Infrastructure Financing District. As the City plans for additional development which will increase the property tax base of localized areas, the opportunity exists to capture some of the value created through tax-increment financing/Redevelopment 2.0 tools, The City has been exploring the feasibility of Enhanced Infrastructure Financing Districts (EIFDs) and other special districts. An EIFD would offer the City the opportunity to bond against future property tax revenues to establish supportive infrastructure and affordable housing in the areas designated within the district.

City's Role in Implementation. The City Administrative Office is responsible for the implementation of this program.

Source of Funding. City General Funds.

2021-2029 Program Objectives. The City will develop a program to create a source to fund housing programs.

Agency Responsible for Implementation. The responsible agency is the City Administrative Office. The responsible party is the City Manager.

Implementation Schedule. New revenue sources shall be evaluated throughout the 6th Cycle.

Program 10: Housing Grant Application Working Group.

Detail. The City will continue to coordinate internally to identify unmet housing needs and focus on appropriate grant opportunities. This includes collaboration between Economic and Community Development, Code Enforcement, Housing Authority, and the Police Department.

City's Role in Implementation. The City Departments must continue to seek out grants that expand revenue for important housing programs while providing more financial flexibility for General Fund revenues.

Source of Funding. City General Funds.

2021-2029 Program Objectives. The City will regularly monitor and seek grant funds to advance the City's housing objectives.

Agency Responsible for Implementation. Economic and Community Development Department, Housing Authority, and Police Department.

Implementation Schedule. The City will regularly monitor and seek grant funds to advance the City's housing objectives.

Program 11: Monitor and Preserve Existing Supply of Affordable Housing.

Detail. To help preserve the supply of affordable housing, the Inglewood Housing Authority monitors the expiration date of income-restricted housing and looks for ways to prevent the conversion of these units to market rate. The City has a long track record of successfully preserving and refurbishing affordable housing projects, and will continue to use all tools at its disposal to ensure the long-term stability of the affordable housing stock. Older assisted units were financed under HUD programs with ongoing Section 8 contracts to maintain the affordability of the units. These projects can take advantage of “Mark-to-Market” (M2M) legislation described in Appendix A.

City’s Role in Implementation. The City of Inglewood Housing Authority is responsible for the implementation of this program.

Source of Funding. City Housing Funds.

2021-2029 Program Objectives. The City will continue to monitor the status of income-restricted housing and track all covenant expiration dates. The City will strive to preserve 95% of the existing affordable housing stock over the 6th cycle.

Agency Responsible for Implementation. The responsible agency is the City of Inglewood Housing Authority. The responsible party is the Housing Authority Programs Manager or equivalent.

Implementation Schedule. The program will be implemented over the course of the 6th cycle.

Program 12: Long-Term Stewardship of Housing Subsidies – Community Land Trusts.

Detail. Community stewardship is a necessary part of the long-term response to the housing crisis by focusing not only housing but the ground underneath. Community land trusts (CLTs) are non-profit, community-based organizations that ensure stewardship by acquiring land and maintaining ownership permanently. CLTs would enter into long-term renewable leases with prospective homeowners instead of traditional sales. When the homeowner sells, the family earns a portion of the increased property value with the balance kept by the trust.

City's Role in Implementation. The City of Inglewood Housing Authority is responsible for the implementation of this program.

Source of Funding. City General Funds including potential use of Intuit Dome's \$75 million funding for affordable housing development.

2021-2029 Program Objectives. The City will explore the potential to support a CLT that can help develop and secure long-term affordable housing.

Agency Responsible for Implementation. The responsible agency is the City of Inglewood Housing Authority. The responsible party is the Housing Division Manager.

Implementation Schedule. The IHA shall explore the potential for a CLT throughout the 6th cycle.

Program 13: City Purchases and Covenants to Preserve Affordable Housing.

Detail. Cities can purchase or covenant naturally occurring affordable housing that low-income households already occupy. This is a fairly affordable way for cities to preserve naturally occurring affordable housing and prevent the displacement of low-income households. If the city does not want to own the housing, they can hand it over to a local community land trust for operation and ownership. Alternatively, impact investors could acquire these properties and covenant them, perhaps with government financial assistance. Recently CSCDA (California State Community Development Authority) has opened a new low-interest loan stream which covenants recently-built Class A apartments for moderate-income households. This is another opportunity to preserve affordable housing, albeit at a high income bracket.

City's Role in Implementation. The Inglewood Housing Authority helps manage the City's affordable housing resources and assets.

Source of Funding. CSCDA (California State Community Development Authority), potential impact investor partnerships, Intuit Dome funds.

2021-2029 Program Objectives. The IHA will explore opportunities to purchase covenants to ensure the retention of affordable housing over the 6th Cycle. This includes potential use of Intuit Dome funds to help advance this program.

Agency Responsible for Implementation. The responsible agency is the City of Inglewood Housing Authority. The responsible party is the Housing Authority Programs Manager or equivalent.

Implementation Schedule. The IHA will continually explore partnerships that can result in City purchases of affordable housing agreements.

Program 14: Short-Term Rental Regulation.

Detail. In light of the new regional attractions in the City that attract tourism, the City is evaluating the potential impact that the shared economy can have on the housing stock. Tourists looking at options to hotels can remove needed housing from the market for long-term residents. The City will adopt an ordinance to regulate short-term rentals to ensure protection of its housing stock.

This ordinance will enable qualified property owners, including homeowners who rent today on shared economy platforms, to continue operating short-term rentals. While hosted units (e.g., renting rooms in a house while homeowner remains in the home) will be broadly permitted, the extent to which housing units can be taken off the market and devoted exclusively to short-term rental use will be closely regulated. In addition, the ordinance will ensure that short-term rental guests pay the Transient Occupancy Tax (TOT) which applies to all hotel guests. Similar regulations exist in the City of Los Angeles and other nearby jurisdictions.

City's Role in Implementation. The Economic and Community Development Department and its Code Enforcement Division would work with other internal stakeholders to assess how prevalent these short-term rentals are and the impact on housing stock. The responsible party is the Economic and Community Development Director.

Source of Funding. City General Funds.

2021-2029 Program Objectives. The City will evaluate this issue and ensure that safeguards are in place as needed to ensure that the housing supply is not adversely affected by the shared economy.

Agency Responsible for Implementation. Housing Protection Division. Responsible party is the Housing Protection Division Director.

Implementation Schedule. The Economic and Community Development Department should prepare an ordinance for consideration by the City Council by the end of 2022.

Program 15: Review and Removal of Governmental Constraints.

Detail. This program involves the continued comprehensive review of the City’s regulatory tools and processes to identify undue constraints to the production of housing, and to keep processes current with State law. Tasks related to the zoning code will include the following:

- Reviewing parking requirements, especially for projects in proximity to transit.
- Adjusting minimum unit sizes to facilitate the development of more affordable housing.
- Reviewing the most common requests by City Staff and Planning Commissioners of projects, and codifying those are appropriate.
- The City will also endeavor to streamline its application processes. Specific tasks will include:
 - Exploring the establishment of an impact fee for off-site infrastructure improvements.
 - Streamlining the process for various types of encroachments on public rights-of-way.
 - Implementing online permitting system for select building and planning permits.

City’s Role in Implementation. The Inglewood Economic and Community Development Department and Public Works are responsible for the implementation of this program.

Source of Funding. General Fund.

2021-2029 Program Objectives. The City of Inglewood Economic and Community Development Department and Public Works will continually evaluate the constraints in the Zoning Ordinance and other regulatory procedures, and maintain them up to date with State requirements.

Agency Responsible for Implementation. The Lead Agency for the program’s implementation is the Economic and Community Development Department. The responsible party is the Economic and Community Development Director. A secondary agency is the Public Works Department; the secondary responsible party is the Public Works Director.

Implementation Schedule. The program will be implemented during the duration of the 6th Cycle planning period.

Program 16: Rehabilitate Affordable Rental Housing.

Detail. The City supported the successful completion of rehabilitation of 875 affordable housing units at nine developments between 2008 and 2020. The City will continue to provide assistance to rehabilitate low-, very-low and extremely-low income affordable housing projects.

City's Role in Implementation. The Inglewood Housing Authority is responsible for the ongoing implementation of this program.

Source of Funding. HOME Investment Partnerships Program.

2021-2029 Program Objectives. The City will provide assistance for 320 units over the 6th Cycle period.

Agency Responsible for Implementation. The Inglewood Housing Authority, Inglewood Housing Authority Programs Manager or equivalent is the responsible party.

Implementation Schedule. The program will continue over the 6th Cycle Planning Period.

Program 17: Rehabilitate Ownership Housing for Seniors and Adults with Ambulatory Disabilities.

Detail. The Inglewood Housing Authority will continue this CDBG-funded program which provides grants to homeowners who are senior citizens and suffer from ambulatory disabilities to assist with their property maintenance. The single-family residential homeowners who qualify can receive a maximum of \$15,000 for eligible improvements. This program enables homeowners to make repairs, improve the value of their property, and improve the overall character of the neighborhood.

City's Role in Implementation. The Inglewood Housing Authority is responsible for the ongoing implementation of this program.

Source of Funding. Community Development Block Grant (CDBG).

2021-2029 Program Objectives. The City will provide assistance for up to 20 households on an annual basis.

Agency Responsible for Implementation. The CDBG Division. Responsible parties include the Economic and Community Development Director and the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The program will continue over the 6th Cycle Planning Period.

Program 18: Rehabilitate Homes for Individuals with Developmental Disabilities.

Detail. This ongoing program allocates capital funds to help rehabilitate existing housing for developmentally disabled adults.

City's Role in Implementation. The Inglewood Housing Authority has been implementing this program. The responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Source of Funding. HOME Investment Partnerships Program.

2021-2029 Program Objectives. The City will continue to provide funding to rehabilitate housing for developmentally disabled adults.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to manage this program.

Program 19: Code Enforcement/Property Maintenance.

Detail. The City will continue proactive enforcement of existing Municipal Code provisions relating to the appropriate use and development of properties throughout the City. The Code Enforcement Program is designed to bring properties up to City Code requirements and to clean up and improve unsightly or unsafe properties, including rental units subject to the rent stabilization ordinance. Under this program, City Code Enforcement personnel will continue to refer property owners cited for Code violations to the housing rehabilitation assistance programs as a means to provide financial assistance to qualifying households. No additional funding and/or staffing will be required or are anticipated with this program's continued implementation. The code enforcement efforts will be linked with the housing rehabilitation programs in that property owners of substandard units receiving code violation notices will also be informed of rehabilitation programs. Under this Housing Element, the program will be continued over the entire planning period applicable to this Housing Element update.

City's Role in Implementation. The Code Enforcement Division is a component of the Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Source of Funding. Community Development Block Grant (CDBG).

2021-2029 Program Objectives. The City will maintain historic staffing levels for the entire planning period, and conduct 7,000 rental and code enforcement inspections annually.

Agency Responsible for Implementation. The Code Enforcement Division of the Economic and Community Development Department. Responsible party is the Economic and Community Development Director.

Implementation Schedule. The Code Enforcement Division's responsibilities will continue to implement the program at historic funding and staffing levels over the 6th Cycle planning period.

Program 20: Neighborhood Watch.

Detail. This program allows neighbors to become acquainted with each other and pool resources to monitor and report suspicious activity. The program includes crime prevention techniques, home and vehicle security information, drug and gang awareness, earthquake preparedness, and CPR training.

City's Role in Implementation. The City's Police Department is responsible for managing this program. The responsible party is the Police Chief.

Source of Funding. Police Department Funds.

2021-2029 Program Objectives. The City will continue to manage the Neighborhood Watch program.

Agency Responsible for Implementation. Inglewood Police Department. Responsible party is the Police Chief.

Implementation Schedule. The City will continue to manage this education program.

Program 21: Graffiti Abatement.

Detail. This ongoing program helps property owners by providing graffiti removal services free of charge. This includes vouchers to purchase paint.

City's Role in Implementation. The Code Enforcement Division is a component of the Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Source of Funding. City General Funds.

2021-2029 Program Objectives. The City will continue to subsidize property owners with this beautification program.

Agency Responsible for Implementation. Economic and Community Development Department. Responsible party is the Economic and Community Development Director.

Implementation Schedule. The City will continue to subsidize property owners with this beautification program.

Program 22: Residential Sound Insulation.

Detail. The City manages and implements sound insulation measures for residences adversely affected by flight paths under the Los Angeles World Airports. 5,990 residences have been completed since 2010.

City's Role in Implementation. The Residential Sound Insulation Division is responsible for managing this program.

Source of Funding. Los Angeles World Airports and Federal Aviation Administration.

2021-2029 Program Objectives. The City will rehabilitate 3,000 housing units during the 6th Cycle, addressing the majority of outstanding homes.

Agency Responsible for Implementation. Residential Sound Insulation Division.

Implementation Schedule. The City will continue to work with eligible homeowners on sound insulation programs.

Program 23: Energy Conservation.

Detail. The City will review the City’s Zoning Ordinance and subdivision requirements, as well as other applicable codes, to promote energy conservation in housing rehabilitation and in the construction of new housing. This program will supplement existing City efforts in the enforcement of the State’s construction codes requiring energy efficiency in new construction. This program will ensure that developers and/or architects incorporate certain State-mandated energy and water conserving equipment in new development. The City’s website will be expanded to include a section that will refer users to a wide range of initiatives from other energy and water providers that will be effective in helping to conserve these resources. The programs will include rebates from other energy providers for energy conserving refrigerators, water heaters, and other household appliances. The key elements of this program include the following:

- The City will encourage and support cost-effective energy technologies (passive solar space heating and cooling and water conservation) in the review of new residential development.
- The City’s website will be updated to publicize the availability of the various rebate programs and tax incentives that will reduce the cost of installing energy-saving devices.
- The City shall support ongoing programs from SCE that promote energy conservation. The programs sponsored by the utility providers include rebates for energy conserving refrigerators, water heaters, and other household appliances.
- The City will review the Zoning Ordinance to ensure that there are no requirements that are overly restrictive concerning the installation of solar panels. The City will then amend the Zoning Ordinance to ensure that solar panels are permitted in all Zone Districts.
- The City shall promote water conservation (e.g., drought-tolerant landscaping, water conserving plumbing fixtures) in the review of new development. No additional funding and/or staffing will be required or are anticipated with this program’s continued implementation.

City’s Role in Implementation. The Inglewood Economic and Community Development Department is solely responsible for the implementation of this program.

Source of Funding. General Fund.

2021-2029 Program Objectives. The City of Inglewood Economic and Community Development Department will ensure the appropriate Zoning Ordinance section related to energy conservation requirements are updated so they conform to State Law. The City will be proactive in advertising energy conservation programs through handout materials that will be available at the public counter through the City's web page, social media outlets, and through periodic advertisements in the City newsletter.

Agency Responsible for Implementation. The Lead Agency for the program's implementation is the Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Implementation Schedule. The program will be implemented during the duration of the 6th Cycle planning period.

Program 24: First-Time Homebuyers Initiative.

Detail. Home ownership strengthens local investment in residences and neighborhoods, and provides stability to residents. While many renters aspire for home ownership, they often lack the understanding and/or capital to pursue it, especially given the rapidly escalating costs of ownership housing in the City. The purchase of a typical single-family home in Inglewood requires an income of approximately 160 to 210% Area Median Income. The goal of this first-time homebuyers initiative is to use financial incentives to give more Inglewood residents with incomes between 80 and 160% AMI the opportunity to purchase a home in the City. This will provide current residents with a long-term home in the City and enable them to participate in the economic uplift and property appreciation that is underway, addressing the generational disparities in wealth that exist along racial lines. The Inglewood Housing Authority's current programs include:

- Purchasing abandoned and foreclosed properties for ultimate sale to eligible first-time homebuyers whose income does not exceed 120% of Area Median income.
- A pilot down payment assistance program. This program provides \$350,000 in down payments to households making no more than 120% of Area Median Income. The program is limited to houses that cost no more than \$600,000.

Design of the City's future First-Time Homebuyer Program is a complex exercise taking into account the program's goals, previous programs' effectiveness, restrictions related to funding sources, property tax considerations, current property costs, the ability of targeted populations to qualify for mortgages, and the long-term financial sustainability of the program. While in many cases there is little flexibility in the design of such programs due to funding source restrictions, when possible, the City seeks to develop the program in adherence to the following guidelines:

- Prioritize members of the community. The City will apply the Local Preference ordinance (Program #26) to this program.
- Ensure wealth-building opportunities. Homeownership programs can be designed with a variety of arrangements which determine the distribution of appreciation that would accrue to the City or the homeowner. In traditional down payment assistance, homeowners sell homes at market rate and loans are repaid by owners to governments. Appreciation resides with the owners. In shared equity, appreciation accrues to the parties in proportion to their original investment. In

properties with affordability covenants, owners sell the property (generally back to the City) for an affordable sales price, which provides the most security for the City to keep long-term affordable housing. While homeowners see less financial benefit, they still generate equity from their mortgage payments and a modest appreciation at sale. One of the benefits of this model is that property taxes are assessed at the affordable price, saving both City and homeowner money.

- In service of the goals mentioned earlier, the City’s inclination at this time is to pursue shared equity projects when possible. However, the City will monitor financial markets and fiscal conditions and may take on other models as appropriate for the situation.
- Give City first right of refusal to purchase properties. Independent of the model that is used to structure the homeownership program, the City will endeavor to include first right of refusal provisions so that it always has the option of preserving the affordable housing stock long-term.
- Spread funds among more people. There is an inherent trade-off between the number of people that can be assisted and the size of the assistance that can be provided to each. A program which provides a smaller (though still substantial) subsidy to more people will be more transparent and easy to obtain. While this may make providing subsidies to lower-income households more difficult, rental assistance programs should be targeted to this group.
- Initiate program with existing housing stock. A scattered-site program would build upon the City’s current programs and expertise. In this way, the program will provide access to established single-family homes and neighborhoods. The City will also consider, however, the possibility of providing assistance to purchase condominiums, which can open up the program to lower income groups.
- Sponsor new affordable homeownership developments when financial conditions are advantageous and to prove market for desired ownership housing types. New City-assisted homeownership developments are recommended when the cost to develop new housing falls below the cost to purchase existing housing (this can happen when new housing is built more densely than existing housing). It also increases the overall ownership stock of the City. Finally, the City will also explore providing financial assistance to ownership housing types that the City wishes to encourage. Examples include high-density condominiums and sensitively designed “missing middle” housing types identified in the TOD Plans’ form-based prototypes.

This program will involve substantial partnering with funding agencies, agencies that provide homeownership counseling, and affordable ownership housing developers. The City will reach out to these partners as it crafts a more detailed strategy for the program.

City's Role in Implementation. The City of Inglewood Housing Authority and the Economic and Community Development Department are responsible for the implementation of this program.

Source of Funding. General Fund, Intuit Dome Funds, CalHOME and other outside sources of funds.

2021-2029 Program Objectives. The City will develop a program and offer incentives to renters that facilitate the homebuying process, or develop a long-term affordable for-sale housing project.

Agency Responsible for Implementation. The responsible agencies include the City of Inglewood Housing Authority and the Economic and Community Development Department. The responsible parties include the Economic and Community Development Director and the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The City will prepare a detailed strategy for this program by the end of 2023 and launch the new program by the end of 2024.

Program 25: Section 8 Homeownership.

Detail. The Inglewood Housing Authority will continue to provide financial assistance for eligible Section 8 families seeking to buy their first home. Specifically, Section 8 payments can be applied toward mortgage payments rather than rent.

City’s Role in Implementation. The Inglewood Housing Authority oversees this homeownership program.

Source of Funding. HUD Section 8 funding.

2021-2029 Program Objectives. The City will continue to support home ownership for Section 8 eligible residents and promote homeownership and resolve any issues with maximizing the ability of Section 8 families to transition to homeownership.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to manage this program.

Program 26: Local Preference Ordinance.

Detail. Helping Inglewood residents remain in the City strengthens familial and neighbor relationships and communities overall. The City will explore opportunities to help local residents pursue rental and/or for-purchase city assisted affordable housing, including the option for renters to purchase their rentals that are being sold to the open market, through a Local Preference ordinance which complies with Fair Housing laws. This Local Preference Program has the potential to strengthen the City of Inglewood’s anti-displacement efforts as well as the potential to allow low-income local residents to stay in the city.¹⁸

In conjunction, the City will take steps to enhance the local public’s awareness of affordable housing programs. This may include strategies such as strengthening requirements of affordable housing developers and making enhanced use of social media and traditional social networks reflecting the diversity of the City’s population.

City’s Role in Implementation. The City of Inglewood Housing Authority is responsible for the implementation of this program.

Source of Funding. General Fund.

2021-2029 Program Objectives. The City will develop a local preference ordinance that complies with Fair Housing laws.

Agency Responsible for Implementation. The responsible agency is the City of Inglewood Housing Authority. The responsible party is the Housing Authority Programs Manager or equivalent.

¹⁸ There are three legal considerations that must be studied by cities implementing a Local Preference Program. First, intentional discrimination claims under the Equal Protection Clause of the 14th Amendment. While the City of Inglewood might want to prioritize residents of color, this is illegal as this type of racial preference would violate the 14th Amendment as it would be a form of discrimination. Second, right to travel claims under the constitutional right to interstate travel and migration. The City has to consider that policies based on a person’s duration in a city infringe on the right to travel. The City will be limited as to what degree they are able to prioritize long tenure residents, as duration requirements are illegal. Third, disparate impact claims under the Fair Housing Act. Policies that are not intentionally discriminatory may still violate the Fair Housing Act. A Local Preference Program has the potential to be declared illegal under a disparate impact claim if the program constricts housing choices for certain groups or can lead to a concentration of a racial group in one neighborhood.

Implementation Schedule. The ordinance will be developed by the end of 2026.

Program 27: Housing Protection Ordinance Administration.

Detail. The City's housing protection ordinance is designed to alleviate the hardships of the housing crisis while ensuring that property owners receive a fair return on their investment. The original ordinance was adopted in December 2019, and it was modified in May 2021. The ordinance includes the following:

Limitation on increases in rents for properties which are older than 15 years of age. More flexibility is allowed for capital increases and for properties which have been below-market in the past.

- Just cause eviction protections.
- Anti-harassment provisions.
- Rental registry requirements.

Since adoption of the original ordinance in 2019, the City has set up a new Renter Protection Department, which is tasked with implementing the program. While this Department has made important strides to begin to implement the Renter Protection Ordinance, the COVID-19 pandemic period has been more market by efforts relating to the eviction moratoria at the state and federal levels. As the City emerges from the pandemic, the Department will fully implement the protections of the Ordinance, including:

- The Mayor and City Council will name a Rental Housing Board, and said Board will establish administration and enforcement procedures for Just Cause Eviction procedures and Residential Rent Regulations.
- The Department will require the registry of all rental units and provide all the required forms and procedures to do so. The Department will analyze the information received periodically to understand the state of the rental market in the City, partnering with universities or other researchers as appropriate.
- The City will conduct inspections of all rental units in the City every three years and pursue appropriate remedies and assistance.
- The City will adequately staff the program and recoup costs through rental registration fees.

Additionally, the Department will undertake a sustained informational campaign to inform landlords and tenants in the City of the existence of the Renter Protection Ordinance and the stipulations thereof, as well as any other applicable County, State or federal policies. This informational campaign will include, at a minimum:

- a consistent social media presence by the Department on the networks most frequently used by the target populations.
- A thorough web site with answers to frequently asked questions and contact information for resources.
- Mailers sent by appropriate means to reach both property owners and tenants.
- Materials to be provided by landlords at lease signing and to accompany triennial rental inspections.

City's Role in Implementation. The City of Inglewood Renter Protection Department is responsible for the implementation of this program.

Source of Funding. Rental Registration Fees, City General Funds.

2021-2029 Program Objectives. The City will fully implement the Housing Protection Ordinance, including establishing a Rental Housing Board, having a functioning rental registry program, conducting triennial inspections of all rental units. At least 7,000 annual rental unit inspections will be conducted by 2029.

Agency Responsible for Implementation. The Inglewood Renter Protection Department would develop guidelines and processes. The responsible party is the Direction of Renter Protection. Close coordination is undertaken also with the City of Inglewood Code Enforcement Division and Fair Housing Council of Los Angeles County.

Implementation Schedule. The information campaign will begin by early 2022. The Rental Housing Board will be formed by early 2022. The rental registry will be made mandatory by spring 2022. The rental inspection program will be established by the end of 2023.

Program 28: Fair Housing and Tenants' Rights.

Detail. Renters are often unaware of their rights under federal, State, and local housing law, making them vulnerable to unscrupulous property owners. These vulnerabilities have been magnified with the COVID-19 pandemic that has threatened the ability of many renters to pay for housing. As eviction moratoriums imposed by the federal and State government expire, the City will prioritize its services to renters and strengthen partnerships to ensure that access to legal counsel and eviction protection services help mitigate the threat of eviction. Tenants' Rights Programs that provide legal counsel reduce the serving of eviction notices by anywhere from 67 to 86%. One model is the City of Los Angeles's Proposed Eviction Defense Program. This City of Los Angeles program emphasizes education and public awareness, eviction prevention interventions, full-scope representation for eligible tenants in eviction proceedings, rental assistance, ongoing support services for tenant stability, evaluation, and an eviction filing and data collection system.

More broadly, the City shall take meaningful actions to address significant disparities in housing needs and in access to opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. Specific actions will include:

- Adopt an equal housing ordinance which also establishes fair housing-compliant local preference policies for City-assisted affordable housing developments;
- Publish on the City's website clear information warning entities that would potentially discriminate about the enforcement of fair housing law;
- Disseminate widely information about fair housing protections in a similar fashion as tenants' and homeowners' rights (Program 28);
- Provide dedicated staff that refers housing related complaints to the Fair Housing Council of Los Angeles County,
- Work with the Fair Housing Council of Los Angeles County to facilitate public education and outreach by creating informational flyers on fair housing that the City will make available at public counters, libraries, and on the City's website and social media outlets. City Council meetings will include a fair housing presentation at least once per year.

- Actively recruit underrepresented groups to serve or participate on boards, committees, and other local government bodies.
- Ensure environmental hazards are not disproportionately concentrated in low-income communities of color pursuant to the 2021 Environmental Justice Element of the General Plan.
- Develop a proactive code enforcement program that holds property owners accountable and proactively plans for resident relocation, when necessary.
- Equal housing-related complaints will be referred to the Fair Housing Council of Los Angeles County which acts as an independent third-party to discrimination complaints. The City will make available literature on the Program at City Hall, Chamber of Commerce, Library, City of Inglewood website, and other areas that the community gathers information. This program will be continued over the entire planning period applicable to this element. The City will continue to provide these services to Inglewood residents and will advertise the availability of this program through brochures. Brochures describing the services of Fair Housing are available in the Economic and Community Development Department. Further marketing of the services available from Fair Housing will occur through informational pieces in the citywide newsletter and through information provided on the City's official website.

City's Role in Implementation. The Inglewood Housing Authority would develop guidelines and processes. The responsible party is the Housing Authority Programs Manager or equivalent.

Source of Funding. City General Funds, Intuit Dome Funds.

2021-2029 Program Objectives. The City will implement the program through the remainder of the 6th Cycle.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority shall implement its program guidelines and processes through the 6th Cycle.

Program 29: Tenant Based Rental Assistance.

Detail. The City will continue to administer the Tenant Based rental assistance program through vouchers and port-ins from other housing authorities.

This includes the Tenant-Based Rental Assistance (TBRA) Program, which utilizes Home Investments Partnership Act (HOME) funds to assist extremely low-income senior citizens over age 62, permanently disabled persons, and honorably-discharged veterans who suffer housing cost burdens and are homeless or at-risk of becoming homeless. Households that are homeless are eligible for security deposit assistance through TBRA. In recent history the TBRA Program has experienced wait lists for assistance as demand for the program has increased since the economic crisis known as “The Great Recession.”

City’s Role in Implementation. The Inglewood Housing Authority oversees the implementation of the Tenant Based Rental Assistance.

Source of Funding. HUD Section 8 funding, HOME funds.

2021-2029 Program Objectives. The City will continue to manage Tenant Based Rental Assistance, extending vouchers to 1,150 households during the 6th Cycle.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to manage this program.

Program 30: Family Self Sufficiency.

Detail. The City will provide information to families under the Housing Assistance Program on how to become economically self-sufficient. This will continue to help reduce dependence on welfare assistance, vouchers, public assistance, and other types of aid. The program establishes an escrow account for eligible families that is used to store any extra income to allow families to maintain their current HAP subsidies. Funds from these escrow accounts can be withdrawn when families do not receive welfare for at least twelve consecutive months.

Information dissemination activities will take place through regular contact with beneficiaries of the Housing Assistance Program. Information will also be placed on the Housing Authority's web page.

City's Role in Implementation. The Inglewood Housing Authority has been implementing this program. The responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Source of Funding. Section 8 funds.

2021-2029 Program Objectives. The City will continue to promote financial independence and strive to increase the number of participating families.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to operate this program.

Program 31: Transitional and Supportive Housing Zoning.

Detail. Transitional housing is a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A person may live in a transitional housing unit for up to two years while receiving supportive services that enable independent living. The City complies with State law regarding the provision of transitional housing.

The City will continue to permit the existing shelters and transitional housing facilities in the City to operate. The City will also work with local service providers to develop transitional and permanent housing facilities to place current beneficiaries, including voucher holders. Master leases to service providers can be explored in new-construction or existing housing.

The State also requires all cities to update their zoning ordinances to provide for supportive housing and low-barrier shelters. The City already includes supportive housing in its definition of “dwelling” and thereby permits it in all residential zones.

The City will amend its zoning code to permit low-barrier navigation centers. These refer to shelters that do not impose conditions on entry, such as getting rid of possessions or pets, or being dependent on drugs or alcohol, and focus on moving people into permanent housing.

The State requires that local governments take a proactive role in facilitating the review and approval process and will address other specific provisions, including the following:

- The City is required to notify the developer whether the application is complete within 30 days of receipt of an application to develop supportive housing.
- After the application is complete, the City shall complete its review of the application within 60 days for smaller projects (50 or fewer units) and 120 days for larger project (more than 50 units).
- The City shall not impose any minimum parking requirements for units occupied by supportive housing residents if the development is located within ½ mile of a public transit stop.

City’s Role in Implementation. The Inglewood Economic and Community Development Department is solely responsible for the review and, and if

required, updating the City of Inglewood Zoning Ordinance to allow for transitional and supportive housing units.

Source of Funding. Economic and Community Development Block Grant (CDBG).

2021-2029 Program Objectives. The City of Inglewood Economic and Community Development Department will ensure the appropriate Zoning Ordinance sections related to transitional and supportive housing are updated so that they conform to State Law.

Agency Responsible for Implementation. The Lead Agency for the program's implementation is the Economic and Community Development Department. The responsible party is the Economic and Community Development Director.

Implementation Schedule. Required zoning ordinance updates will take place by the end of 2022. The remainder of the program will be implemented throughout the 6th Cycle planning period.

Program 32: Homelessness Solutions.

Detail. The City will continue to provide Tenant-Based Rental Assistance (TBRA) vouchers and Homeless Tenant-Based Rental Assistance (HTBRA) vouchers for homeless individuals and focus on transitioning them into permanent housing through case management services offered through TBRA and HTBRA. These services include budget education, employment services, job search assistance, interview preparation, computer skills, and transportation assistance. The City connects homeless individuals to these case management services by referring them to the local Coordinate Entry System through Los Angeles Homeless Services Authority, Saint Margaret's Center.

City's Role in Implementation. The Inglewood Housing Authority has been implementing this program. The Inglewood Police Department also helps manage the homeless population, providing pamphlets on housing, social, and other services in the community. The Police Department's efforts are coordinated through a four-member special homelessness unit. The responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Source of Funding. HOME Funds.

2021-2029 Program Objectives. The City will continue to provide homeless services through voucher programs and case management services.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to operate this program.

Program 33: Veterans Affairs Supportive Housing.

Detail. This program provides case management and processing of landlord payments for monthly rental assistance and security deposits for 44 extremely low-income seniors, permanently disabled residents, and honorably discharged veterans. The City recently received an allocation of 50 additional vouchers and is actively trying to place those vouchers.

City’s Role in Implementation. The Inglewood Housing Authority manages landlord payments for honorably discharged veterans and other vulnerable populations.

Source of Funding. HUD Funds.

2021-2029 Program Objectives. The City will continue to support the housing needs for these low-income and special populations.

Agency Responsible for Implementation. Inglewood Housing Authority. Responsible party is the Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The Inglewood Housing Authority will continue to operate this program.

Program 34: Developmentally Disabled Housing Outreach.

Detail. The City will continue to work with the Westside Regional Center (WRC) to implement an outreach program to inform families about services for those with developmental disabilities.

City's Role in Implementation. The City works with the WRC to educate applicable families. The responsible party is the Economic and Community Development Director and Housing Authority Programs Manager or equivalent.

Source of Funding. City General Funds.

2021-2029 Program Objectives. The City will continue to support families with developmentally disabled members by providing information about special services.

Agency Responsible for Implementation. Economic and Community Development Department and Inglewood Housing Authority. Responsible party is the Economic and Community Development Director and Inglewood Housing Authority Programs Manager or equivalent.

Implementation Schedule. The City will continue to support families with developmentally disabled members by providing information about special services.

Appendix F: Public Participation & Community Engagement

Stakeholder Interviews

City staff and the consultant team conducted eleven stakeholder interviews with a total of fifteen stakeholders representing long-time residents, residential landlords, housing affordability advocates (who include local clergy) and affordable and market-rate housing developers/designers. Interviewees were nominated by City Councilmembers, staff and consultants. Interviews were semi-structured and designed to gather input from stakeholders on a range of issues related to housing in their area of familiarity or expertise. The interviews were held prior to the development of the draft Housing Element.

The long-time residents interviewed, who were all homeowners, expressed excitement for the improvements that are coming to Inglewood, including SoFi Stadium and anticipated new shops, restaurants, and markets. While many of their peers have left the City, realizing cash gains on the value of their homes, these residents have stayed in Inglewood and invested their time and resources in the community, their homes, and often, other rental properties. Now finally, the stigma that had been over their community is going away.

With all the changes that are coming, however, long-time residents are concerned about keeping a cohesive sense of community in Inglewood. Several feared the loss of the “community spirit” among the people who have been active for many years. There is a broad perception that incentives are lined up for current residents -whether renters or homeowners- to move away, “pushing out” both of those groups. This is not to say that the residents interviewed fear ethnic or demographic change. Some of them were themselves harbingers of change in the 1960’s as they bought their homes from departing White families. However, there is a strong sense that newcomers to the city should adapt to its culture and congeal with the existing community.

As to how housing types play into this discussion, several stakeholders expressed a concern that renters and residents of multifamily housing would not have the same level of involvement in the community as single-family homeowners. Therefore, a significant amount of emphasis was placed in discussions on enabling Inglewood families to be able to access homeownership, a goal that seems more out of reach every year. Several recalled a program in place in the 1980’s which provided down payment assistance to local families, and recommended a similar program. Discussion was also had about new affordable condominium or townhome development. Varying opinions were held about the use of single-family homes for short-term

rentals. At least one stakeholder reported using one currently as a full-time short-term rental property.

While multifamily development was not at the top of longtime residents' wish lists, there was strong recognition of the need for senior housing, including affordable senior housing; some residents also recognized that new multifamily housing, and new development more generally, could provide much needed fiscal contributions to the City. They hoped that such projects could improve City services without increasing property taxes beyond their existing rates. Stakeholders representing for- and non-profit development entities active in the City reported that the landscape for housing development improved markedly in the City from 2015-2019 due to market and zoning changes. The COVID-19 pandemic has increased uncertainty significantly, though development interest remains high. At least one market-rate developer has sold an entitled project to a non-profit developer for permanent supportive housing because affordable housing provides a much more predictable cash flow.

Those who had submitted permit applications with the City were appreciative of City staff. However, they recommended that processes be more objective. They believed that the City's zoning code is obsolete, leading to City staff to ask for modern features that are not mentioned in the zoning code and creating unexpected costs on the part of developers. A similar issue arises with off-site infrastructure improvements and regulations relating to the use of public right-of-way. Negotiations related to these issues have led to protracted entitlement and permitting processes, and developers feared that maintaining current processes with the same staffing level would lead to increased delays at a time when development applications are increasing in the City.

Finally, most of Inglewood's developers (especially the well-capitalized ones capable of building large projects) also work in the City of Los Angeles. Los Angeles provides certain development standard relaxations through its Transit Oriented Communities program which developers are generally also requesting in Inglewood. In particular, minimum parking requirements under Transit Oriented Communities are lower than those given in Inglewood's Citywide standards and TOD Plans. On the other hand, the Transit Oriented Communities program also demands inclusionary (on-site affordable) housing, which may open up an opportunity for a similar program in Inglewood. Developers interviewed generally agreed that an inclusionary zoning mandate would be doable in Inglewood, although there were concerns offered about the reduction in property values that might occur if such a mandate were imposed without accompanying by-right development incentives.

Developers and housing advocates agreed that the Inglewood Basketball and Entertainment Center (IBEC) development agreement provides a good framework and beginning for having locally-generated funds that the City of

Inglewood can direct to the creation of affordable housing. Advocates stated more generally that new jobs-inducing development should address its effect on the local housing market; for example, developments that create many low-income jobs, such as retail, should play a role in creating more local affordable housing to avoid long commutes and the resulting congestion. A jobs-housing linkage fee was suggested as a way to do this.

Locally-generated housing funds could help the City leverage outside monies, as the City has done by using Project Based Vouchers to leverage tax credits and other sources for its forthcoming Beach Avenue affordable development. There was also a suggestion of the City using local housing funds to acquire suitable housing sites and then let developers privately finance affordable housing projects.

Across all stakeholders, a variety of opinions were noted about the City's 2019 Housing Protection Ordinance. Some of the longtime residents who are also landlords expressed dissatisfaction, stating that the ordinance had "locked in" their properties at below market rates, and advocating an increase in the yearly allowable rent increase. (An amendment to the Housing Protection Ordinance was made in 2020 to address these concerns.) Local clergy and advocates expressed satisfaction with the ordinance, noting that the impetus of the successful campaign had been rapid rent increases in the years prior, significant displacement, educational instability resulting from local schoolchildren being constantly moved from home to home and school to school, and the poor quality of much rental housing despite the lack of rent stabilization. They did express an ongoing desire to work with mom-and-pop landlords, however.

Public Workshops

Approximately 20-25 members of the public joined the two virtual public workshops held on December 8, 2021. The workshops presented the key contents of the draft Housing Element released on November 24. Comments and questions were received via chat and Q&A functions during the webinar. Many questions were factual in nature and revealed a desire among engaged members of the community to understand more about housing policy and housing markets and have accessible data about housing in their community. The videos prepared for the project assisted in this task.

Throughout the questions and comments received, several workshop attendees exhibited an overall concern for protecting low-income members of the community from displacement. This concern has been taken into account with the 2019 Housing Protection Ordinance and new programs and measures included in this Element. Some members of the public questioned why the City was planning for more above-moderate income housing when the deepest need was for very low and low-income housing. One of the videos produced for

the project outlining how affordable housing is generally constructed with public subsidy (which is limited) or through inclusionary zoning.

Other members of the public and community leaders cited a lack of parking in Inglewood as a major constraint to new development and expressed the need for data to back up any adjustments to the City's parking standards, which already include lower ratios in transit-oriented development areas. Members of the community also questioned whether new commercial developments should bear more responsibility for changes in the City's housing market.

Appendix G: Summary Of Recent Housing Legislation

The 2021-2029 Housing Element reflects the evolving legislative priorities of the California Legislature and Senate. This included a number of housing-related bills in 2020 that addressed streamlining housing approvals, affordability issues, and responses to the COVID-19 pandemic of 2020-2021.

COVID-19 Responses

- Assembly Bill (“AB”) 3088 – COVID-19 Emergency Relief (Chiu) protected tenants from evictions between September 1, 2020 and January 31, 2021 due to COVID-19 related financial hardship provided the tenant pays at least 25% of the rent due to the landlord. Landlords can eventually recover all unpaid rent from the tenant in small claims court, but it can never be the basis for an eviction. On January 29, 2021, Governor Newsom extended the eviction moratorium through June 30, 2021.
- AB 1561 – Housing Entitlement Extension (Garcia) extended the period for the expiration, effectuation or utilization of a housing entitlement that was in effect on March 4, 2020 and will expire before December 31, 2021 by 18 months. Housing entitlements include discretionary and ministerial approvals from a state or local agency, but exclude development agreements, a preliminary application under SB 330, and an application for a SB 35 permit.

Density

- AB 2345 – Density Bonus Law (Gonzalez and Chiu) allows local jurisdictions the authority to grant additional concessions and incentives above and beyond what is currently provided under state Density Bonus Law, including the increase of the maximum density bonus to up to 50% based on an updated sliding scale of housing affordability. The legislation also includes a uniform method to measure the distance between a major transit stop and a project location to maximize the number of eligible properties within a half-mile radius of a major transit stop. The bill also reduces maximum parking requirements for eligible projects and eliminates parking requirements for 100% affordable projects and senior housing projects that meet specified criteria.

Streamlining Housing Approvals

- AB 1851 – Parking Lot of Religious Institutions (Wicks) prohibits a local jurisdiction from denying a housing development project proposed by a religious institution, or a developer working with a religious institution, solely on the basis that the project will reduce the total number of parking spaces available at the place of worship, provided that the total reduction does not exceed 50% of existing parking spaces. The bill authorizes a local jurisdiction to require up to one parking space per unit for a religious institution affiliated housing project.
- AB 3182 – Right to Rent in HOAs / ADU Permits (Ting) prohibits a Home Owners Association from adopting or enforcing a provision that restricts the rental or lease of a house or condo, except that the HOA may restrict short-term rentals of 30 days or less. This legislation deems a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.
- AB 831 – Modifications and Clarifications to SB 35 (Grayson) amends SB 35, which allows some housing and mixed-use projects to qualify for a streamlined, ministerial CEQA- exempt approval process if the project meets the local government’s objective zoning and design review standards, provides a specific minimum number of affordable housing units, agrees to pay prevailing wages, and meets other qualifying criteria. It also helps ensure that cities do not use post-entitlement review processes to avoid the intent of SB 35’s ministerial approval process.
- AB 168 – Tribal Resources (Aguiar-Curry) requires local governments to conduct a scoping consultation with Native American Tribes before processing a SB 35 application to determine if the proposed development could impact a potential tribal cultural resource. The bill makes a project ineligible for streamlining under SB 35 if the Native American Tribe does not agree that no potential tribal cultural resource would be affected by the proposed development. This bill took effect on September 25, 2020.
- SB 1030 – Housing Omnibus (Wiener) provides minor technical fixes to existing housing legislations. It revised the definition of “deemed complete” under the Housing Accountability Act (SB 330) to include the submission of a completed application if the applicant has not submitted a preliminary application. This bill took effect on September 25, 2020.
- AB 3308 – Teachers Housing (Gabriel, Mullin, and Quirk-Silva) permits school districts to restrict occupancy on land owned by school districts to teachers and school district employees of the school district that owns the land. This includes permitting school districts and developers in receipt of tax credits designated for affordable rental housing to retain the right to prioritize and restrict occupancy on land owned by school districts to teachers and school district employees.

Planning

- AB 725 – Housing Element Location Designation Requirements (Wicks) imposes new requirements for city housing element updates that are required to be prepared under the already underway 6th Cycle of the Regional Housing Needs Assessment (“RHNA”) process. AB 725 requires that cities designate sites to meet at least 25% of a jurisdiction’s share of the regional housing need for moderate-income housing, and at least 25% of a jurisdiction’s share of the regional housing need for above moderate-income housing. For these sites, zoning that allows at least 4 units of housing, but not more than 100 units per acre of housing, is required. This bill will take effect on January 1, 2022.

CEQA

- SB 288 – New CEQA Exemption for Sustainable Transportation Projects (Weiner) creates a new CEQA exemption for certain classes of qualifying transit-related projects until January 1, 2023. To qualify, the project must be carried out by a public agency, be located in an urbanized area and within an existing public right-of-way, not require demolition of affordable housing units, be completed by skilled and trained workforces, and not entail adding physical infrastructure that would increase new automobile capacity.

Tenant & Homeowner Rights

- AB 2463 – Ban on Forced Sale of Home Due to Consumer Debt (Wicks) prohibits a sale under execution of a judgment lien of a judgment debtor’s principal place of residence based on a consumer debt unless that debt was secured by that principal place of residence at the time it was incurred.
- AB 2782 – Mobile Home Rent Control (Stone) allows rent control on mobile home leases that are more than 1 year long. This legislation will take effect on January 1, 2025.
- SB 1079 – Foreclosure Sales (Skinner) requires a seller to receive offers from tenants and potential owner-occupiers in a foreclosure sale. The legislation prohibits the bundling of properties during an auction. This legislation will be operational between January 1, 2021 and January 1, 2026.
- SB 1157 – Optional Credit Reporting for Tenants (Bradford) allows tenants in certain buildings who want to build a credit history to request that their landlord report their rent payments to a credit agency. This legislation will be operational between July 1, 2021 and July 1, 2025.
- SB 1190 – Right to End Lease Early for Victims of Violent Crime (Durazo and Rubio) authorizes a tenant to terminate their tenancy

without penalty because an immediate family member, as defined, was the victim of a crime, and would expand the list of eligible crimes to include, among others, a crime that caused bodily injury or death. The legislation authorizes a tenant to attach to the notice any form of documentation that reasonably verifies that the qualifying crime or act occurred.

Some of these 2020 legislation priorities created deficiencies in the City’s 5th Cycle Housing Element and/or Zoning Ordinance that required follow-up through this update of the Housing Element. Table G-1 summarizes some of those deficiencies.

Comparison of Recent Housing Legislation Against Housing Element		
Recent Housing Legislation	City of Inglewood Housing Element	Omission or Deficiency?
AB 2345 – Density Bonus Law (Gonzalez and Chiu) allows local jurisdictions the authority to grant additional concessions and incentives above and beyond what is currently provided under state Density Bonus Law, including the increase of the maximum density bonus to up to 50% based on an updated sliding scale of housing affordability.	The existing Housing Element noted that the City’s zoning ordinance did not provide density bonuses for affordable housing. The City has since adopted an ordinance in October 2020.	The Housing Element update will recognize the City’s adoption of density bonus provisions and could note the updated sliding scale allowances provided by AB 2345.
AB 1851 – Parking Lot of Religious Institutions (Wicks) prohibits a local jurisdiction from denying a housing development project proposed by a religious institution, or a developer working with a religious institution, solely on the basis that the project will reduce the total number of parking spaces available at the place of worship, provided that the total reduction does not exceed 50% of existing parking spaces.	The existing Housing Element did not address the potential for religious institutions to use incentives such as AB 1851 to produce housing.	The Housing Element update will recognize the opportunity to produce housing on sites owned by religious organizations.
AB 725 – Housing Element Location Designation Requirements (Wicks) requires that cities designate	The existing Housing Element did not include such mandated	Like all cities updating Housing Elements in the 6 th cycle, the Housing

<p>sites to meet at least 25% of a jurisdiction’s share of the regional housing need for moderate-income housing, and at least 25% of a jurisdiction’s share of the regional housing need for above moderate-income housing. For these sites, zoning that allows at least 4 units of housing, but not more than 100 units per acre of housing, is required. This bill will take effect on January 1, 2022.</p>	<p>targets for moderate-income and above moderate-income housing.</p>	<p>Element update will need to designate sites to ensure that at least 25% of the City’s RHNA share is moderate-income housing and that 25% of its share is for above moderate-income housing.</p>
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Figure G-1.

Summary of Pending Housing Legislation (as Spring 2021)

Since the adoption of the 2014-2021 Housing Element, substantial legislation in Sacramento has been added. Most of these housing laws addressed topics like permit streamlining, tenant rights, and homeowner rights that are not addressed by the broad programs called for the by the City. However, some of these developments will necessitate updates to applicable policies in the upcoming Housing Element update. The following table identifies major pending State housing legislation as of Spring 2021 since the 5th Cycle Housing Element was adopted.

As of Spring 2021, the 2021-2022 California legislative session began with a focus on the housing crisis with a “Building Opportunities for All” housing package. This includes a number of bills that builds upon the housing production bills from the 2020-2021 legislative session that failed to pass out of committee or gain concurrence votes before the session ended. The Building Opportunities for All housing package includes the following Senate Bills (“SB”):

- SB 5 (Atkins, Caballero, McGuire, Rubio, Skinner and Wiener) establishes the broad, initial framework for a statewide housing bond that would fund the creation of new affordable housing for houseless and low-income families. Further details will be crafted as the legislative session progresses.
- SB 6 (Caballero, Eggman and Rubio) allows specified housing development projects in office or retail commercial zones. In authorizing the conversion of underutilized strip malls or “big box” stores to residential spaces, SB 6 requires the residential units be built at a minimum density to accommodate affordable housing. This is similar to last session’s SB 1385, which was also introduced by Senator Anna Caballero.

- SB 8 (Skinner) is a placeholder for a density bonus bill.
- SB 7 (Atkins) renews the effort to extend the streamlined CEQA judicial review process developed for Environmental Leadership Development Projects under the 2011 Jobs and Economic Improvement Through Environmental Leadership Act (AB 900). SB 7 would extend the 2021 “sunset” of AB 900 through 2024. Pro Tem Toni Atkins also introduced last session’s version of this bill, SB 995.
- SB 9 (Atkins, Caballero, Rubio and Wiener) allows duplexes and lot-splits in single-family residential zones by-right, if the proposed development meets certain requirements. This is a reintroduction of last session’s SB 1120. It retains the arbitrary and impractical requirement that, for a subdivision map to qualify for ministerial approval, the two new parcels that replace the existing single parcel must be of equal size.
- SB 10 (Wiener) grants local governments the ability to rezone parcels close to job centers, transit and existing urbanized areas to allow up to 10 residential units without undergoing CEQA review. Last year’s version of this bill was SB 902, also introduced by Senator Scott Wiener.

In addition to the Building Opportunities for All housing package, there are other proposed Senate bills aimed at housing reform.

- SB 15 (Portantino) establishes a grant program to incentivize local governments to rezone idle retail sites for the development of workforce housing.
- SB 290 (Skinner) revises the Density Bonus Law to create more low-income student housing and for-sale housing for moderate-income residents. The bill includes identical language from SB 1085, which failed in 2020 when the Legislature ran out of time for a concurrence vote.
- SB 12 (McGuire) establishes new requirements for addressing wildfire risks in general plan safety, housing, and land use elements. Of note, the bill directs the Department of Housing and Community Development to take into consideration how much land within a jurisdiction is considered a “very high fire risk area” when determining the RHNA allocation. SB 12 also requires land use elements to identify very high fire risk areas and prohibits local governments from entering into development agreements, approving specified discretionary permits, or approving subdivision maps for projects within a very high fire risk area, unless specified findings based on substantial evidence in the record are made.
- SB 55 (Stern and Allen) prohibits new development in very high fire severity zones or state responsibility areas.

- AB 71 (Rivas and Chiu) would dedicate \$2.4 billion annually to houselessness solutions. Revenue sources include state adoption of the federal Global Intangible Low-Taxed Income, which taxes certain intellectual property generated overseas. The bill would create the Bring California Home Fund in the State Treasury.
- AB 49 (Petrie-Norris) would eliminate the California Debt Limit Allocation Committee — which, among other projects, finances affordable housing. The bill would move the committee’s duties and authority to the California Tax Credit Allocation Committee, also in the State Treasurer’s Office.
- AB 68 (Salas) would implement recommendations from the recent auditor’s report on the performance of the state’s housing agencies and local impediments to housing production. The report found that the state’s four key financing agencies lack coordination and alignment and that “State law and oversight are not strong enough to ensure that cities and counties are doing their part to facilitate the construction of affordable housing.”
- SB 478 (Wiener), also known as the Housing Opportunity Act, would change land use restrictions such as FAR and lot size requirements. This is an effort to ensure that small scale development can be developed where they are legal based on zoned density, and most importantly that FAR and lot size requirements would not be able to stop these developments. SB 478 proposes two specific statewide policy changes: establishing a minimum floor area ratio (FAR) that cities could impose on all land zoned for two to ten residential units, and establishing minimum lot sizes for parcels that are 2-4 units and for parcels that are 5-10 units.
- AB 1199 (Gipson) would create a database of rental properties, levy a tax on the rental profits of some people or entities holding many properties, and use the funds to support services for tenants and small landlords.
- SCA 2 (Allen, Wiener) would repeal Article 34 of the California constitution which requires a vote on public housing projects.
- SB 477 (Wiener) will require local governments to keep track of data needed to evaluate the impact of state laws on local housing availability and affordability.
- AB 59 (Gabriel) will increase the noticing period for new or increased development impact fees and extends time that a new or increased fee may be challenged.
- AB 115 (Bloom) requires all jurisdictions to allow for residential development in commercially zoned areas provided that the development reserves 20% of the units for affordable housing.
- AB 215 (Chiu) is an intent bill to strengthen HCD’s housing law enforcement authority.

- AB 244 (Rubio) requires TCAC, CDLAC, and the California Housing Finance Agency to conduct an affordable housing cost study across all state funded housing projects.
- AB 345 (Quirk Silva, Medina) clarifies rules around the selling of ADUs built by nonprofit organizations for low income homeownership. Would allow ADUs built by nonprofits, like Habitat for Humanity, to be sold separate from the primary residence.
- AB 348 (Villapudua, Carillo, Mathis, Patterson, Salas, Jones) requires HCD to conduct an annual summary report that discloses the amount of state, federal, and private funding spent on affordable housing development throughout the state.
- AB 387 (Lee, Wicks) Establishes the California Housing Authority to develop affordable and mixed-income housing.
- AB 561 (Ting, Bloom, Hertzberg, Boerner Horvath, Quirk-Silva) Requires the Office of the Treasurer to work with CalHFA and HCD to create an Accessory Dwelling Unit financing product to assist homeowners in the creation of ADUs.
- AB 571 (Mayes) prohibits affordable housing or inclusionary zoning fees on the bonus units of a project using the state density bonus.
- AB 602 (Grayson) is a spot bill on residential development impact fees.
- AB 617 (Davies) allows jurisdictions the option of paying other jurisdictions to transfer all or a portion of their Regional Housing Needs Assessment allocation.
- AB 672 (Garcia) is an intent bill to enable to use of underutilized golf courses for affordable housing.
- AB 678 (Grayson) is a spot bill on residential development impact fees.
- AB 682 (Bloom) requires cities to allow cohousing projects in areas zoned for multi-family residential.
- AB 816 (Chiu, Bloom, Bonta, Quirk-Silva, Santiago, Wicks) requires the creation of a statewide plan for addressing homelessness and allows for legal action against jurisdictions who do not make progress towards meeting the plan's goals.
- AB 834 (Choi) creates a tax credit for property owners renting to tenants receiving housing assistance.
- AB 880 (Aguilar-Curry) establishes the Affordable Disaster Housing Revolving Development and Acquisition Program within HCD to fund the creation and preservation of affordable housing in disaster areas.
- AB 916 (Salas) prohibits public hearings for proposed room additions for single family homes and expands allowable ADU height to 20 feet.
- AB 919 (Grayson) reduces the statute of limitations for construction defects from 10 to 5 years for projects that use a skilled and trained workforce.

- AB 946 (Lee) eliminates mortgage interest deduction on second homes and transfers resulting revenues to the Home Purchase Assistance Fund.
- AB 950 (Ward) authorizes the Department of Transportation to sell excess land to jurisdictions for the purpose of creating affordable housing.
- AB 978 (Quirk-Silva, Chiu, Garcia, Luz Rivas, Robert Rivas) extends rent cap and just cause eviction protections established in the Tenant Protection Act of 2019 to mobile home residents.
- AB 1029 (Mullin, Caballero, Becker) adds housing preservation policies to HCD's list of local prohousing policies.
- AB 1068 (Santiago) requires HCD to create a model plan for the use of alternative forms of housing, including modular housing, for the purpose of cost reduction.
- AB 1090 (Quirk-Silva, Caballero, Gabriel, Rivas, Salas, Wicks, Eggman) establishes the Legislative Task Force on the California Master Plan on Homeownership which will submit a report to the legislature in October 2022.
- AB 1143 (Berman) and SB 649 (Cortese) allow jurisdictions to create local preference policies for affordable housing developments to local residents at risk of displacement.
- AB 1188 (Wicks, Kalra, Wiener) requires cities to create and maintain a rental registry by 2021 covering all landlords who own or operate five or more units.
- AB 1277 (Rubio) creates an expedited judicial review process for CEQA for student housing project.
- AB 1372 (Muratsuchi) requires every jurisdiction to provide access to temporary shelter to every houseless individual.
- AB 1377 (McCarty) creates the California Student Housing Revolving Loan Fund to provide loans for the purpose of constructing affordable student housing.
- AB 1401 (Friedman, Lee, Skinner, Wiener) prohibits parking minimums for residential or commercial projects near transit or within low vehicle miles traveled areas.
- SB 490 (Caballero, Skinner, Garcia) establishes the Housing Acquisition and Rehabilitation Technical Assistance Program to provide technical assistance.

Appendix H: Affirmatively Furthering Fair Housing (AFFH)

Assessment of Fair Housing

This portion of the Housing Needs Analysis is focused on assessing the state of fair housing in the City of Inglewood, in keeping with AB 686. California jurisdictions are required to affirmatively further fair housing (AFFH) through meaningful actions “that, taken together, address significant disparities in housing needs and in access to opportunity for all groups protected by state and federal law by:

- i. Replacing segregated living patterns with integrated and balanced living patterns
- ii. Transforming racially and ethnically concentrated areas of poverty into areas of opportunity (without displacement)
- iii. Fostering and maintaining compliance with civil rights and fair housing laws
- iv. Note: meaningful actions include actions that will promote fair housing opportunities for low- and moderate-income tenants and tenants of affordable housing, including subsidized housing.” (Government Code 8899.50 (a)(1))

This analysis analyzes five housing issue areas:

- 1. Fair housing enforcement and outreach capacity
- 2. Segregation and integration
- 3. Racially or ethnically concentrated areas of poverty
- 4. Access to opportunity
- 5. Disproportionate housing needs within the jurisdiction, including displacement risk

This AFFH appendix provides analysis at the local (jurisdictional) level as well as regional analysis. Regional analysis typically compares trends in Inglewood to those in the neighboring cities of Hawthorne, Lawndale and Gardena, as well as neighborhoods within the City and unincorporated County of Los Angeles, such as Lennox and West Athens. In some cases, where mentioned specifically, the appendix also compares trends in Inglewood to those in the broader South Bay, Westside and South Los Angeles regions.

Fair Housing Enforcement and Capacity

This Housing Element is compliant with existing State fair housing laws and regulations. The City of Inglewood refers equal housing complaints to the Fair Housing Council of Los Angeles County, which acts as an independent third-party to discrimination complaints. There are few complaints which are received by the City, and fair housing complaints were not identified through community outreach activities related to the Housing Element. HCD's AFFH viewer indicates that Inglewood also has a low incidence of fair housing related cases, 36 cases from 2013 to 2021 or 0.31 cases per 1,000 people.

The City of Inglewood takes fair housing complaints seriously. Housing Element Program #28 (Fair Housing and Tenants' Rights Program) identifies the actions that the City will take to address fair housing enforcement, including wide dissemination of information and providing dedicated staff to refer complaints to the Fair Housing Council. Additionally, the City's Housing Protection Ordinance (Program 27) limits increases in rents for properties which are older than 15 years of age, provides for just cause eviction protections, anti-harassment provisions, and rental registry requirements.

Since the number of fair housing complaints is small there are no discernable patterns when it comes to the impacts on protected characteristics and geographic trends. Additionally, HCD AFFH Data Viewer does not display fair housing inquiries by Census Tract or Block Group.

Within the region surrounding Inglewood, the frequency of fair housing complaints is similar to the frequency in Inglewood.

Segregation and Integration

According to HCD's AFFH Guidance segregation "means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic status." Integration means a condition in which there is not a concentration of any type of persons.

Over the past sixty years, the population of Inglewood has been majority low-income, people of color. However, as Inglewood experiences an influx of investment into the City, the demographics are beginning to shift. According to the 2015-2019 ACS 5 Year data, the population of Inglewood is 51% Latino, 40% Black, 9% White, 2% Asian, and 2% two or more races. Evidently, the City remains majority people of color, namely Black and Latino. However, as seen in Appendix A of this Housing Element, there has been an increase of White and Asian/Pacific Islander residents in recent years.

According to HCD’s AFFH Data Viewer, approximately half of the Census tracts within the City feature a strong Latino majority and half feature a strong Black majority. The bulk of Latino majority tracts are located mainly in the southern half of the City, with the exception of two tracts located in the Northeast corner, along W 64th Street and West Boulevard. The Black majority tracts are located in the North section of the City, with their dominance being strongest in the Northeast section of the City. In the Northwest corner of the City there appears to be integration happening, as the Black population is only dominant by less than 10%.

The majority of Census tracts within the region surrounding Inglewood also feature a split of Latino majority and Black majority Census tracts. To the south of Inglewood, there are more Latino majority tracts while to the North and East of Inglewood there are more Black majority tracts.

The reasons for this pattern along with shifting demographics in Inglewood are many, and stem from historical and regional factors. Inglewood was largely developed in the interwar and postwar years as a community for White, working-class families whose heads of household largely held blue-collar jobs in aerospace. However, Inglewood was disfavored for investment compared to other, wealthier communities with less exposure to industrial contaminants. Figure H-1 shows that Inglewood was disfavored/redlined by the Home Owners Loan Corporation (HOLC) in the 1930’s. The majority of the City was classified as Class C – “Declining” and portions around the City’s borders were classified as Class D – “Hazardous.”

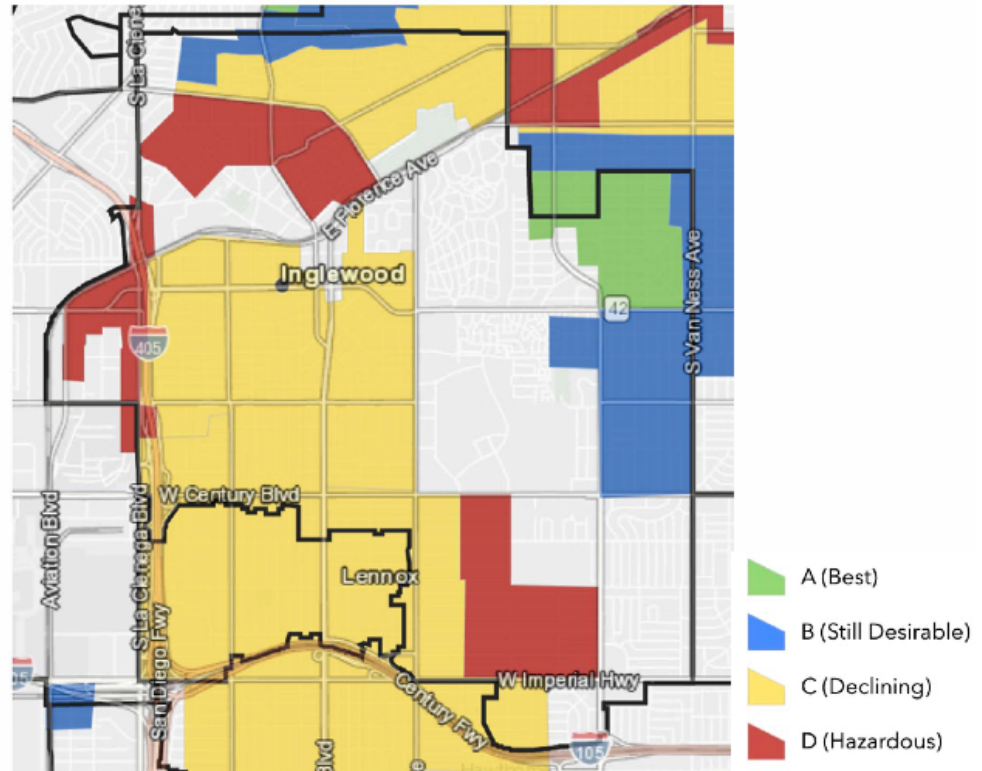


Figure H-1: Redlining in Inglewood.

Source: HCD AFFH Data Viewer and University of Richmond 2021.

However, three of the six higher-income Census block groups in Inglewood were not redlined. The remaining three higher-income Census block groups were labeled Class A – “Best”, Class B – “Still Desirable”, and Class C – “Declining”. The majority of those tracts labeled Class C – “Declining” and Class D – “Hazardous” are now lower-income areas with median household incomes of above \$30,000 and below \$55,000.

In the decades following World War II, the White population began to depart the area for Orange County and other more suburban jurisdictions. In the 1960s, at the same time that Whites were leaving Inglewood, Black residents were newly settling in Inglewood. Prior to the 1960s, Blacks had lived around the borders of Inglewood, however, during the 1960s Black residents began moving into Inglewood proper. Soon Black residents would make up the majority of the City’s population and Inglewood would become a hub of Black life and culture in Los Angeles County.

During the 1970s and 1980s, a large, sustained wave of immigration from Latin America began and filled in many neighborhoods of Los Angeles County. Today, the population of Inglewood is 51% Latino and 40% Black. Today, despite some of the recent changes mentioned above, the population of

Inglewood remains quite segregated from Whites, who continue to live in surrounding communities on the Westside and South Bay.

Median household income in Inglewood has experienced a significant shift over the last decade. According to ACS 2015-2019 5-year data, the City of Inglewood’s median household income increased by \$10,940 over the last decade to \$54,400. Inflation does account for much of this increase. However, it is also clear there has been an influx of higher income households into Inglewood. Despite the increase over the last decade, Inglewood is significantly poorer than the Los Angeles region as a whole, with a median household income of \$54,400 compared to the County at \$68,044. While Inglewood is considered lower-income in the County context, within the surrounding region Inglewood’s median household income is average.

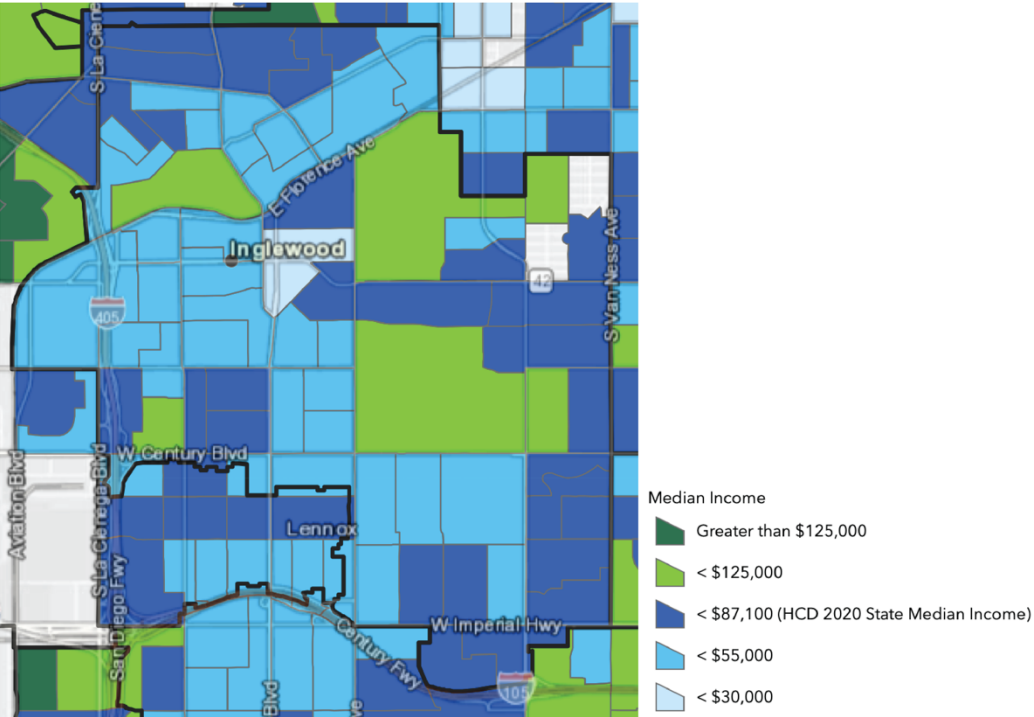


Figure H-2: Median Household in Inglewood.

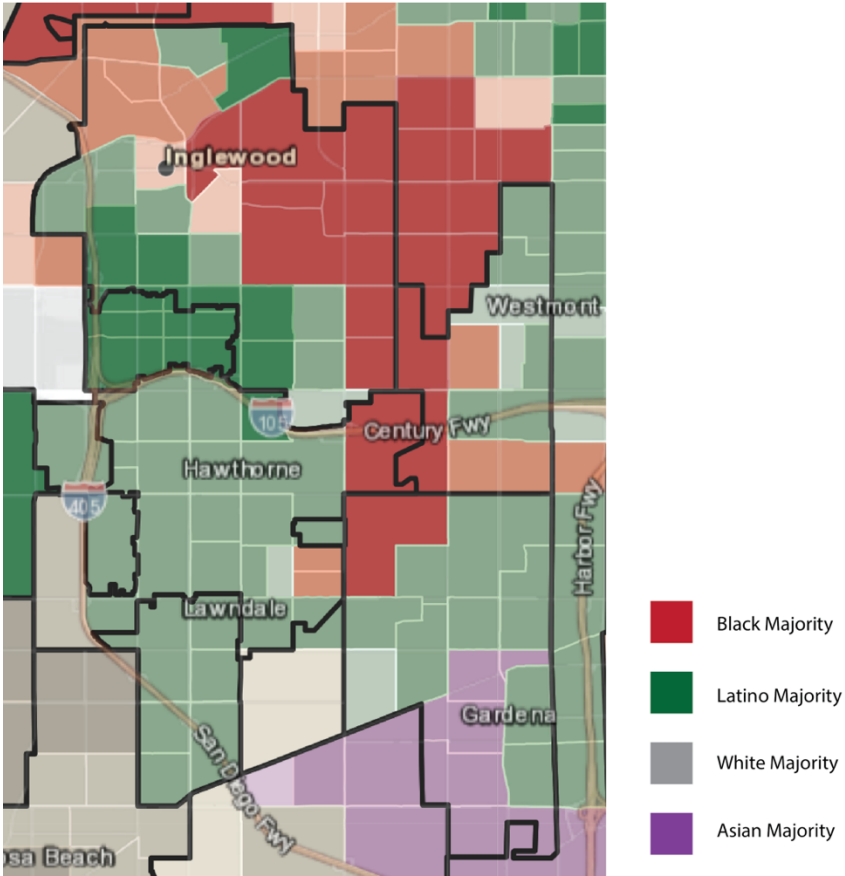
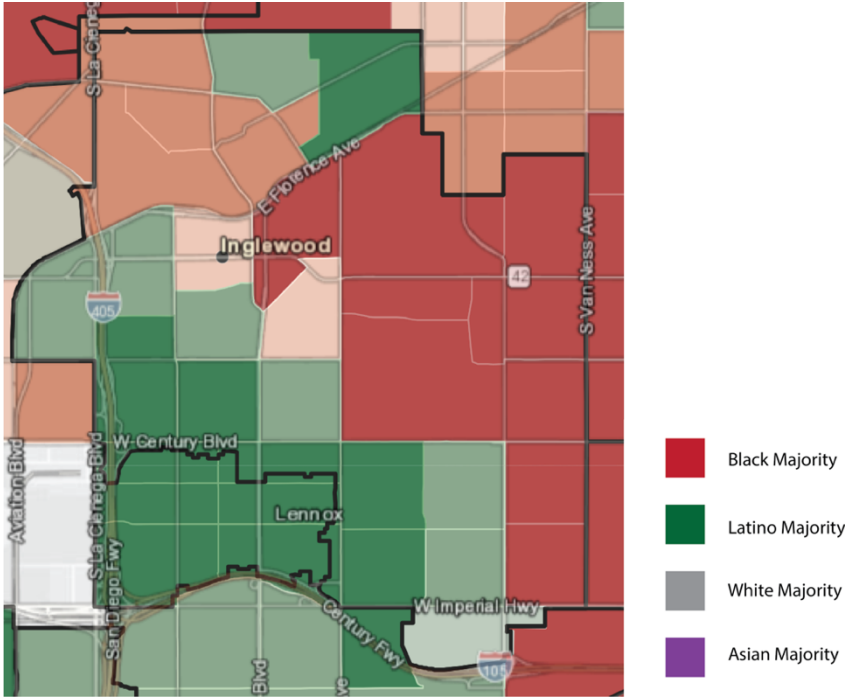
Source: HCD AFFH Data Viewer.

According to HCD’s AFFH Data Viewer (see Figure H-2) based on 2015-2019 ACS 5-year data, there are six Census block groups in Inglewood with median household incomes above \$87,100 and below \$125,000, approximating the Moderate and a portion of the Above Moderate income levels. Of note, two of these six higher-income Census block groups contain major non-residential uses (at this time) including Hollywood Park and Inglewood Park Cemetery. Therefore, the residential sample sizes within these two Census block groups

are quite small and might be skewing the measurement of median household income. The other four higher-income Census block groups are located in small pockets to the northwest bordering Florence Avenue to the north, to the southwest bordering South Inglewood Avenue and West 95th Street, to the Northeast along West 76th Street and Crenshaw Boulevard, and to the East bordering Crenshaw Boulevard and W Century Boulevard. Due to the dispersed nature of these higher income Census block groups no pattern can be discerned.

The remaining Census block groups in Inglewood are split between block groups that have median household incomes of above \$55,000 and below \$87,000 and block groups that have median household incomes of above \$30,000 and below \$55,000. However, based on the Data Viewer (Figure H-2) it appears the split favors block groups with median household incomes of above \$30,000 and below \$55,000. The block groups with median household incomes between \$55,000 and \$87,000 tend to be located along the border of the City, to the North, East, West, and South. Lower-income Census block groups with incomes between \$30,000 and \$55,000 are located mainly in the middle of the City, although some of these tracts are located along the border of the City to the West.

Five of the six higher-income (between \$87,100 and \$125,000) Census Block groups in Inglewood are Black majority tracts, with the one remaining higher-income block group being a Latino higher-income block group. Approximately half of the Census block groups with median incomes between \$55,000 and \$87,000 are Black majority groups. The other half of these block groups are Latino majority groups. Lastly, the majority of the lower-income block groups in Inglewood are Latino majority groups. See Figures H-3 and H-4 for the local and regional racial majority maps. The intensity of the color in the legend indicates how strong of a majority exists in each Census tract. The darker shades of red, green, grey, or purple indicate a predominant majority while the lighter shades indicate a slim majority.



Figures H-3 and H-4: Local and Regional Racial Majority Maps.

Source: HCD AFFH Data Viewer.

According to 2015-2019 ACS 5-Year data the rates of poverty within Inglewood Census tracts range from 5.3% to 27.9% of the population. The two tracts with the highest rates of poverty (27.9% and 25.6% respectively) are located in the central northern and central southern areas of the City along South La Brea Avenue. The northern tract overlaps with a Black majority tract while the southern tract overlaps with a Latino majority tract. The rest of the Census tracts with rates of poverty over 20% are located in the Southern portion of the City, the central portion of the City, and the Western portion of the City.

Within the surrounding region, Inglewood has the most Census tracts with higher rates of poverty. Other cities within the surrounding region do experience poverty, just not as much poverty as Inglewood experiences. Poverty rates are significantly higher to the east of the City, along the I-110 corridor.

According to 2014-2018 ACS 5-Year data from HCD's AFFH Data, 7.9% to 18.4% of residents in Inglewood's Census tracts are disabled. The majority of Census tracts in the City feature the same percentage rate of disabled residents, between 10 to 20% disabled residents. The few Census tracts with lower percentage rates of disabled residents are located in the southern and western portions of the City. There is no pattern between the ways in which disabled residents are distributed throughout the City and the racial spatial patterns. Additionally, there is no pattern between the ways in which disabled residents are distributed throughout the City and the median household income distribution or poverty distribution.

Within the region, the percent of each city's population with a disability remained low, ranging from 0% to 20%. Census tracts with higher percentages of disabled residents exist to the direct North, in and around Downtown Los Angeles.

Based on HUD's Low to Moderate Income Population Census Tract Data from the AFFH Data Viewer, Census tracts in the City of Inglewood feature a population that is 33.41 to 84.79% low- and moderate-income. The Census tracts with the highest rates of low to moderate income populations are located in the Southern portion of the City. All of these tracts overlap with Latino majority tracts. Census tracts with rates between 50% and 75% of low to moderate population are located in the northern and western portions of the City. These tracts are evenly split between Black and Latino majority tracts. Lastly, Census tracts with low levels of low and moderate income tracts are located in the northeast corner of the City and in the central and east portions of the City. These tracts are mainly Black majority tracts.

Based on the same data, within the region surrounding Inglewood many cities feature similarly high to moderate concentrations of low- and moderate-

income households. These concentrations increase outside of the City, to the east along the I-110 corridor.

Racially and Ethnically Concentrated Areas of Poverty (R/ECAP)

Racially and ethnically concentrated areas of poverty, also known as R/ECAPs, must meet the following definitions: 1) The area must have a non-White population of 50% or more and 2) The area must have 40% or more of the population living below the federal poverty line, or those where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less.

Based on HUD's R/ECAP data from HCD's AFFH Data Viewer, one Census tract (Tract 600602) within Inglewood does qualify as a racially and ethnically concentrated area of poverty. This Census tract is located in the Southeast portion of the City, southwest of the intersection of W Century Boulevard and Crenshaw Boulevard. The tract is racially and ethnically concentrated with a 62.9% Latino majority. Approximately 10.8% of the population lives with a disability within this tract. Twenty-one percent of the Census tract's population lives below the federal poverty line. The median household income within the Census tract is \$42,143.

In the greater surrounding region a few tracts are identified as R/ECAPs, such as one tract in Lennox, an unincorporated Los Angeles County community to the southwest of Inglewood, and one tract in Westmont an unincorporated Los Angeles County community to the east of Inglewood. Outside of the surrounding region, there are many tracts north of Inglewood and east of Inglewood along the I-110 corridor that qualify as R/ECAPs.

According to the 2022 TCAC Opportunity Area Map, Census tracts in Inglewood are categorized as low resource, moderate resource, and high resource. Moderate resource tracts are the clear majority, and these tracts are mainly located in the City center, to the north, and to the east of the City. Low resource tracts are situated in the Northeast corner of the City, in the west of the City, and in the southern portion of the City. The three high resource tracts are located in the Northwest corner of the City and in the eastern portion of the City, south of Manchester Boulevard.

These high resource tracts align with the Black majority population in the City of Inglewood, along with the higher income population. These high resource tracts experience low levels of poverty, well below 10% of the tracts' population.

Within the region surrounding Inglewood, the distribution of low resource, moderate resource, and high resource exhibits a very strong east to west pattern, with the higher resource tracts in proximity to the ocean. Inglewood

sits along a north-south line of other communities at the moderate resource level. Some of these other communities include Leimert Park, Hawthorne and Lawndale.

Based on the TCAC Area of High Segregation and Poverty Map from HCD's AFFH Data Viewer, none of the City of Inglewood's Census tracts qualify as a TCAC area of high segregation and poverty. According to this TCAC measurement, the threshold for poverty is 30% of the population living below the poverty line and the location quotient is essentially a measure of the concentration of race in a small area compared to a county level.

Within the region surrounding Inglewood only one Census tract qualifies as TCAC Areas of High Segregation and Poverty, located in the southern portion of the City of Hawthorne. Outside of the surrounding region, many Census tracts to the north and east of Inglewood along the I-110 corridor qualify as TCAC Areas of High Segregation and Poverty.

Racially concentrated areas of affluence are defined as Census tracts where: 1) 80% or more of the population is White and 2) the median household income is \$125,000 or greater. No census tract in the surrounding region features a dominant White population, therefore, Inglewood does not feature any racially concentrated areas of affluence. Additionally, no Census tract in Inglewood features a median household income above \$125,000.

Access to Opportunity

Access to opportunity is a concept to approximate place-based characteristics linked to critical life outcomes. Access to opportunity often times means both improving the quality of life for residents of low-income communities, as well as supporting mobility and access to 'high resource' neighborhoods. This encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities including recreation, food and a healthy environment.

The Inglewood Unified School District has 17 public schools in the City. These public schools provide education for transitional kindergarten students all the way through adult school students. According to Great Schools, the average rating for these 17 IUSD schools is 3.4/10. The City of Inglewood also has 13 public charter schools, which generally have more favorable ratings than IUSD schools. These public charter schools have an average rating of 4.8/10 according to Great Schools. There are also 17 private schools within the City, ranging from preschools to high schools. The majority of these private schools are preschools and kindergartens. However, 8 of these private schools serve students beyond preschool and kindergarten. Great School ratings are not available for private schools in Inglewood.

According to Great Schools, all public, public charter, and private schools located within Inglewood's borders have an average rating of 4.1/10, which is below average by Great School standards. The lowest rated schools are located throughout the City with no discernable pattern. Access to more proficient schools in the City does not appear to relate to protected characteristics within the City, as there are no discernable patterns.

Outside of Inglewood, within the surrounding region, other cities have similar average ratings. In Hawthorne, the average school rating is 6/10 and in Gardena, the average school rating is 4.9/10. Based on these ratings, the City of Inglewood's schools are rated slightly worse than other schools in the surrounding region, with the City of Hawthorne being an outlier within the region.

The three most prevalent employment occupations of Inglewood residents are management/business/science/art occupations, service occupations, and sales and office occupations. Jobs held by City of Inglewood residents historically were blue-collar jobs, due to the close proximity of Los Angeles International Airport (LAX). These jobs are still heavily represented by Inglewood residents, as service occupations are the second largest occupation in the City. Today, the occupation of Inglewood residents that has seen the largest growth is management/business/science/art occupations, with an increase of 28% over the past 10 years. As wealthier residents move into Inglewood, the number of residents employed in the management, business, science, and art occupations has increased markedly.

As for jobs in Inglewood, which are available to Inglewood residents as well as the region's residents, from 2012 to 2020 the number of jobs in the city increased by 31,100 jobs to 34,600 total jobs (Figure A-10). In 2020, the three largest industries in Inglewood were Healthcare and Social Assistance, Retail Trade, and Accommodation and Food Services respectively. Further growth is anticipated in Retail Trade and Accommodation and Food Services with the opening of SoFi Stadium to the public in Fall 2021 and the anticipated 2024 opening of Intuit Dome. The majority of jobs available in Inglewood are lower-skilled, enabling lower-income residents of the City to be able to take advantage of them. However, many Inglewood residents also work in professional occupations, primarily outside of Inglewood. Few high-income jobs are located in the immediate vicinity; however, professional job centers have been moving closer to the City, including Playa Vista, El Segundo and the NFL Network campus at Hollywood Park. The top six cities that Inglewood residents commute to for work are Los Angeles, Inglewood, Santa Monica, Culver City, Torrance, and El Segundo.

Inglewood is centrally situated in the Los Angeles region, directly bordering the City of Los Angeles and less than four miles away from the Los Angeles International Airport, a hub for professional workers for travel and for

hospitality workers. Inglewood is centrally located next to several of the largest job centers in the region, including the entertainment job center that is currently expanding in Inglewood itself. Inglewood's proximity to West Los Angeles/Santa Monica ensures Inglewood's residents have plentiful professional and service job opportunities in close proximity. Additionally, Inglewood will soon be connected via light rail to Downtown Los Angeles.

HCD's AFFH Data Viewer's Job Proximity Index Map shows that the residents on the Westside of Inglewood, closer to West Los Angeles, benefit from an increased proximity to jobs. As one moves further east through the City, the accessibility to jobs decreases. Within the region surrounding Inglewood, the job proximity index shows similar findings, particularly in the cities of Hawthorne and Gardena. Outside of the surrounding region, to the east (encompassing the I-110), the job proximity index finds that less than 20% of jobs are within a reasonable proximity.

The Census OnTheMap Data Viewer shows that the share of jobs within ten miles of Inglewood is 64.3%, the share within 10 to 24 miles is 20.5%, the share within 25 to 50 miles is 7.8%, and the share greater than 50 miles away is 7.4%. Almost all residents fall under a protected class, and each protected class's population is distributed throughout the City. Due to this, most of the City's protected groups experience similar difficulties in access to jobs within the region.

According to 2015-2019 ACS 5-year data, 72% of residents drove alone to work, 12% used carpools, 6% took public transit, and 2% walked or used other means to commute to work. According to 2011 to 2015 ACS 5-year data, 73% of residents drove alone to work, which indicates that not much has changed in terms of the commuting patterns of Inglewood residents since 2011.

However, transportation alternatives are currently expanding in Inglewood. The bulk of Inglewood residents are within ½ mile of public transit. According to SCAG's High Quality Transit Area Map a large portion of Inglewood residents are within ½ mile of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. When the Metro K (Crenshaw/LAX) Line opens, the quality of transit service in Inglewood will improve greatly. The incoming Westchester/Veterans Metro K Line Station, for example, will connect Inglewood residents to Downtown Inglewood within 2 minutes, to LAX within 8 minutes, to Downtown Los Angeles within 37 minutes, and to Santa Monica within 39 minutes.

In addition, Inglewood is serviced by several high quality bus lines such as Metro's 111, 115, 210, 211, 212, and more. Inglewood is considered "Very Walkable", scoring 72 of 100 by WalkScore.com. It is currently considered "Bikeable", scoring 55 of 100; however, the number of bicycle lanes should increase in the City with the adoption of the First/Last Mile Plan and the Westchester/Veterans and Crenshaw/Imperial TOD Plans. These plans detail new planned bicycle routes of all classes throughout the plan areas.

Most protected groups who reside in the City have sufficient access to transportation options. One exception is disabled residents. While some disabled residents in Inglewood are employed, many disabled residents are not employed. In some cases, these disabled residents are unable to work, but in others these residents may experience difficulty in accessing jobs. Generally, disabled residents have disproportionate transportation needs within the City of Inglewood; however, the majority of disabled residents live with their families who are able to assist them in their transportation needs.

A full explanation of the needs of disabled residents in Inglewood is included in Appendix A of this Housing Element. However, a short summary is provided here. The most prevalent disabilities in Inglewood are ambulatory, independent living, and cognitive, respectively. These top disabilities are similar to those found in other cities throughout the surrounding region. Ambulatory disabilities are of particular concern in regard to access to opportunity, specifically to transportation, as previously noted.

The majority of Inglewood's disabled residents are age 18 to 64, followed by the over 65 age group and the under 18 age group, respectively. A large portion of disabled residents exist within each age group in Inglewood, meaning that the needs of disabled residents must be addressed for young people, adults, and seniors. There is no spatial concentration of disabled residents in any particular Census tract in Inglewood.

Approximately 4.1% of Inglewood's housing stock was built after 1990, which is the year when many regulations went into place mandating the building and inclusion of accessible housing units. Therefore, there are a limited number of accessible units in Inglewood for disabled residents.

Appendix A includes an assessment of supportive housing stock and other housing stock, including group homes for people with intellectual disabilities, developmental disabilities, and mental health disabilities. Additionally, Appendix A includes an assessment of accessibility of homelessness programs and the coordinated entry system. In each of these cases, the City of Inglewood does have resources available. However, these resources could be improved and access to these resources could be improved. Within the City there is a need for facilities to serve disabled residents, accessible permanent supportive housing, accessible housing, disabled access to transportation, and accessible ADUs.

This Housing Element includes the following programs to address the housing issues and accessibility issues faced by Inglewood's disabled residents: (Public Land) Affordable Housing (Program 6), Congregational Land Affordable Housing (Program 7), Accessory Dwelling Units (Program 8), Rehabilitate Affordable Rental Housing (Program 16), Rehabilitate Ownership Housing for Seniors and Adults with Ambulatory Disabilities (Program 17), Rehabilitate

Homes for Individuals with Developmental Disabilities (Program 18), Code Enforcement/Property Maintenance (Program 19), Fair Housing and Tenants' Rights (Program 28), Transitional and Supportive Housing Zoning (Program 31), Homelessness Solutions (Program 32), and Developmentally Disabled Housing Outreach (Program 34).

A full review of the City of Inglewood's Environmental Constraints is included in Appendix B. Many environmental issues are not major sources of concern in Inglewood. This includes drinking water quality, pesticide use, clean-up sites, groundwater threats, impaired water bodies, and solid waste management. However, the City still faces environmental challenges. Inglewood residents identified air pollution and noise from Los Angeles International Airport (LAX) as the most critical pollution issues. Additionally, the City's close proximity to industry further south and east causes difficulties in accessing environmentally healthy neighborhoods for all, not only protected classes.

According to the CalEnviroScreen 3.0 map, the City of Inglewood experiences a pollution burden in the 80-100th percentile, which means the area has an overall pollution burden higher than 80 percent of other communities within California. This high pollution burden percentile is similar to burdens throughout the surrounding region. The pollution burden lessens the further south and west one moves from Inglewood, outside of the immediate region. The entire City experiences a high pollution burden; however, the burden is highest in the Census tracts along the I-405 and I-105 freeways. This Housing Element is in compliance with the City of Inglewood's Environmental Justice Element. The consistency of these two elements has been evaluated and confirmed.

This Housing Element's Site Inventory focuses growth in the best and more accessible areas in regard to opportunity within the City, as detailed in the Site Inventory section of this appendix.

Disproportionate Housing Needs and Displacement Risk

Disproportionate housing needs refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing the category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions.

Cost burden refers to the number of households for which housing cost burden is greater than 30% of their income. Severe cost burden refers to the number of households for which housing cost burden is greater than 50% of their

income. According to HUD CHAS Data from 2012-2016, 25.3% of households in Inglewood are cost burdened and 27.7% of households are severely cost burdened.

According to overpayment data from the 2015-2019 ACS 5-Year Survey, as included in HCD's AFFH Data Viewer, renters in Inglewood experience higher rates of cost burdening than owner households. Census tracts with the highest percentage of cost burdened homeowner households are in the southern portion of the City, on either side of South Prairie Avenue. Census tracts with the highest percentage of cost burdened renter households are spread throughout several portions of the City, in the center, north, and south.

Within the surrounding region, the frequency of cost burdened homeowner and renter households matches the frequency seen in the City of Inglewood. Outside of this region, to the east along the I-110 corridor, exist the highest rates of cost burdening for both homeowners and renters.

According to 2015-2019 ACS 5-year data, the City of Inglewood's average household size is 3.2 people per owner-occupied household and 2.9 people per renter-occupied household. The average household size in Los Angeles County is 2.92 people per household. See Figure A-15 which depicts overcrowding in Inglewood based on the number of people per room. In Inglewood, 788 owner-occupied (6%) and 3,351 renter-occupied households (14.2%) featured more than 1 occupant per room, which meets the ACS definition of overcrowding. Additionally, 338 owner-occupied households (2.6%) and 1,270 renter-occupied households (5.4%) feature more than 1.5 occupants per room, which meets the ACS definition for severe overcrowding.

According to CHHS data from HCD's AFFH Data Viewer, overcrowded households exist above the statewide average in approximately half of Inglewood's Census tracts. The tracts that feature the highest rate of overcrowding are located in the center of the City and along the border of the City to the north, west, and south. Severely overcrowded tracts make up approximately one third of the City's Census tracts, the most severe of which are located in the center of the city and then along the southern and northern border.

Overcrowding exists in the surrounding region and the frequency of overcrowding and significant overcrowding matches the frequency in the City of Inglewood.

Substandard housing problems include: 1) Lacking a complete kitchen, 2) lacking complete plumbing, 3) severe overcrowding, and 4) severe cost-burden. According to ACS and CHAS data included in HCD's AFFH Data Viewer, the majority of cities within the region surrounding Inglewood feature 31% to 48% of households that have any of the four severe housing problems. Thirty-seven percent of households in the City of Inglewood feature any of the

four severe housing problems. Lennox, an unincorporated Los Angeles County community, had 48% of households with any of the four severe housing problems. Gardena had 31.4% of households with any of the four severe housing problems and West Athens, an unincorporated Los Angeles County community, had 41.1% of households with any of the four severe housing problems. In the immediate region surrounding Inglewood there is no discernable pattern for the distribution of severe housing problems.

Homelessness is an issue in the surrounding region; however, it is less acute than in communities to the east and northeast of the region. The City of Inglewood has a homeless population of 525 people. Of this total, 156 people are unsheltered on the street, 128 people are unsheltered in a vehicle, and 241 people are sheltered. Inglewood has the second largest homeless population within Service Planning Area (SPA) 8, the service planning area for the South Bay. Additionally, while Inglewood has the largest homeless population in the surrounding region, the City does not have the largest share of homeless residents within the region. The largest share of homeless residents in the region is within Lennox, where there are 147 homeless residents per square mile. Inglewood's homeless population has a significantly lower density, at 55 homeless residents per square mile.

According to the Inglewood Police Department, homeless individuals in the City are typically located along commercial corridors of the City, with the more Inglewood based homeless relatively dispersed throughout the City and the more transitory homeless near Interstate 405.

The Los Angeles Housing Authority and the Inglewood Community Development Block Grant program have identified 1,074 transitional and permanent beds available for use by the homeless in the South Bay region (SPA 8). A full description of the resources available to homeless residents along with facilities serving homeless residents is available in Appendix A of this Housing Element.

Displacement is defined by the State of California's Department of Housing and Community Development as any involuntary household move caused by landlord action or market changes. This AFFH analysis of displacement in Inglewood is based on the following factors: locations of new development, density of new multi-family rental units, rental rates, home prices, and renter vulnerability measurements.

There has been much discussion of change and displacement in Inglewood as the City has been on the receiving end of new investment and interest over the past decade. A related phenomenon is when an owner occupied household chooses to sell their property because the value has increased substantially. Figure H-5 maps the City of Inglewood's building permits granted as well as the number of new units permitted over the past eight years. As this map

illustrates, the majority of new residential development in the City is occurring in the North section of the City. These northern areas of the City include Downtown Inglewood and its proximate multi-family neighborhoods. Many parcels in the R-3 and R-4 zones are currently occupied by single-family homes. In recent years developers have had success in transforming these formerly single-family parcels into multi-family developments, therefore maximizing the full unit potential of parcels in the City’s multi-family zones. Larger developments ar

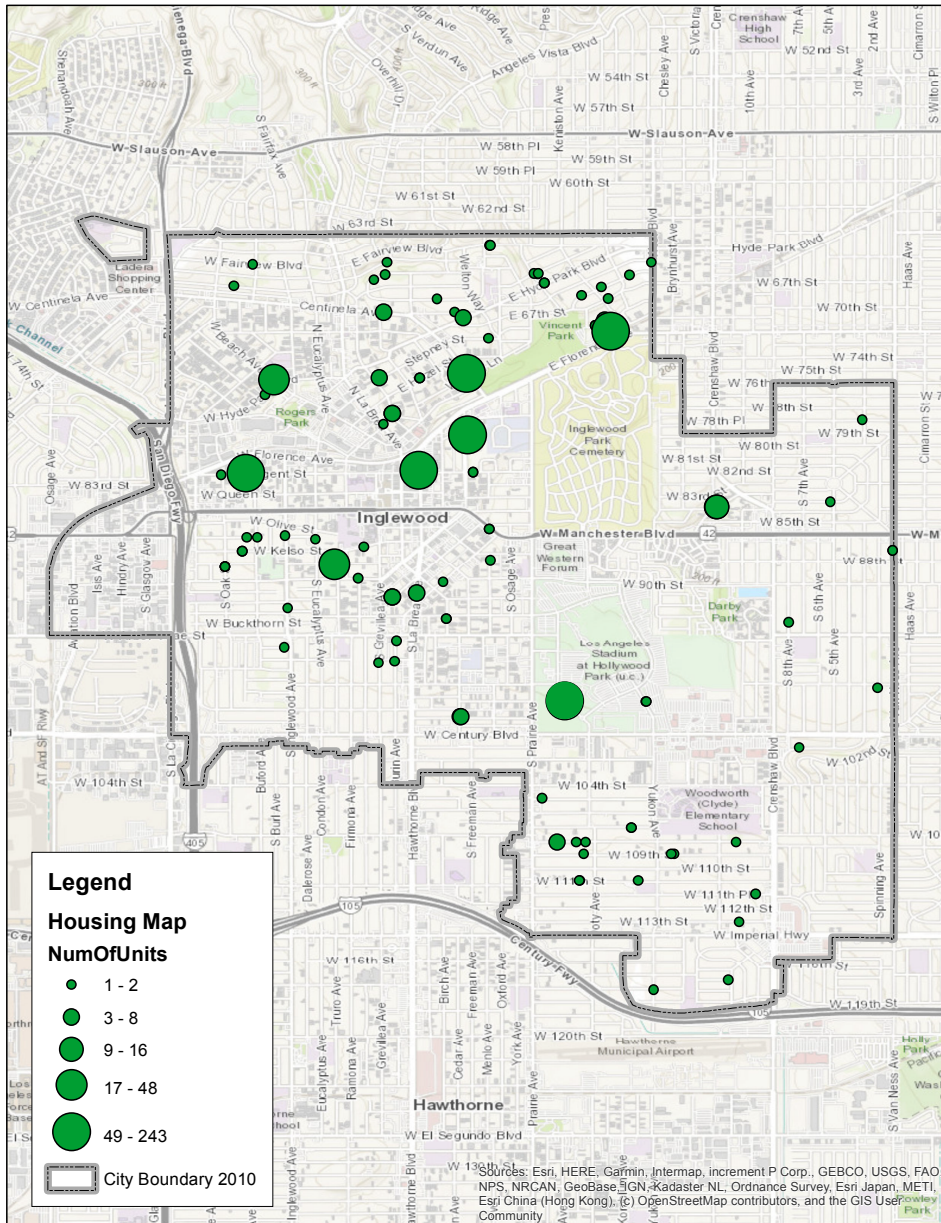


Figure H-5. Locations of Granted Building Permits, Scaled by Number of Units Permitted.
 Source: Stanley R. Hoffman Associates, City of Inglewood Planning Division.

The key factors driving displacement in Inglewood are that home prices and rents are lower than the average for the County and region, but rising faster in many cases. The value of the average single-family home rose 20.8% to \$757,000 between June 2020 and June 2021. There is still significant room for growth to reach the average values of Hawthorne (\$821,000), Los Angeles City (\$934,000) and Culver City (\$1,585,000). While home prices and rents have been increasing at strong rates, wages have been much more stagnant. Inglewood's median household income remains at \$54,400, 80% of the County median.

The renter vulnerability of Census tracts in Inglewood, according to the University of California, Berkeley's Urban Displacement Project, ranges from 1 to 10, with 1 being the lowest vulnerability and 10 being the highest vulnerability (Figure H-6). Most multi-family neighborhoods feature higher renter vulnerability, which indicates that a neighborhood is susceptible to displacement should rent prices rise. These levels of renter vulnerability are due to the high rent burden, lower median household incomes, high home and rent prices, and concentration of employment in low-wage sectors in certain Inglewood neighborhoods, as well as increasing income diversity and educational attainment in the City, both of which are associated with higher risk of displacement.

The Census tracts with the highest renter vulnerability generally correspond to the City's multi-family neighborhoods. The surrounding region features significantly lower rates of renter vulnerability than the City of Inglewood. However, the entire region features lower rates of renter vulnerability in comparison to the I-110 corridor to the east.

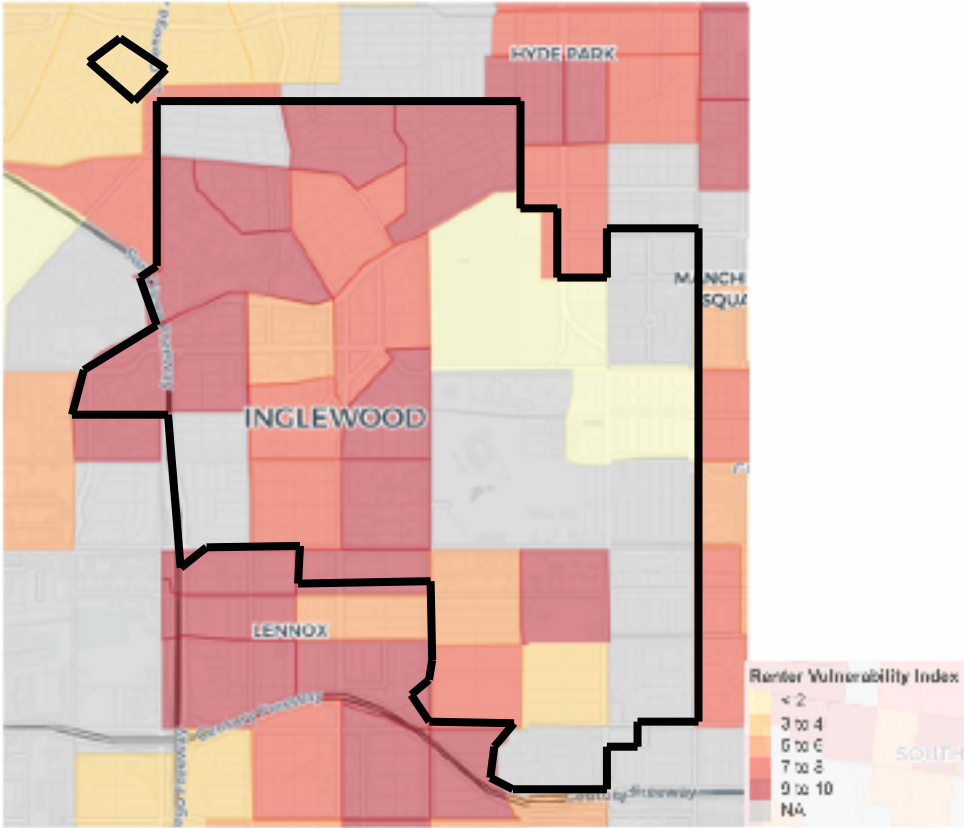


Figure H-6: Renter Vulnerability in Inglewood.
Source: Urban Displacement Project 2021.

As discussed earlier in this appendix, a comparison of overpayment by homeowners versus renters reveals that renter households are far more likely to overpay for housing than homeowners. Generally, homeowner households experience more stability in that they are less likely to be displaced as they own their home and are unlikely to experience housing cost increases, harassment from landlords, and many of the other possible downsides that exist for renters. This means that renter households are more likely to be displaced out of Inglewood than homeowner households. The City of Inglewood has taken proactive steps to prevent displacement of Inglewood residents through the Housing Protection Ordinance, which imposes a maximum limit on rental increases and establishes anti-harassment and just cause eviction requirements.

As a result of the level of displacement risk, the City of Inglewood will undertake numerous housing programs to protect existing renters in the community, including Program #26 (Local Preference Ordinance), #14 (Short-Term Rental Regulation), #13 (City Purchases and Covenants to Preserve Affordable Housing), #27 (Housing Protection Ordinance Administration), and #28 (Fair Housing and Tenants’ Rights Program).

The City will undertake a number of other programs to stimulate the creation of new affordable housing and increase Inglewood residents' access to that housing, including Program #1 (Design Standards to Streamline Housing Development), #2 (New Affordable Multi-Family Housing), #3 (Intuit Dome Implementation Community Benefits), #4 (Inclusionary Housing), #6 ((Public Land) Affordable Housing), #7 (Congregational Land Affordable Housing), #8 (Accessory Dwelling Units), and many more.

Sites Inventory

The 6th Cycle Housing Element sites inventory of the City of Inglewood, as well as the overall strategy for new development expressed in this Element, are anticipated to result in improved fair housing conditions and more mixed-income neighborhoods spread throughout the City.

The City of Inglewood sites inventory expresses more than mere capacity for lower income housing; rather, it uses historical trends to express the densities and income levels of development that may be developed on identified sites. The sites inventory is composed of the following types of sites:

- Pipeline projects
- Projected accessory dwelling units based on historical trends
- Lower-income development on City-owned sites
- Lower-income development on institutionally-owned sites
- Small-scale, moderate-income development replacing low-value, R-3 and R-4 zoned single-family homes and vacant lots
- Mixed-income development in transit-oriented development areas, corresponding to market-rate housing with some lower-income units provided through inclusionary zoning, and a certain percentage of highly affordable projects constructed in proportion to their current share of development in the City.

Housing sites are distributed throughout the community in a pattern in keeping with the City's General Plan and land use policy. The largest amount of new affordable and market-rate housing is targeted at the City's Transit-Oriented Development areas. These areas are mostly considered moderate-resource by TCAC; with the completion of the Metro K Line, Inglewood Transit Connector and other projects, they will possess high accessibility to regional jobs for all types of persons, including disabled people and others who cannot operate a motor vehicle. These areas themselves will also become places with abundant job opportunities, both as projects are constructed (the City of Inglewood establishes local hire targets for construction projects) and after (as mixed-use development brings additional commercial activity).

Downtown Inglewood is surrounded by multi-family neighborhoods which have lower incomes and higher rates of poverty. New moderate-income housing in

these areas will help to reduce concentrations of poverty. At the same time, displacement concerns in these areas are mitigated by the City's Housing Protection Ordinance and state no net loss law.

Market and demographic forces are driving increased integration in Inglewood between White and Asian households and the City's longstanding Black and Latino populations. This integration is not limited to areas where new housing is anticipated to be constructed, as it is currently taking place due to changes in the occupancy of single-family neighborhoods as well (see Figure A-21). Both Black and Latino majority neighborhoods may see increased integration with the White and Asian populations in the years to come.

Recent zoning changes have made possible a much wider distribution of affordable housing through the City than historical patterns. Most affordable housing in Inglewood is located in or around Downtown. However, the City- and institutionally-owned sites targeted for lower-income housing are located in many areas of the City, including on properties which border low-density, high-opportunity neighborhoods, and properties in proximity to the growth node of Hollywood Park. The adoption of the Transit-Oriented Development Plans is also making possible affordable housing development throughout all four station areas; for example, the first affordable housing development in Fairview Heights is currently being constructed, a 101-unit supportive and family housing development. The Crenshaw/Imperial TOD Plan in particular would allow for the expansion of affordable housing to the southeastern portion of the City, which has no existing covenanted affordable housing.

Above moderate-income housing development, on the other hand, could over the long term help address the low access to educational opportunity which has existed in Inglewood. As higher-income residents and families move into communities, they are able to command new resources, which can in turn improve access to resources for the entire community, new and long-term residents alike. The prospect of a more economically integrated and successful school district is one possibility. Adding to the large volume of literature on this subject, a 2016 report by Amy Stuart Wells, Lauren Fox, and Diana Cordova-Cobo of The Century Foundation titled "How Racially Diverse Schools and Classrooms Can Benefit All Students" found that learning in racially diverse schools with students from a variety of income backgrounds improves the education that students receive.

Housing sites are not directly targeted for R/ECAPs.

Contributing Factors and Meaningful Actions

Figure H-7 describes the key fair housing issues and contributing factors identified in this Affirmatively Furthering Fair Housing analysis, and relates the City’s meaningful actions and commitments described in the Goals and Policies, Sites Inventory (Appendix C) and Housing Programs Detail (Appendix E) of this Housing Element.

Figure H-7: Contributing Factors and Meaningful Actions			
Identified Fair Housing Issue	Key Contributing Factors	Priority	Meaningful Action
Regional segregation between White population in Westside and South Bay and Black and Latino population in Inglewood and South Los Angeles	<p>Historic discrimination</p> <p>Redlining of Inglewood</p> <p>Restrictive zoning and lack of affordable housing in more affluent communities</p>	Low	Segregation is beginning to decrease due to market factors and the City’s economic development activities. While there is a small increase in the White population in Inglewood, rising home values and improved job opportunities in the City are also creating opportunities for local Black and Latino populations to integrate historically White neighborhoods in nearby communities.
Investment-driven displacement risk as Inglewood becomes more attractive to higher-income and White households	<p>Private sector investment</p> <p>Lack of affordable housing units in a variety of sizes</p> <p>Relative affordability of Inglewood housing compared to higher end nearby jurisdictions.</p>	High	<p>Program 27 (Housing Protection Ordinance Administration) will ensure that the City’s new rent stabilization, anti-harassment, just cause eviction, and rental registry ordinance is implemented. The effect of this ordinance is to ensure that rental cost burdens do not worsen.</p> <p>Programs 27 and 28 (Fair Housing and Tenants’ Rights) also contemplate a sustained informational campaign to inform landlords and tenants of the Housing Protection Ordinance, and actions to improve access to legal counsel during eviction proceedings.</p>
High rate of severe cost burden among renter households	Supply constraints and general lack of affordable housing in the Southern California region	High	<p>The City’s many economic development initiatives will create many more job opportunities in Inglewood for residents, helping to increase their income. The following actions seek to stabilize or decrease housing costs for residents in the City:</p> <p>Program 27 (Housing Protection Ordinance Administration) will ensure that the City’s new rent stabilization, anti-harassment, just cause eviction, and rental registry ordinance is implemented. The effect of this ordinance is to ensure that rental cost burdens do not worsen.</p>

Figure H-7: Contributing Factors and Meaningful Actions

Identified Fair Housing Issue	Key Contributing Factors	Priority	Meaningful Action
			<p>Program 2 (New Affordable Multi-Family Housing) commits the City to a variety of actions to increase the supply of affordable housing for extremely-low, very-low, low- and moderate-income households.</p> <p>Program 3 (Intuit Dome Implementation Community Benefits) will provide the City with \$75 million in financing for the acquisition, preservation and development of affordable housing over ten years.</p> <p>Program 4 (Inclusionary Zoning) commits the City to adopting an inclusionary zoning ordinance which will require that a percentage of all new housing development be designated as affordable housing.</p> <p>Program 6 (Public Land Affordable Housing) commits the City to analyze opportunities for public land affordable housing development.</p> <p>Program 7 (Congregational Land Affordable Housing) commits the City to addressing barriers to zoning for religious congregations who seek to develop affordable housing on their land.</p> <p>Program 29 (Tenant Based Rental Assistance) commits the City to providing rental assistance vouchers to 1,150 tenant households.</p>
Lack of access to equity building through homeownership for current renters	Rising prices in ownership housing market	High	<p>Program 24 (First-Time Homebuyers Initiative) commits the City to using financial incentives to give more Inglewood residents with incomes between 80% and 160% AMI the opportunity to purchase a home in the City.</p> <p>Program 14 (Short-Term Rental Regulation) commits the City to enacting regulations on short-term rentals which will closely regulate attempts to convert the City's existing housing stock into full-time short-term rental units.</p>

Figure H-7: Contributing Factors and Meaningful Actions			
Identified Fair Housing Issue	Key Contributing Factors	Priority	Meaningful Action
High resource tracts typically feature a concentration of higher-income, Black population	<p>Outlawing of racial covenants in 1948 led to White flight, enabling Black families to purchase and retain single-family housing</p> <p>Zoning barriers</p>	Medium	<p>Program 5 (Commercial Corridors Evaluation) commits the City to evaluate the rezoning of commercial corridors, including those in high resource tracts, to allow residential and mixed-use development.</p> <p>Program 8 (Accessory Dwelling Units) commits the City to adopting an ADU ordinance. With funding availability, the City will also offer low-cost loans to create affordable ADUs.</p> <p>Program 7 (Congregational Land Affordable Housing) seeks to encourage the development of affordable housing on religious congregations' land, including that in high resource tracts.</p>
Above average poverty rates in certain neighborhoods, including one Racially and Ethnically Concentrated Area of Poverty (R/ECAP)	<p>Noise and contamination from LAX flight path</p> <p>Lack of private investment and community revitalization strategies in neighborhoods</p> <p>Lack of complementary designed housing</p>		<p>In Program 22 (Residential Sound Insulation), the City has set an objective of rehabilitating 3,000 homes which are adversely affected by LAX flight paths.</p> <p>Within the R/ECAP, the Inglewood Unified School District plans to pursue redevelopment of excess land at Morningside High School into housing.</p> <p>Program 1 (Design Standards to Streamline Housing Development) commits the City to adopting design standards which will ensure compatible and attractive housing in multi-family zones, while encouraging development by reducing the need for discretionary review.</p> <p>Programs 19 (Code Enforcement/Property Maintenance), 20 (Neighborhood Watch) and 21 (Graffiti Abatement) address neighborhood quality issues in low-income neighborhoods. Program 27 (Housing Protection Ordinance Administration) additionally commits the City to inspections of rental properties on a triennial basis.</p>

Figure H-7: Contributing Factors and Meaningful Actions

Identified Fair Housing Issue	Key Contributing Factors	Priority	Meaningful Action
Below average access to educational opportunity	School enrollment is down, in part, because families have been displaced due to economic pressures and lack of affordable housing.		<p>The City's economic development activities and recent zoning changes are creating the opportunity to have a more mixed-income community, which could support the strengthening of local schools in the long run.</p> <p>Program 24 (First Time Homebuyers Initiative) commits the City to providing financial incentives to help Inglewood tenants purchase their first home, strengthening the stability of the community and the ability of residents to raise families locally.</p>
Persistent unsheltered homelessness	Lack of deeply affordable housing in the Southern California region		<p>Program 31 (Transitional and Supportive Housing Zoning) commits the City to amending its zoning code to permit low-barrier navigation centers and facilitating the review and approval process for transitional and supportive housing.</p> <p>Program 32 (Homelessness Solutions) commits the City to continue providing homeless services through voucher programs and case management services. The City also provides services to extremely-low income seniors, permanently disabled residents, and honorably discharged veterans through Veterans Affairs Supportive Housing (Program 33).</p>