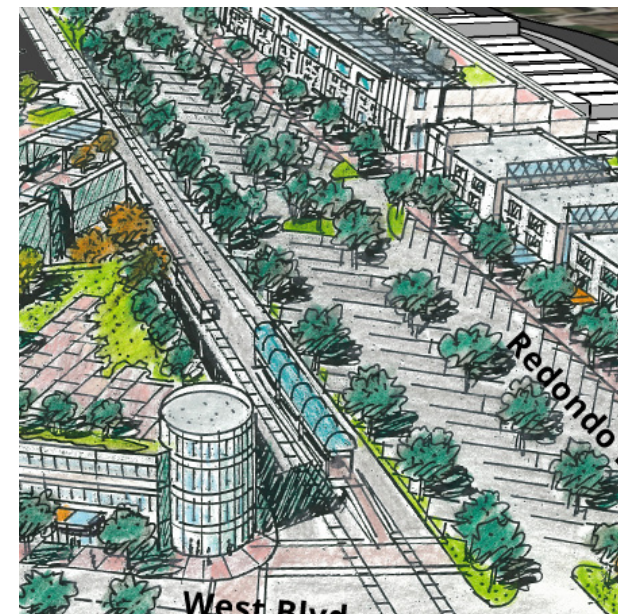
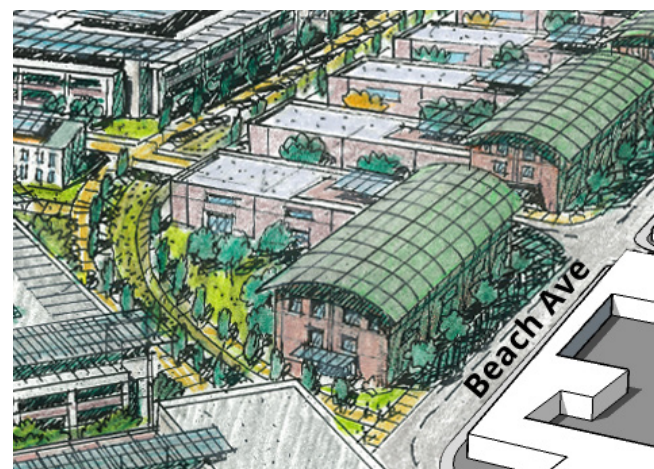
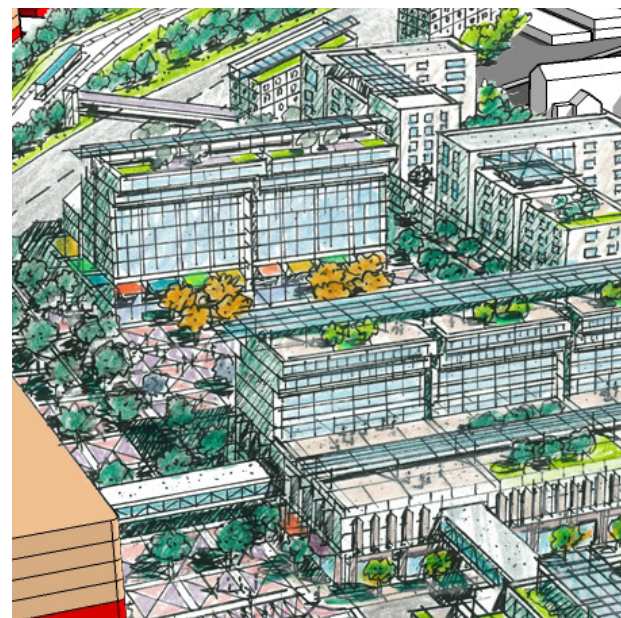
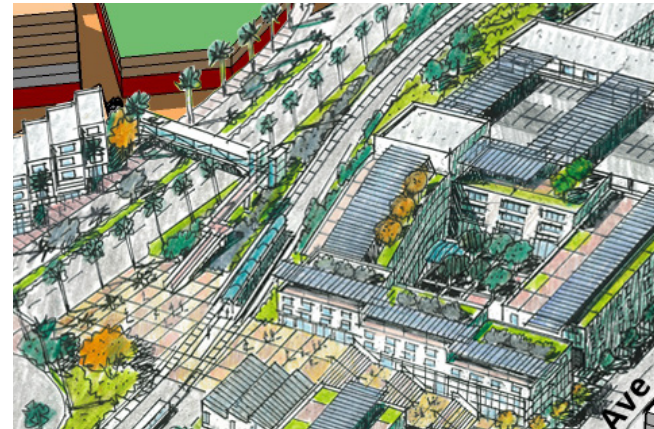


New DOWNTOWN AND FAIRVIEW HEIGHTS Transit Oriented Development Plan and Design Guidelines

INGLEWOOD, CA



Adopted November 1, 2016

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TABLE OF CONTENTS

PART I - INTRODUCTION

Chapter 1: Overview	2
1.1 Metro and Planning Area.....	2
1.2 Legal Factors.....	2
1.3 Purpose.....	2
1.4 New Regional Accessibility.....	2
1.5 Planning and Decision-Making Process.....	4
1.6 Overview of Potentials and Needs.....	5
1.7 Vision.....	5

PART II - THE NEW DOWNTOWN INGLEWOOD

Chapter 2: Concept Plan	6
2.1 Urban Design Concept.....	6
2.2 Districts.....	10
2.3 Major Development Potentials.....	12
2.4 Complete Streets.....	16
2.5 Parking District / Park Once.....	16
2.6 Downtown Bicycle Network.....	18
2.7 Public Transit and Mobility Hub.....	18
2.8 Street Trees and Furniture.....	19
2.9 Pedestrian Circulation and Open Space Network.....	20
2.10 Downtown/Forum/Hollywood Park Linkages.....	22
2.11 Arts.....	24
2.12 Sustainability.....	26
2.13 Equity.....	28

Chapter 3: Zoning	30
3.1 Introduction.....	30
3.2 Zoning Districts.....	30
3.3 Preferred Land Use Plan.....	32
3.4 Permitted and Prohibited Uses.....	32
3.5 Land Uses Not Listed.....	32
3.6 Interpretation.....	32
3.7 Non-Conforming Uses.....	32
3.8 Special Use Permits.....	32
3.9 Variances.....	32
3.10 Change of Zoning Regulations.....	32
3.11 Planned Assembly Developments.....	32

Chapter 4: Development Standards and Design Guidelines	36
4.1 Purpose and Applicability.....	36
4.2 Interpretation.....	36
4.3 Development Standards and Guidelines Not Listed.....	36
4.4 Site Plan Review.....	36
4.5 Design Review.....	36
4.6 Development Standards for Historic Core, TOD Mixed Use 1, TOD Mixed Use Corridor, TOD Mixed Use 2, R-3 and R-4 zones.....	36
4.7 Development Incentives.....	36
4.8 Macro Form Considerations.....	38
4.9 Micro Form Considerations.....	50
4.10 Historic Downtown Design Guidelines.....	50
4.11 Street Frontages Standards for New Zoning Districts.....	52
4.12 Multi-Family Residential Guidelines and Form-Based Prototypes.....	54

PART III - FAIRVIEW HEIGHTS

Chapter 5: Concept Plan	54
5.1 Urban Design Concept.....	54
5.2 Key Development Sites.....	58
5.3 Complete Streets.....	58
5.4 Parking.....	58
5.5 Bicycle Network.....	59
5.6 Public Transit.....	59
5.7 Street Trees and Furniture.....	59
5.8 Arts.....	61
5.9 Sustainability.....	62
5.10 Equity.....	62

Chapter 6: Zoning	62
6.1 Introduction.....	62
6.2 Zoning Districts.....	62
6.3 Preferred Land Use Plan.....	64
6.4 Permitted and Prohibited Uses.....	64
6.5 Land Uses Not Listed.....	64
6.6 Interpretation.....	64
6.7 Non-Conforming Uses.....	64
6.8 Special Use Permits.....	64
6.9 Variances.....	64
6.10 Change of Zoning Regulations.....	64
6.11 Planned Assembly Developments.....	64

Chapter 7: Development Standards and Design Guidelines	68
7.1 Purpose and Applicability.....	68
7.2 Interpretation.....	68
7.3 Development Standards and Guidelines Not Listed.....	68
7.4 Site Plan Review.....	68
7.5 Design Review.....	68
7.6 Development Standards for TOD Mixed Use 1, TOD Mixed Use 3, TOD Mixed Use 4, R-3 and C-N zones.....	68
7.7 Development Incentives.....	68
7.8 Macro Form Considerations.....	72

PART IV - IMPLEMENTATION

Chapter 8: Implementation Action Plan	74
--	-----------

APPENDIX A - FORM-BASED BUILDING PROTOTYPES

A.1 Introduction.....	78
A.2 Applicability.....	78
A.3 Interpretation.....	78
A.4 Prototype Selection Considerations.....	78
A.5 Parking and Driveway Guidelines.....	78
A.6 Setbacks for Prototypes.....	78
A.7 Undesirable Prototypes.....	84

LIST OF FIGURES

PART I - INTRODUCTION

Chapter 1: Overview

1.1 Citywide Context Map..... 2
 1.2 Light Rail Connections Map..... 3
 1.3 Planning and Decision-Making Process 4
 1.4 Stakeholder Comments Map 4
 1.5 Community Outreach and Stakeholder Input Photos 5

PART II - THE NEW DOWNTOWN INGLEWOOD

Chapter 2: Concept Plan

2.1 Existing Assets.....6-7
 2.2 Existing Assets Map 7
 2.3 Urban Design Concept Elements.....8-9
 2.4 Urban Design Concept Map 9
 2.5 Urban Design Framework Map 11
 2.6 Districts Map 13
 2.7 Key Development Sites Map..... 15
 2.8 Typical Green Boulevard Cross-Section..... 16
 2.9 Typical Green Boulevard Plan..... 16
 2.10 Prairie Avenue Cross-Section..... 16
 2.11 Complete Streets and Parking Map..... 17
 2.12 Parking Management Strategies 18
 2.13 Historic Downtown Street Furniture Palette..... 19
 2.14 TechTown Street Furniture Palette..... 19
 2.15 Recommended Downtown Street Trees Map 19
 2.16 Pedestrian Circulation, Parks and Plazas 21
 2.17 Downtown/Forum/Hollywood Park Linkage Mode Options 22
 2.18 Downtown/Forum/Hollywood Park Linkage Map..... 23
 2.19 Arts Framework Map 25
 2.20 Sustainability Framework Map..... 27

Chapter 3: Zoning

3.1 Zoning Districts Map 31
 3.2 Preferred Land Use Map..... 33
 3.3 Permitted and Prohibited Uses 34-35

Chapter 4: Development Standards and Design Guidelines

4.1 Affordable Housing Density Bonus Table..... 36
 4.2 Development Standard Reductions or Waivers offered for Affordable Housing 36
 4.3 Development Standards Table 37
 4.4 Macro Form Considerations Map 39
 4.5 North Market Place Land Use Diagram..... 40
 4.6 North Market Place Design Guidelines..... 41
 4.7 South Market Place Land Use Diagram 42
 4.8 South Market Place Design Guidelines 43
 4.9 Market Street Infill Land Use Diagram 44
 4.10 Market Street Infill Design Guidelines 45
 4.11 North Station Land Use Diagram 46
 4.12 North Station Design Guidelines 47
 4.13 TechTown Campus Land Use Diagram 48
 4.14 TechTown Campus Design Guidelines 49
 4.15 Historic Downtown Design Guidelines 50-51
 4.16 Frontage Type Applicability by Zone 52
 4.17 Surface Parking Design Standards..... 53
 4.18 Examples of Frontage Types 54

PART III - FAIRVIEW HEIGHTS

Chapter 5: Concept Plan

5.1 Urban Design Concept Elements..... 54-55
 5.2 Urban Design Concept Map 55
 5.3 Urban Design Framework Map 55
 5.4 Key Development Sites Map..... 57
 5.5 Redondo Boulevard Cross-Section 58
 5.6 Redondo Boulevard Plan 58
 5.7 Redondo Boulevard Street Trees and Furniture Palette..... 58
 5.8 Streetscapes, Open Spaces, Mobility and Parking Map..... 59
 5.9 Arts Framework Map 60
 5.10 Sustainability Framework Map..... 61

Chapter 6: Zoning

6.1 Zoning Districts Map 63
 6.2 Preferred Land Use Map..... 65
 6.3 Permitted and Prohibited Uses 66-67

Chapter 7: Development Standards and Design Guidelines

7.1 Affordable Housing Density Bonus Table..... 68
 7.2 Development Standard Reductions or Waivers offered for Affordable Housing 68
 7.3 Development Standards Table 69
 7.4 Macro Form Considerations Map 71
 7.5 Fairview Heights Metro Station Area Land Use Diagram 73
 7.6 Fairview Heights Metro Station Area Design Guidelines..... 74

PART IV - IMPLEMENTATION

Chapter 8: Implementation Action Plan

8.1 Transportation Link Funding Sources..... 83
 8.2 Projected 20-year Bond Capacity with EIFD - Downtown 83
 8.3 Projected 20-year Bond Capacity with EIFD - Downtown 83

APPENDIX A - FORM-BASED BUILDING PROTOTYPES

A.1 Form-Based Prototype Applicability by Zone ... 78
 A.2 Downtown Prototype Applicability Map 79
 A.3 Fairview Heights Prototype Applicability Map .. 79
 A.4 Features of Single Family Prototype..... 80
 A.5 Plan View of Single Family Prototype..... 80
 A.6 Features of 2- to 4-plex Prototype..... 80
 A.7 Plan View of 2- to 4-plex Prototype..... 80
 A.8 Features of Bungalow Court Prototype 81
 A.9 Plan View of Bungalow Court Prototype..... 81
 A.10 Features of Row House Prototype..... 81
 A.11 Plan View of Row House Prototype 81
 A.12 Features of Garden Court Prototype 82
 A.13 Plan View of Garden Court Prototype 82
 A.14 Features of Commercial Block Prototype 82
 A.15 Plan View of Commercial Block Prototype 82
 A.16 Features of Residential Edge Block Prototype .. 83
 A.17 Plan View of Residential Edge Block Prototype . 83
 A.18 Features of Commercial Block Prototype 83
 A.19 Plan View of Commercial Block Prototype 83
 A.20 Features of Undesirable Box Prototype..... 84

OVERVIEW

1.1 Metro and Planning Area

Figure 1.1 indicates the location of the Transit Oriented Development Plan and Design Guidelines described in this document within the City of Inglewood.

The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the new Crenshaw/LAX line just east of the Florence Avenue/La Brea Avenue intersection. This Downtown planning and zoning area extends approximately ½ mile in all directions from the Metro Station.

The Fairview Heights TOD Plan area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This Fairview Heights planning and zoning area also extends approximately ½ mile in all directions from the Metro Station. However, only the westerly portion of the half-mile radius area is included in this plan because the easterly portion of the half-mile radius lies within the City of Los Angeles.

1.2 Legal Factors

The purpose of the TOD Plan and Design Guidelines is to explain and implement the City’s vision for transforming the quality of the environment within Downtown and protecting and enhancing the environment of Fairview Heights.

A key factor explained in the plans to achieve this purpose is to maximize the utilization of the Metro Crenshaw/LAX Line as a means of accessing both housing and jobs for transit riders both departing from and entering Inglewood.

1.3 Purpose

The entire TOD Plan, including Concept Plans, Zoning and Development Standards and Design Guidelines, is to be considered by applicants submitting any proposals for new construction or rehabilitation within the areas noted in Figure 1.1 and described above. City Staff will be consulting all sections of the Plan in making recommendations for project approvals.

Adoption of the Concept Plans establishes the contents of each Concept Plan (located in Chapter 2 for Downtown and Chapter 5 for Fairview Heights) as City policy and guiding documents for future action led by the City of Inglewood, other government agencies and private actors.

Adoption of the Zoning, Development Standards and Design Guidelines applies zoning designations for the planning areas, which incorporate all of the standards for land use and development set forth in Chapters 3, 4, 6 and 7 of this document. The regulations of these Zones replace those set forth in Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code, and any other applicable ordinances. Where land use regulations and/or development standards of the Municipal Code are inconsistent with these Zones, the standards and regulations of these Zones shall prevail and supercede the applicable provisions of the Municipal Code.

The TOD Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Municipal Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Plan shall be subject to Chapter 12 of the Inglewood Municipal Code.

1.4 New Regional Accessibility

As illustrated in Figure 1.2 the completion of the Metro Crenshaw/LAX Line places Inglewood in a position of greatly heightened regional accessibility including transit connections to Los Angeles International Airport, Downtown Los Angeles, Santa Monica and the entire Los Angeles County region. This new, regional accessibility is a major, driving force behind this Plan for Downtown and Fairview Heights.

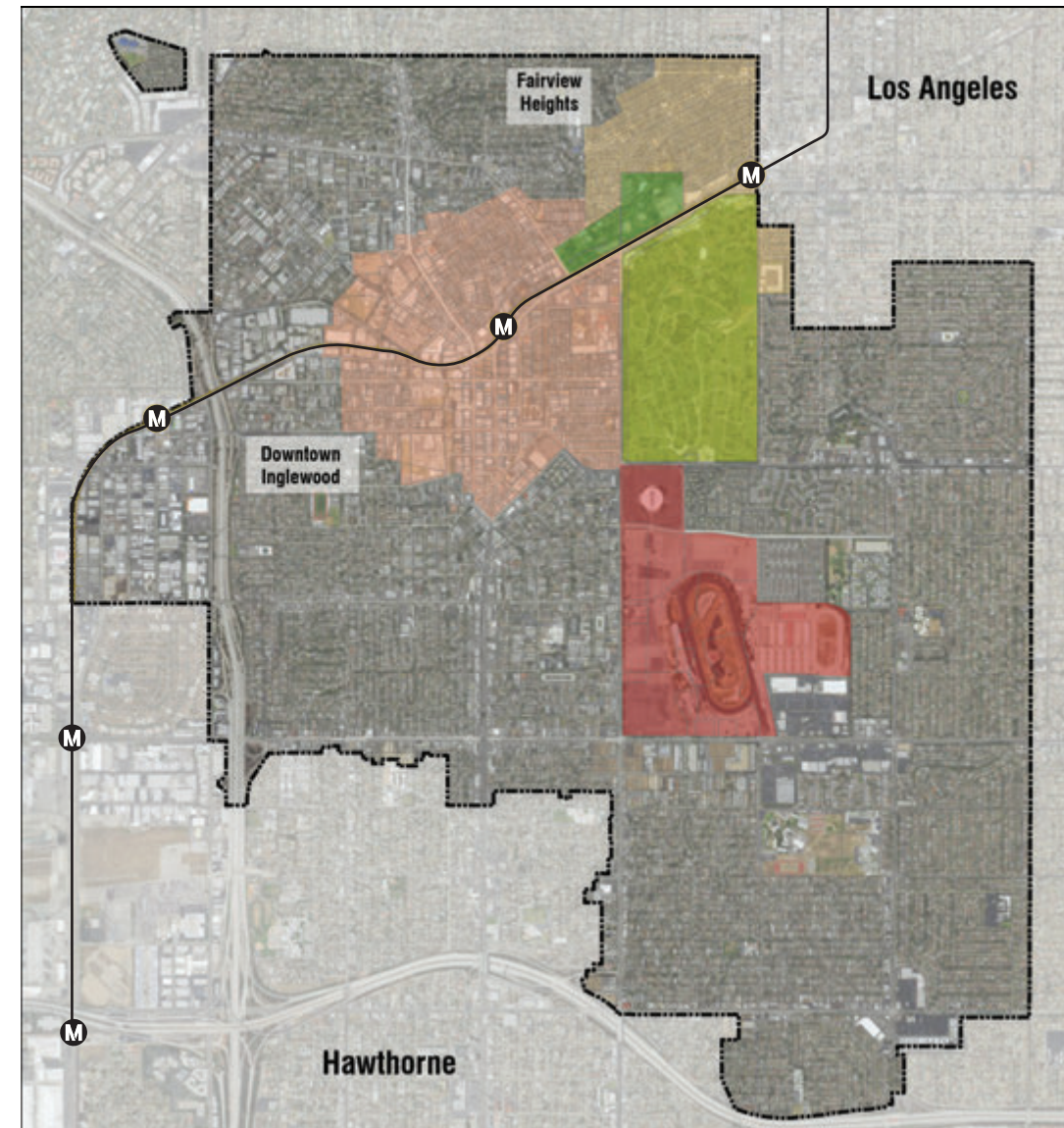


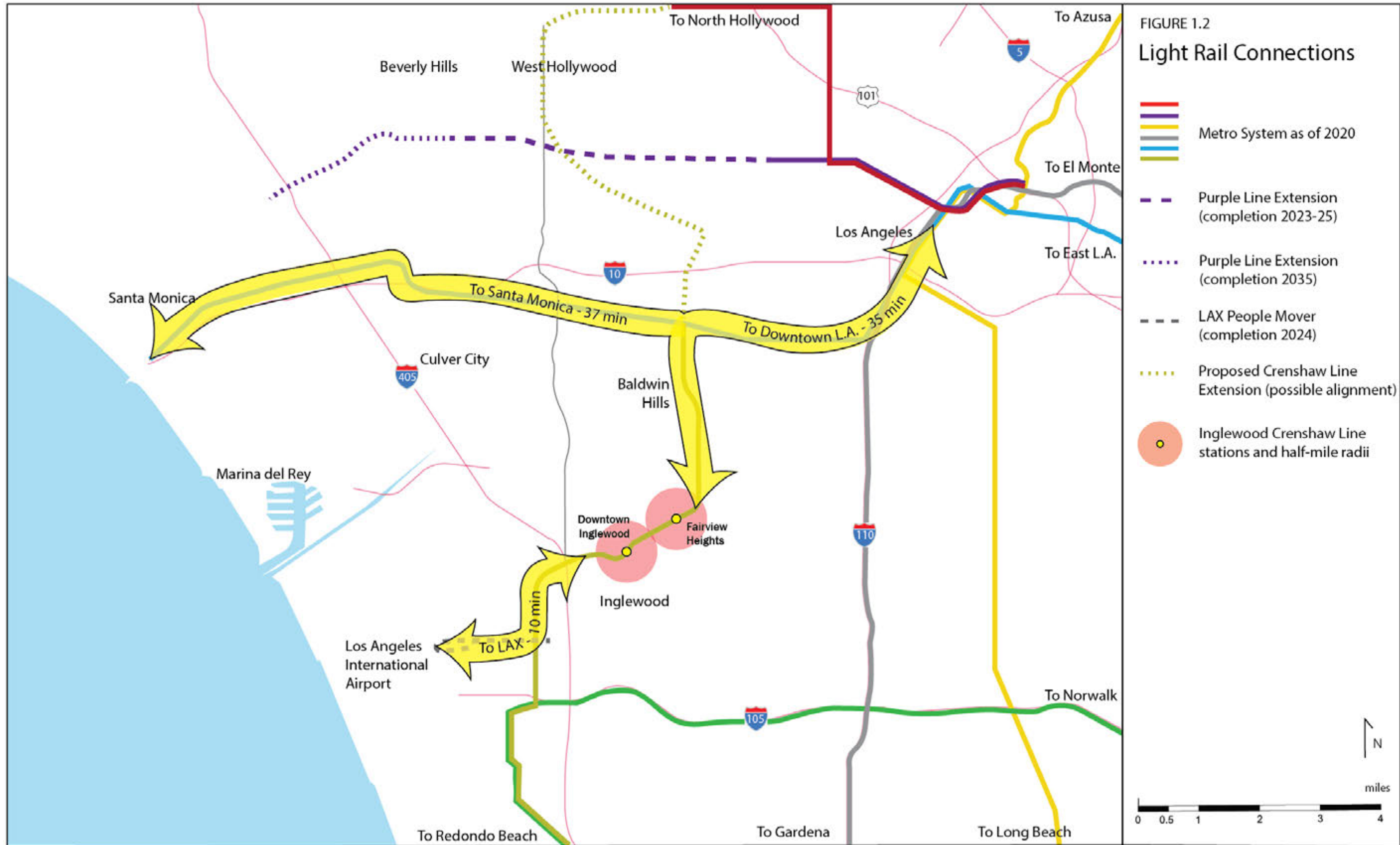
FIGURE 1.1 Downtown & Fairview Heights Citywide Context

- Crenshaw Line Stations
- Crenshaw Line
- City of Inglewood Boundary
- Edward Vincent Junior Park
- Downtown Concept Plan Area
- Fairview Heights Concept Plan Area
- Inglewood Park Cemetery
- The Forum & Hollywood Park

5 minute walk (1,200') 5 minute bike (4,400 ft)

0 1,200 2,400 4,800 7,200 Feet

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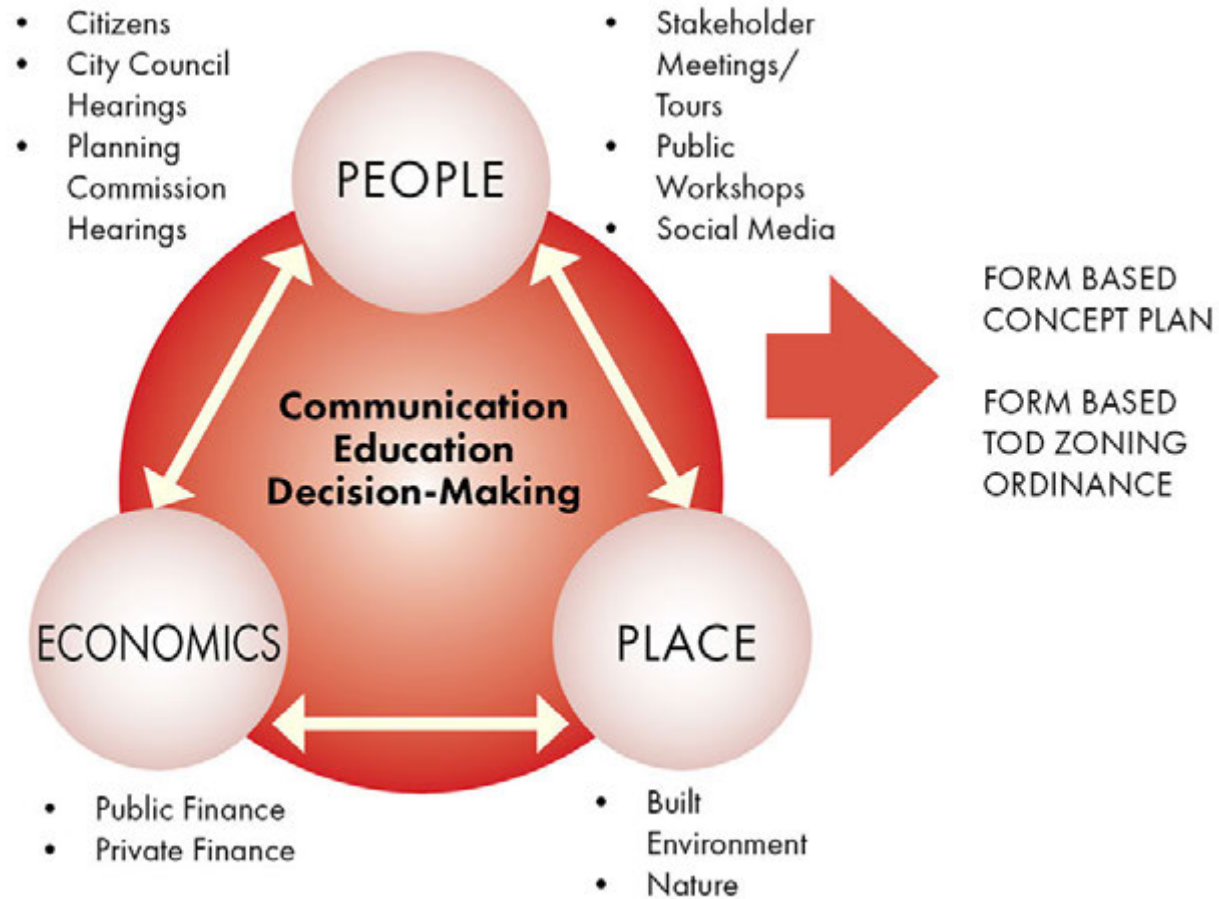


Figure 1.3 Planning and Decision-Making Process

1.5 Planning and Decision-Making Process

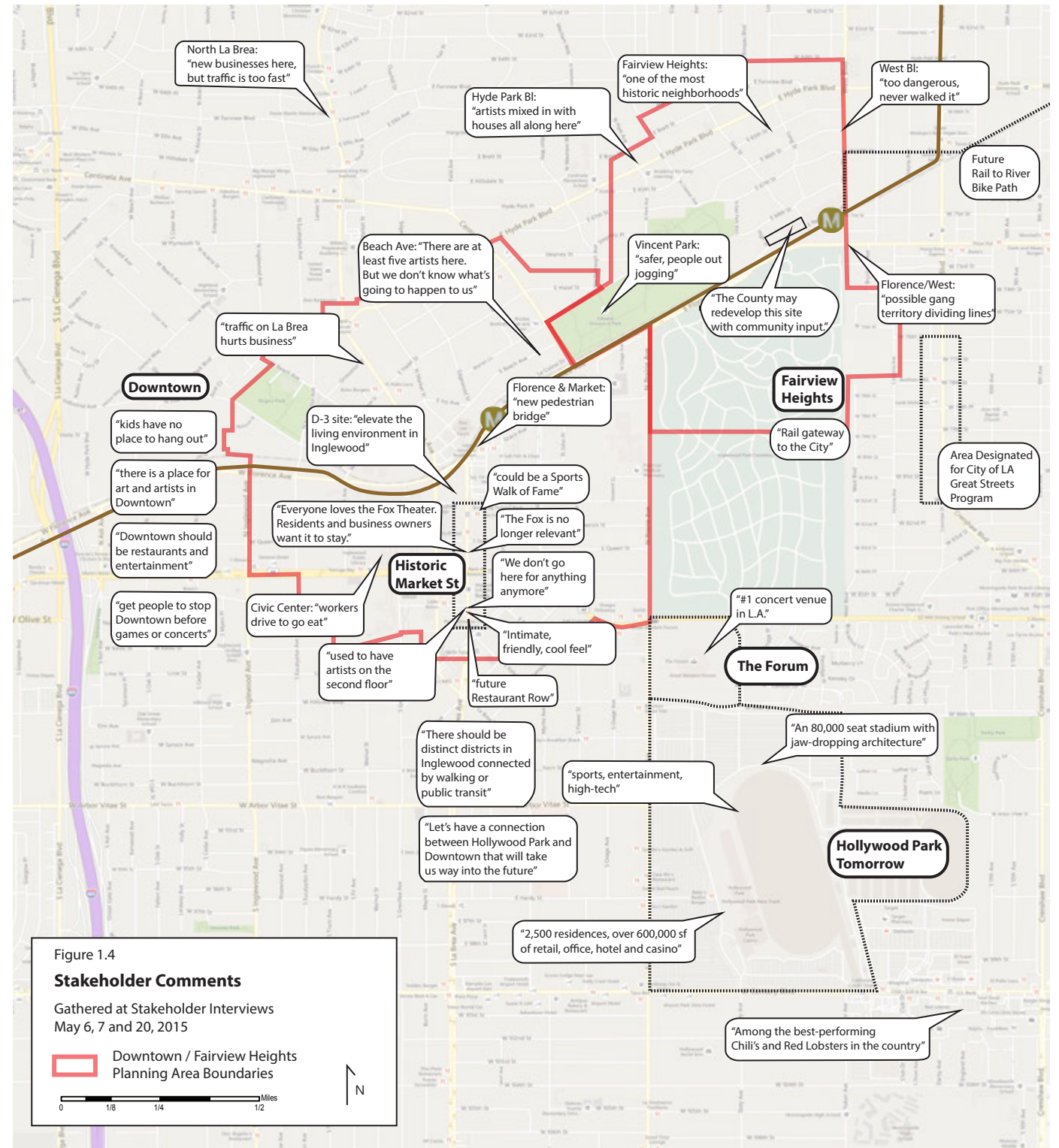
As illustrated in Figure 1.3, the Planning and Decision-making Process for the creation and adoption of the TOD Plan and Design Guidelines consisted of balancing and integrating the primary considerations of People, Economics and Place-making. These People, Economics and Place-making considerations were integrated throughout the process in terms of both the technical studies and planning recommendations of the city staff/consultant team and the community discussion and decision-making process that occurred throughout the process.

The photographs on the opposite page illustrate some of the components of this discussion and decision-making

process including:

- Public Workshops at Faithful Central Bible Church, St. John Chrysostom Church and the Inglewood Public Library Lecture Hall
- Stakeholder Interviews
- Stakeholder Advisory Committee Meetings
- Outreach Events at Faithful Central Bible Church, St. John’s Episcopal Church and Inglewood High School
- Stakeholder Advisory Committee Tour

A summary of comments from the Stakeholder Interviews is shown in Figure 1.4.



1.6 Overview of Potentials and Needs

Major potentials and needs for the Planning Areas include:

- The City's place in the region is changing as the Crenshaw/LAX Line opens up new accessibility and economic potentials.
- Downtown needs revitalization.
- Downtown has unique, existing assets including historic structures and fabric and the City's vibrant arts community.
- Transit access and TOD uses can enhance Downtown and the historic Fairview Heights neighborhood.
- Fairview Heights TOD can create a new gateway to the City of Inglewood.
- City leadership is engaging the community and the region to make dramatic change.

1.7 Vision

Downtown

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

Fairview Heights

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



Figure 1.5. Photos of community outreach and stakeholder input activities

2 THE NEW DOWNTOWN INGLEWOOD CONCEPT PLAN

2.1 Urban Design Concept

The Urban Design Concept was developed from the insights gained through the discussions with the community regarding People, Economics and Place through the process described in Section 1.5. In particular the Concept is driven by the community defined Vision stated in Section 1.6, as well as the objective of maximizing the benefits of the new level of accessibility provided by the Metro Crenshaw/LAX Line making Downtown Inglewood a more desirable place to live and work.

The Urban Design Concept is designed to take advantage of the many, existing Downtown Inglewood Assets as illustrated in Figures 2.1 and 2.2. These key assets include:

- A. The Downtown Inglewood station of the Crenshaw/LAX line near Market and Florence. This station provides Inglewood with a new gateway to the region and the region a new way to connect with Inglewood.
- B. The Civic Center which has approximately 2000 workers at City Hall, the Library and Court House who are prime customers for downtown and potential Metro riders.
- C. Inglewood High School, which has approximately 1500 students and faculty who are potential customers for downtown and potential workers at new downtown employment centers.
- D. Downtown has thousands of existing parking spaces in public structures which are currently underutilized and present a major resource for attracting new development.
- E. Inglewood owns a prime piece of land in the Bus Transfer facility, which would be ideal for another Downtown parking lot or structure once the Transfer Facility moves to the Light Rail Station.
- F. The City owned yard is large enough at 13 acres to create a major, new employment center in Downtown with convenient light rail access.
- G. There are numerous Surface Parking Lots, which offer, potential for future parking structures and/or

development.

- H. The Forum is a world-class entertainment venue, which draws up to 17,000 people to the edge of Downtown for each of the many concerts held there.
- I. Faithful Central Bible Church is a major leader in the community and its thousands of members attending church and other activities each week are potential diners and shoppers in Downtown.
- J. St. John Chrysostom Church is a major leader in the community, and its thousands of members attending church and other activities each week are potential diners and shoppers in Downtown.
- K. The planned development of the City-owned D3 Site will be a major stimulus to downtown's revitalization.
- L. Vincent Park is one of the most significant City Parks in Southern California with its many activities and unique history.
- M. Market Street has a number of attractive, older structures and a nice ambiance resulting from past city investments in attractive streetscape improvements.
- N. The existing Neighborhoods around the Light Rail Station have approximately 9,000 residents who are potential downtown shoppers and diners and potential Metro riders.



Figure 2.1 Downtown Existing Assets

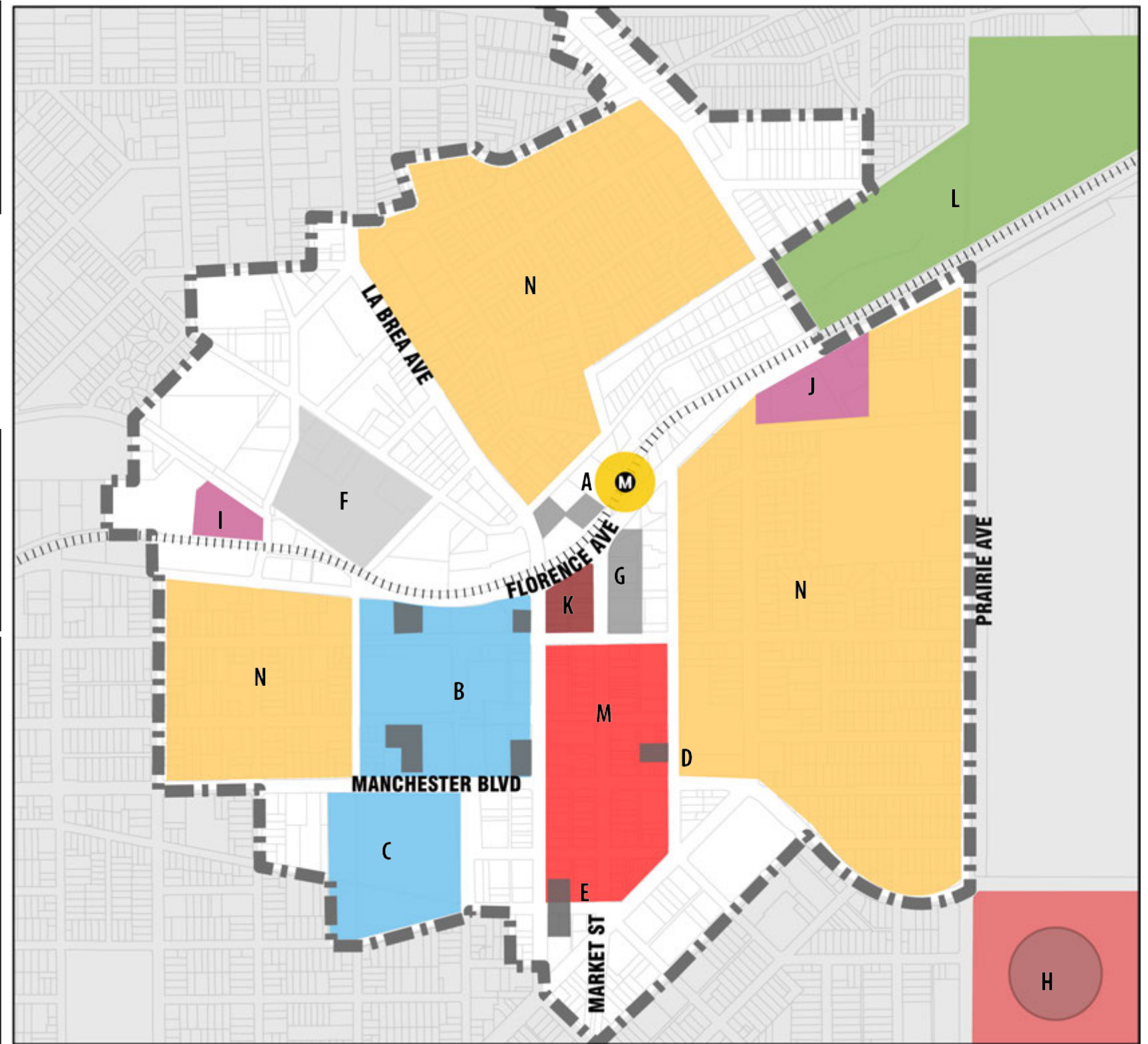


Figure 2.2 Downtown Existing Assets Map

The Urban Design Concept, illustrated in Figures 2.3 and 2.4, builds upon the Assets described in Figures 2.1 and 2.2 and the accompanying photographs.

The major elements of the Urban Design Concept include:

1. Creation of a **new North Market Place destination** which includes Inglewood Plaza—the City’s new gathering place, closure of Market Street north of Regent Street as part of the Plaza, provision of pedestrian oriented retail around the plaza, new residential developments, several public parking structures and a bridge/escalator connection across Florence Boulevard.
2. Creation of a **new South Market Place destination** which includes a new City owned Parking Structure on the site of the former Bus Transfer Station, retail along both sides of Market Street with residential, hotel and office uses above and a residential complex which shares a courtyard with the hotel.
3. **Restoration of the Fox Theater** in conjunction with revitalization of the Fox Theater block.
4. Development of a **Market Street Infill Project** that combines restoration of existing retail structures along Market Street and construction of a five-story residential complex facing a courtyard that is shared with the residential. Parking for the residential can be on the top floor of the existing, City-owned Parking Structure.
- 5/6. Development of a **TechTown Campus** on the City Yard Property and adjacent property between the City Yard and La Brea Avenue. The Tech Town Campus is served by two Parking Structures, which can be either privately and/or publicly funded. The Campus is oriented to a day-lighted stream with a Class 1 Bikeway and Pedestrian Path on each side of the stream.
7. Development of **retail and residential complexes immediately adjacent to the Light Rail Station**. These complexes feature interior courtyards and shared parking with a privately or publicly funded parking structure. A grand staircase, with escalators, will serve both the residents of the new complexes and

the neighborhood to the north of the Station.

8. Enhancement of the **pedestrian circulation network** of Downtown including the Market/Queen Axis and the Alley Walkways, which, along with Mid-block Pass-throughs, can connect to Parking Structures and Interior Courtyards.
9. Creation of a **Downtown/Techtown Arts District**, which builds on the strength of the existing community of artists in Inglewood and allows for a vital interplay between the arts and sciences in Downtown and TechTown.
10. Creation of a **Downtown Green Boulevards Network** which will provide nearly 5 miles of bikeways separated from traffic, significantly enhance groundwater recharge in Downtown and create unusually green corridors surrounding and leading to Downtown.
11. Establish a **Downtown Parking District** to construct and manage the existing and new public parking in Downtown and TechTown.
12. Linkage between the **Metro Station, Downtown, the Forum, Hollywood Park and the NFL Stadium** via a combination of **existing and advanced technology local transit systems/people movers**.

On the following spread, Figure 2.5, the Urban Design Framework, details the Urban Design Concept.



Figure 2.3 Downtown Urban Design Concept Elements

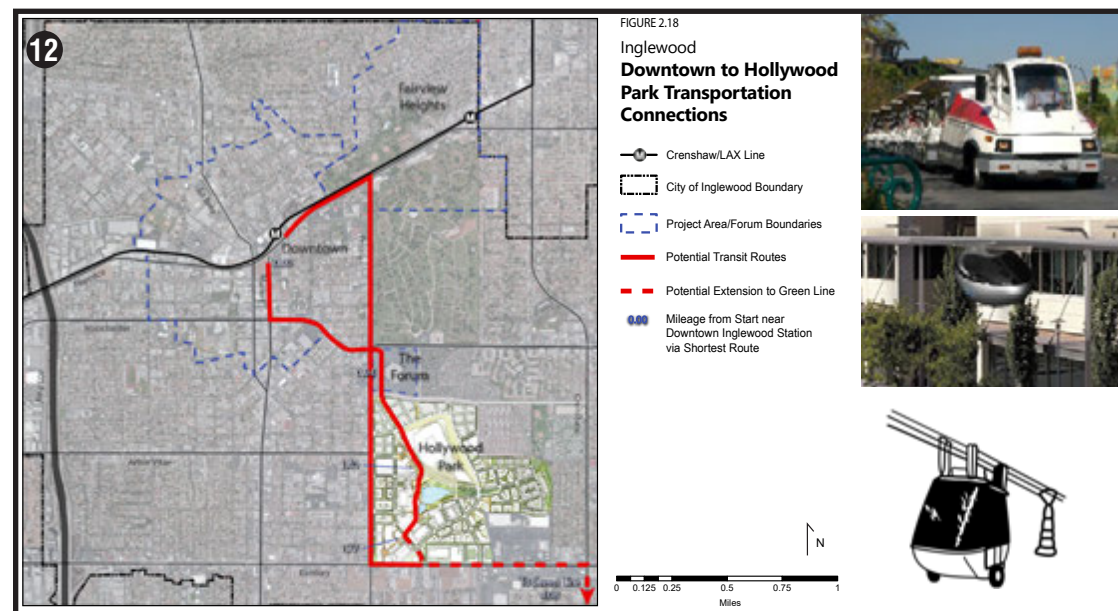


Figure 2.4 Downtown Urban Design Concept Map

2.2 Districts

Figure 2.6 shows the Downtown Districts. Districts are sections of the city that, while they may contain a variety of land uses, are distinguished by a unifying identity or character. Districts can also serve as the geographic basis for wayfinding and geographically-based programs such as parking districts, Business Improvement Districts and Enhanced Infrastructure Financing Districts. In this Plan, Downtown Inglewood is divided into seven districts which perform unique and complementary functions within the overall Downtown. They are described below.

Historic Downtown

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



Market Street is the center of the Historic Downtown. It is a traditional, pedestrian-friendly main street.

Civic Center

The Civic Center is the concentration of government services in Inglewood, encompassing City Hall, Inglewood Public Library, the Superior Court, Crozier Middle School and Inglewood High School. Most of the area was designed as a unit by architect Charles Luckman in the late 1960's. The Civic Center is focused on City Hall, which sits at the center of a north-south axis defined by Grevillea Art Park, the landscaped foreground to City Hall, and a pedestrian walkway and bridge to the courts, and an east-west axis running along Queen Street and a pedestrian platform east from City Hall to La Brea Avenue. Under the TOD Plan, the Civic Center remains the government and education center of the City, and the Luckman design is strengthened through improved connections along the east-west axis between the Civic Center and Historic Downtown, encouraging the Civic Center's working and student population to visit the Historic Downtown.



The Library Lecture Hall and City Hall match and are connected by a pedestrian bridge in Luckman's design.

TechTown

Currently, TechTown is an area united by its industrial and commercial zoning more than by any coherent sense of place. Still, it does contain a concentration of manufacturing and aerospace technology activities, along with the City Yard, a major park and a large church. In the future, TechTown will be a vibrant technology business center that provides entrepreneurship and quality employment opportunities for Inglewood residents. Future uses will seek to be consolidated around creative office, research and development, light industrial and limited retail anchored by a sustainable open space corridor and Rogers Park.



Some older buildings in TechTown are candidates for conversion to creative office, flex or R&D uses.

Beach Avenue

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



Beach Avenue streetscape

Fairview West

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



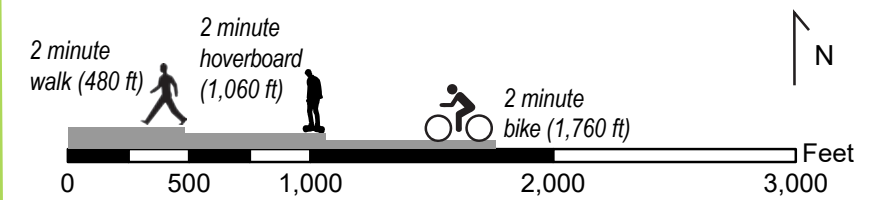
Apartment complex in Fairview West



FIGURE 2.5

Downtown Urban Design Framework

-  Downtown Plan Boundary
-  Crenshaw/LAX Line
-  Primary Pedestrian Promenade
-  Green Boulevard
-  Neighborhood Connector
-  Daylighted Stream and Pedestrian and Bike Path
-  Green Alleys and Mid-Block Passthroughs
-  Historic Market Street District
-  Major Transit Oriented Development Sites
-  Open Spaces
-  Green Parking Lot
-  Plazas
-  Potential Plazas
-  Special Pedestrian Crossings
-  Pedestrian Bridge
-  Existing Vista Terminations
-  New Vista Terminations
-  Renovated Fox Theater
-  Existing Public Parking or Parking that can be used for Off-Cycle Public Use
-  Major New Public Parking (approximate locations)
-  Mobility Hub



Hillcrest

Hillcrest is the most established and affluent residential neighborhood in Downtown. The overall character is established by the stately homes, many of traditional styles, which flank a large tree-lined median on Hillcrest Boulevard, and the historic Catholic, Episcopal and Presbyterian churches. The district will retain its general character and phase out medical offices uses that were previously related to the soon to be demolished Daniel Freeman Hospital. The district will continue to be home to churches and neighborhood retail uses as well as residences.



Single-family home in Hillcrest

Queen Street

The portion of Queen Street within the planning area boundary is part of a larger residential area that extends westward to the 405 freeway. It is largely zoned R-4 and has a large proportion of apartments. Under the plan, Queen Street will be a safe and affordable residential district linked to Downtown and transit.



Queen Street multi-family streetscape

2.3 Major Development Potentials

Figure 2.7 shows the Key Development Sites in Downtown. These sites have been selected because of their strategic location proximate to transit and in the overall Urban Design Form of Downtown Inglewood, their large size, and in some cases, the consolidation of ownership.

The development of these sites would in large measure catalyze the revitalization of Downtown Inglewood as a whole and remake the identity of the area in consistency with the community vision.

Vacant Northwest Site

The Vacant Northwest Site is a large, mostly vacant block in the TechTown district bounded by Hyde Park Boulevard, Eucalyptus Avenue, Beach Avenue and Inglewood Avenue. As of this writing, a development application had been submitted to construct a large warehousing facility on the site.



Vacant Northwest Site

TechTown - City Yard / Fire Department and Anthony's Auto Body Sites

The City Yard and Fire Department block is a publicly-owned site and the largest development opportunity site in the Downtown planning area at 13.22 acres. Though it provides vital services to the City of Inglewood, if an alternate location could be found, this block would become



City Yard

the prime catalytic site for TechTown development, and its concentration of public ownership can facilitate interest in Downtown's revitalization.

The City Yard / Fire Department block can be a primary site to establish the identity of TechTown and develop light industrial and creative office space centered around a daylighted stream and pedestrian and bike path, as described in the Design Guidelines in Section 4.7.

The block bounded by La Brea Avenue, Beach Avenue, Ivy Avenue and the Metro Crenshaw/LAX Line right-of-way is referred to in this Plan as the Anthony's Auto Body block, after the largest space user on this block. Current uses include strip retail, a towing company, a large auto body shop and warehousing and distribution. At 8.67 acres, it is another critical site for the development of the TechTown concept, and for connecting TechTown to the rest of Downtown Inglewood.

Walgreens/Buy Low and Don Lee Farms Sites

The Walgreens/Buy Low site is located just north of the tracks on the east side of La Brea Avenue. It is used for a Walgreens drug store, a Buy Low grocery store and surface parking. Residents expressed interest in that the Buy Low grocery store be relocated nearby if the site is redeveloped. The Don Lee Farms site consists of the meat processing



View of station site from north, through Don Lee Farms



Walgreens site frontage on La Brea Avenue

plant of Don Lee Farms on the west and additional properties that Don Lee Farms rents on the east side. The property immediately abuts the Downtown Inglewood station, though ground level is located approximately 25' below the station level. Any pedestrian connection from the north to the Downtown Inglewood Metro station must be constructed through Don Lee Farms' property. Making this connection is very important for station access, as described in Section 4.7.

Together, the Walgreens/Buy Low and Don Lee Farms sites form the 7.28-acre site for the North Station Walk TOD described in Section 4.7. Residential buildings with

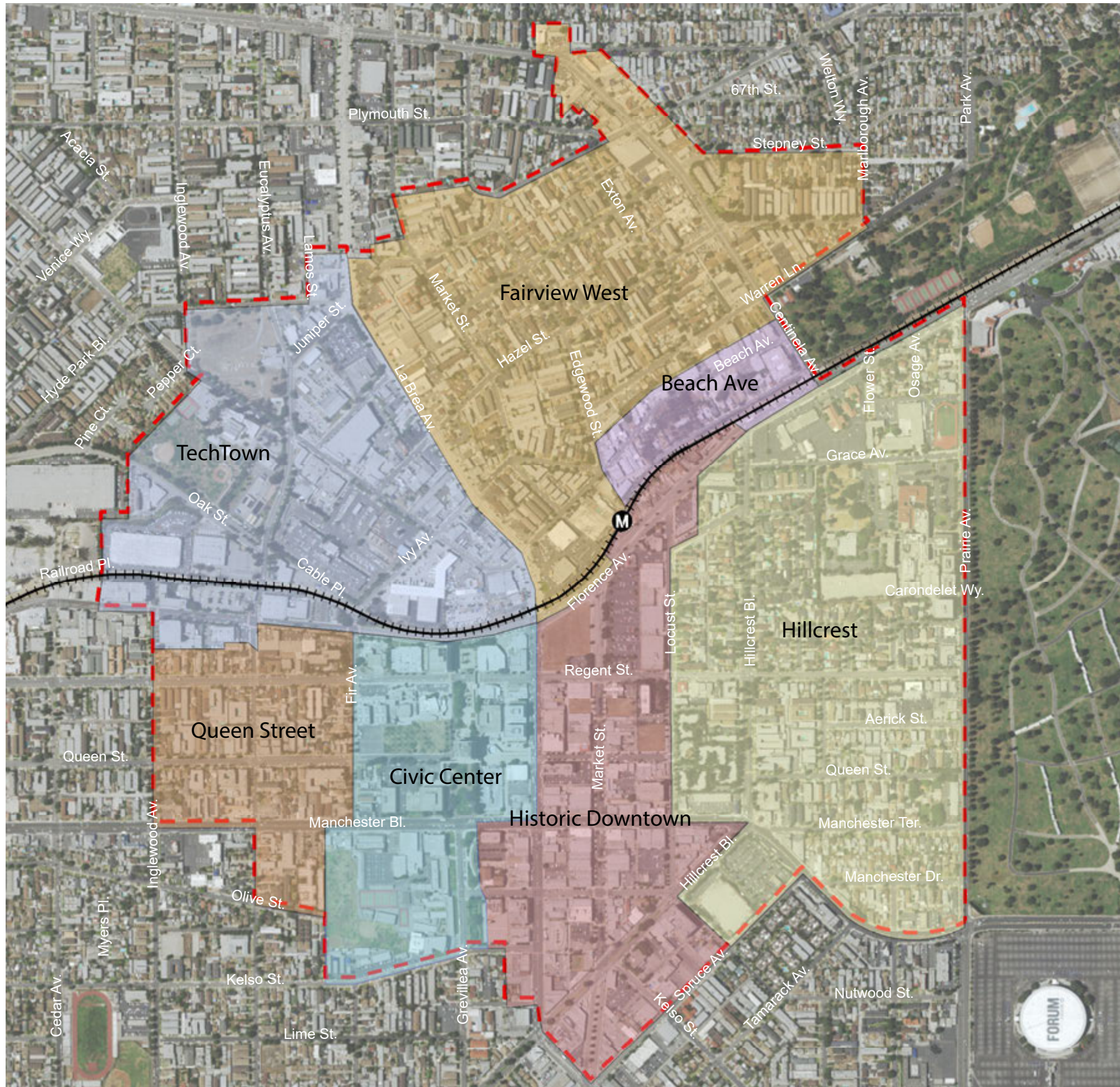









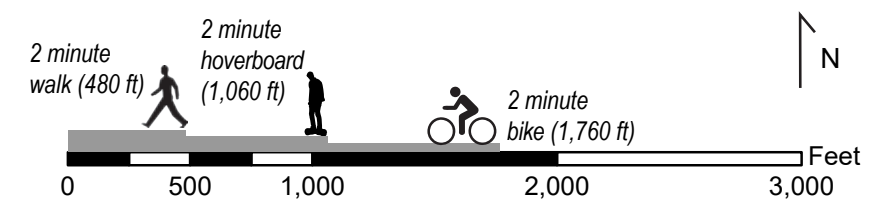


FIGURE 2.6
Downtown
Districts

-  Downtown Plan Boundary
-  Crenshaw/LAX Line
-  Beach Ave
-  Civic Center
-  Fairview West
-  Hillcrest
-  Historic Downtown
-  Queen Street
-  TechTown



some office and retail uses would frame a grand staircase and for accessing the station from the corner of Beach, Ivy and Edgewood Avenues.

D-3 Site

The D-3 Site is the block bounded by Florence Avenue, Market Street, Regent Street and La Brea Avenue. It is currently vacant. A development agreement is in place to transfer ownership of the property from the Inglewood Successor Agency to Thomas Safran & Associates for redevelopment into a six-story residential over retail mixed-use project. The D-3 development will be an important catalyst for Downtown revitalization, changing Downtown’s perception, bringing in new population and retail options along the future plaza on the northernmost block of Market Street.

CVS/DD’s Site

The CVS/DD’s Site consists of the large shopping mall located on the east side of Market Street between Florence Avenue and Regent Street. Much of the 7.12-acre site, including the length of the Market Street frontage, is dedicated to surface parking. The land is owned by six different owners, making consolidation difficult, but it is a key catalytic site for Downtown. The site is the closest on the south side to the Metro station itself and would provide the entry for a pedestrian bridge connection from the station.



Views of CVS/DD’s Site

The CVS/DD’s Site, along with adjacent parcels to the south on Market Street, form the North Market Place TOD described in Section 4.7. This site is ideal for the highest-density development in the planning area with ground-floor retail and a large public plaza gathering space, where major events and activities can take place in Downtown Inglewood. It is also an important site to construct public parking to serve the development and other Historic Downtown uses.

South Market Terminus

The South Market Terminus consists of the sites numbered 8, 9a and 9b on Figure 2.2. Site 8 measures 2.72 acres and is the Inglewood Transit Center and a small office building on the La Brea Avenue frontage and parking lots and public restroom areas on the Market Street frontage. Sites 9a and 9b are opposite blocks of Market Street between Hillcrest Boulevard and La Brea Avenue, measuring 1.76 and 3.11 acres, respectively. They currently have low-density commercial uses.

The Plan zones these sites for major mixed-use development that can create a major node to anchor the southern part of Market Street and create a gateway into Market Street from its beginning at La Brea Avenue. This is described in detail as South Market Place TOD in Section 4.7.



Example of land uses on South Market Terminus sites



Thomas Safran Associates concept proposal for development on the D-3 site

Market St. Infill Sites

The Market St. Infill Area takes in the Historic Market Street corridor from Regent Street to Hillcrest Boulevard. This area is the epicenter of Downtown Inglewood’s historical memory, and still contains attractive, historic building facades and the Fox Theater, which though currently closed, is on the National Register of Historic Places. In the Infill Area, quality building shopfronts should be preserved, enhanced and restored as necessary, while more plain building facades may be enhanced or replaced with new retail buildings. The Plan also encourages residential construction behind and on top of ground floor retail to help animate retail activity. Potential ways to do this are shown in the North Market Place TOD and Market St. Infill TOD in Section 4.7.



Examples of vacant areas with potential for development behind Market Street shopfronts

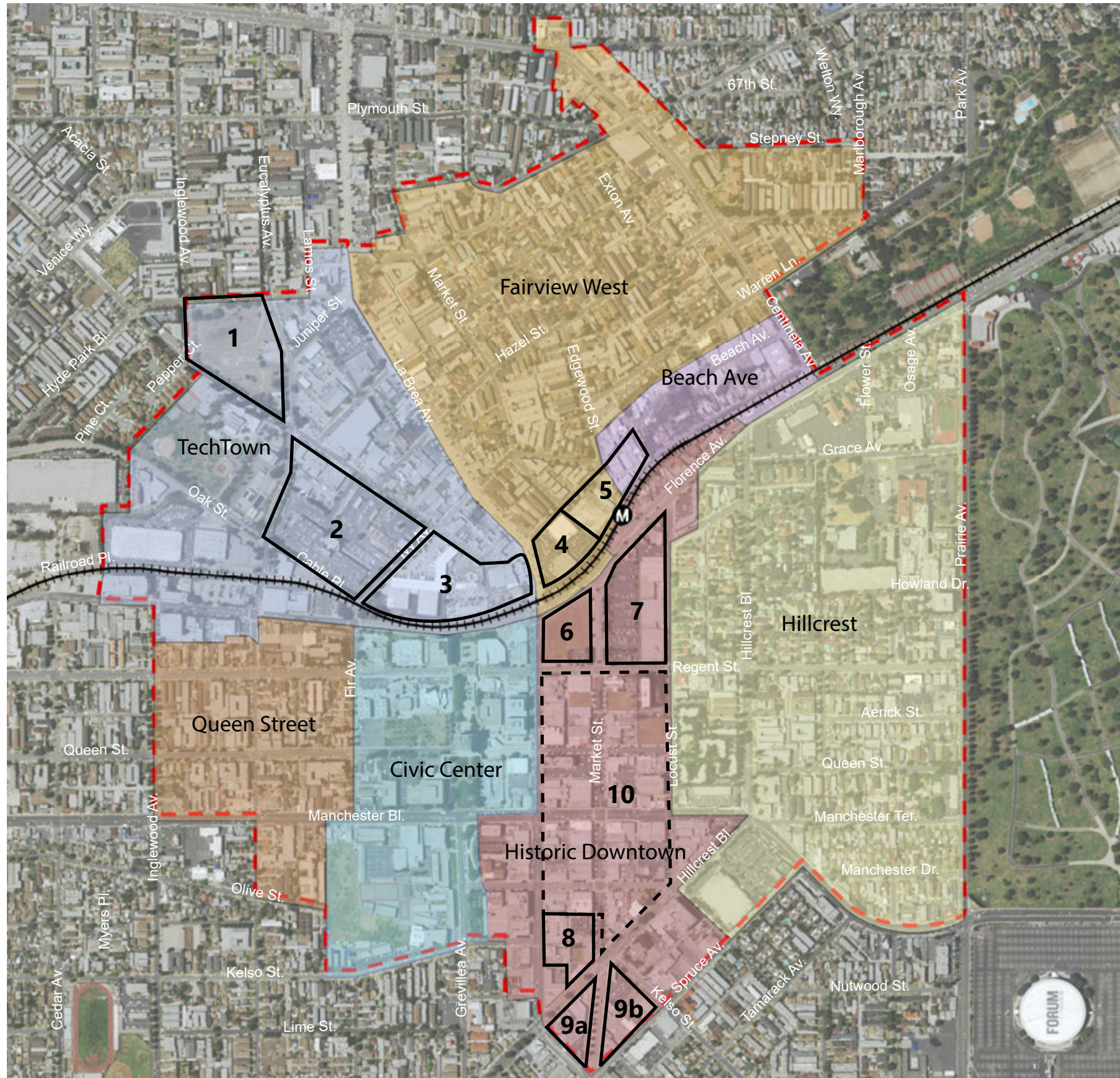
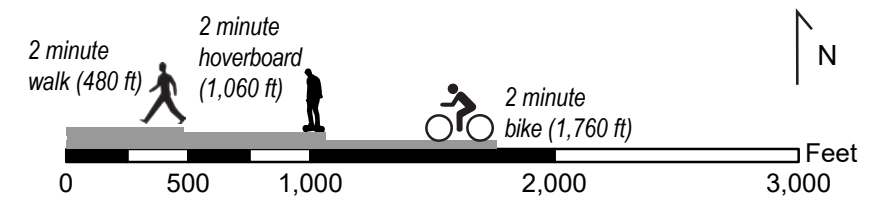


FIGURE 2.7
Downtown
Key Development Sites

- Downtown Plan Boundary
- Crenshaw/LAX Line
- Land Use Districts

Key Development Sites

- 1** Vacant Northwest Site
- 2** City Yard / Fire Department Block
- 3** Anthony's Auto Body Block
- 4** Walgreen's / Buy Low Site
- 5** Don Lee Farms
- 6** D-3 Site
- 7** CVS/DD's Block
- 8** Inglewood Transit Center and environs
- 9a** South Market Termination - West
- 9b** South Market Termination - East
- 10** Market Street Infill Area



2.4 Complete Streets

In Downtown Inglewood, every street should be a Complete Street. Complete Streets balance the following five functions of streets in unique ways:

- Complete Streets are **carriers** of pedestrians, bicycles, transit vehicles, automobiles, etc. between destinations
- Complete Streets are **spaces** between buildings in the urban environment and can function as a type of open space
- Complete Streets are **places** where people desire to spend time, meet others and gather. The street name reflects a sense of place that is widely understood.
- Complete Streets are **communicators** of the culture, vision and values of the people that live, work, or pass through it
- Complete Streets are **development generators** by providing easy access to private property and enabling development to occur

Three special types of Complete Streets are detailed in this Plan: Primary Pedestrian Promenades, Green Boulevards and Neighborhood Connectors. Their locations are shown in Figure 2.11.

Primary Pedestrian Promenades

The Primary Pedestrian Promenades in Downtown Inglewood are Market Street and Queen Street. Market Street already functions as a special place in the collective memory of the city, as well as a meeting place for some. However, the vision of the Plan is for Market Street to recover its sense of worth, popularity and vibrancy as a place for all in the City of Inglewood. Along the Primary Pedestrian Promenades, placemaking and pedestrian movement should be given the highest priority. Meticulous maintenance of the existing streetscape is important in ensuring this. During events, the Primary Pedestrian Promenades should be able to be closed to vehicular traffic entirely, and their entire right-of-way should be

used for pedestrian movement and activities. Additional improvements to the Primary Pedestrian Promenades and to Historic Downtown pedestrian movement more generally are discussed in Section 2.8.

Green Boulevards

The Green Boulevards are major streets that serve an important carrier function while also providing environmental benefits and establishing a sense of entry and place to the totality of Downtown Inglewood. Each of them (La Brea Avenue, Florence Avenue, Prairie Avenue, Manchester Boulevard) is classified as a Major Arterial in the General Plan. The typical Green Boulevard cross-section, shown in Figure 2.8, shows the preservation of existing through-traffic lanes, while accommodating bicycles in protected lanes. Figure 2.9 presents the plan view of a typical Green Boulevard. Prairie Avenue, which abuts Inglewood Park Cemetery, is somewhat different and shown in Figure 2.10.

Constructing the Green Boulevards will result in several environmental benefits. The green divider between the slow traffic lane and the protected bicycle lane should be designed as a bioswale to permit runoff from the nearby streets and parking lots to percolate through the swale into the groundwater or underdrain as necessary. More details about this can be found in Section 2.11. The trees planted in the median, green dividers and along the sidewalks will also function as lungs for the City of Inglewood, cleaning the air. Finally, the enhanced streetscape will promote walking and cycling, reducing emissions.

Neighborhood Connectors

The Neighborhood Connectors, Locust and Regent Streets and Beach Avenue, are important streets for linking outlying districts of Downtown to the Historic Downtown, Metro station and the rest of the Complete Streets Network. These streets prioritize pedestrian and bicycle movement while accommodating low-speed vehicular movement as well. Attention should be paid to the design and maintenance of the pedestrian environment, including planting street trees where needed. The section of Beach Avenue east of

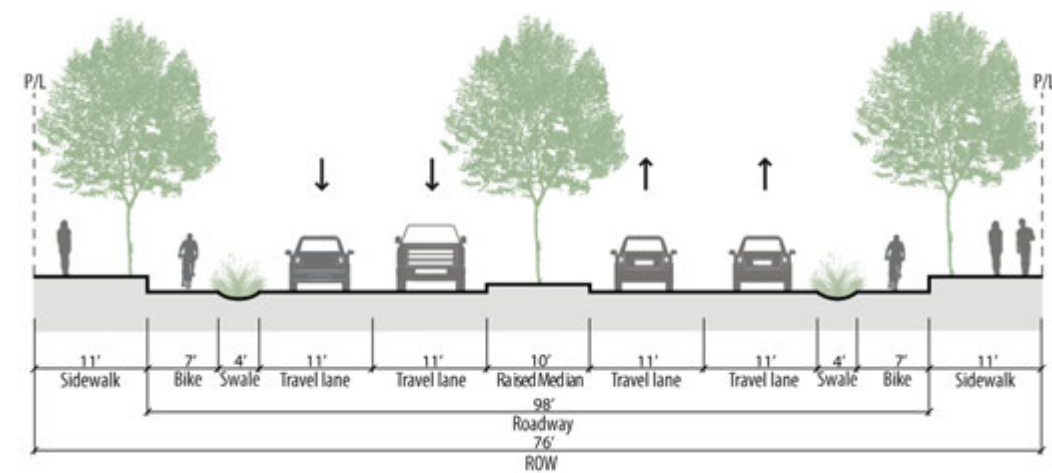


Figure 2.8 Typical Green Boulevard cross-section



Figure 2.9 Typical Green Boulevard plan

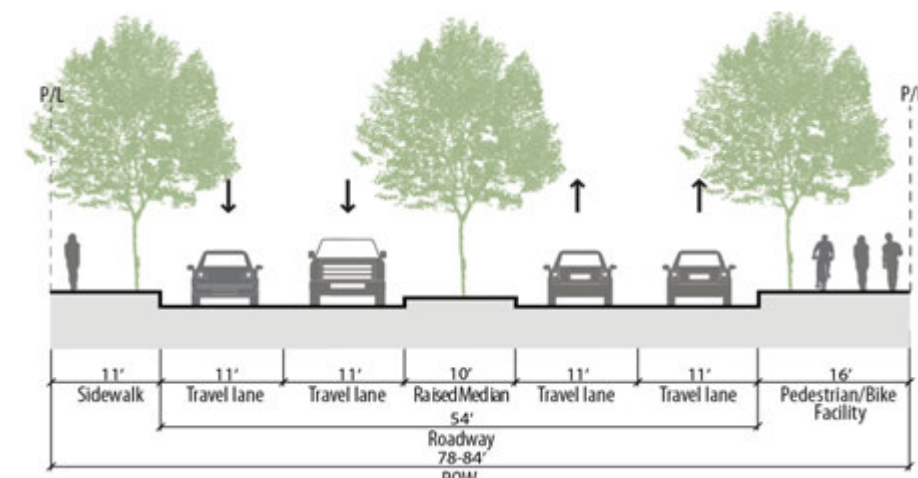


Figure 2.10 Prairie Avenue cross-section (between Florence Avenue and Manchester Boulevard, mid-section)

Edgewood Street needs to be widened to fit a sidewalk on both sides of the street. Street performance should also be monitored to fix any areas where cyclists feel in danger.

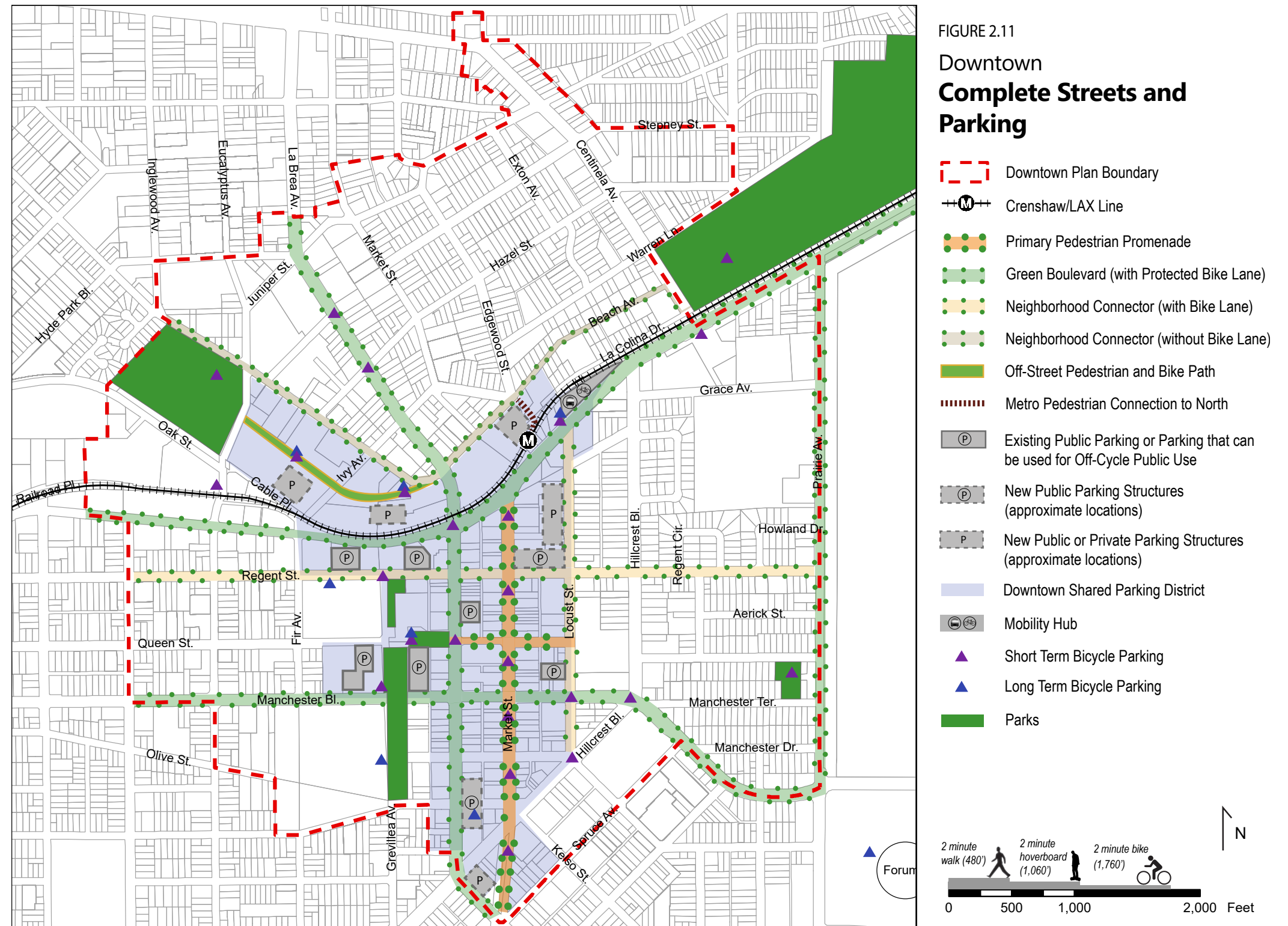
2.5 Parking District / Park Once

A parking management district should be established in the area shown in Figure 2.11 and Parking Management Plan prepared. Steps involved in a Parking Management Plan include:

- Determine current or projected shortage of parking
- Develop methods for addressing parking needs, supply and demand utilization
- Outreach to the community on the real costs of parking
- Develop a parking management plan for efficiently and effectively utilizing parking resources that also uses public and private partnerships

A menu of recommended strategies is given in Figure 2.12. However, the key actions are:

1. Reduce parking requirements in the entire TOD planning area in accordance with Figure 4.1.
2. Update in-lieu parking fee (Municipal Code Section 12-41 (A)), enable developers to meet entire parking allotment through in-lieu fee and permit off-site parking (Municipal Code Section 12-50) within parking management district area.
3. Bring current publicly-owned parking lots under the parking management district and share parking across the district. For example, Civic Center parking should be available for the Historic Downtown in off-peak hours.
4. Acquire surface parking lots and areas for future parking garages as shown in Figure 2.9. Build parking structures as development and demand require.



Strategy	Description	Effect
Shared Parking	Parking serves multiple users based on various peak parking demands	Better use existing parking
Increase Capacity of Existing Facilities	Increase parking capacity by using otherwise wasted space, smaller stalls, valet parking, angle parking, and revise time restrictions	More spaces in existing facilities
Remote Parking	Provide additional off-site or urban fringe parking facilities	Increase spaces available
Overflow Parking Plans	Establish plans to manage occasional peak parking demands during special events, etc.	Increase spaces available
Address Spillover Problems	Use management, enforcement, & pricing to address spillover problems	Reduce parking impacts
Walking & Bicycling Improvements	Improve walking & bicycling conditions to expand range of destinations served by parking	Reduce parking demand; park once
Bicycle Facilities	Provide bicycle storage & employee changing facilities	Reduce parking demand
Mobility Management	Encourage more efficient travel patterns, including changes in mode, timing, destination, & vehicle trip frequency	Reduce parking demand, spread peak demand
Parking Regulations	Regulate in favor of higher value uses such as service vehicles, deliveries, customers, distinct users, quick errands & special needs	Increase turnover of most convenient spaces
Parking Pricing	Charge motorists directly & efficiently for using parking facilities to recover parking facility costs and/or raise revenue to fund improvements	Reduce demand, increase turnover of most convenient spaces
Improve Pricing Methods	Use better charging techniques to make pricing more convenient & cost effective (change machines, credit card, time limit extensions)	Increase resources for access and parking improvement

Figure 2.12. Parking Management Strategies

2.6 Downtown Bicycle Network

As shown in Figure 2.11, the bicycle network consists of:

- A Class I pedestrian and bicycle path through TechTown, and a Class I pedestrian and bicycle path on the east side of Prairie Avenue
- Protected bicycle lanes (cycletracks) on each of the other Green Boulevards: Florence Avenue, La Brea Avenue, Manchester Boulevard
- Class II bicycle lanes on Locust Street and on Regent Street between Fir Avenue and La Brea Boulevard
- Class III bicycle route on Regent Street between Inglewood and Fir Avenues and La Brea and Prairie Avenues

The bicycle network provides for dedicated facilities to access the major destinations in Downtown Inglewood in the Historic Downtown, Civic Center and TechTown. It also provides for safe routes to Downtown Inglewood station, Inglewood High School and Crozier Middle School from all directions. The Green Boulevard network also

creates a recreational loop around the Historic Downtown and Hillcrest districts on La Brea, Florence and Prairie Avenues and Manchester Boulevard.

Key bicycle parking locations are also shown on Figure 2.11. Bicycle parking should be divided into long-term and short-term parking. Long-term bicycle parking consists of secured parking such as bike lockers, and indoor facilities. It should be located at the Downtown Inglewood station and at schools. Short-term bicycle parking includes the customary bike racks. It should be located in commercial and mixed-use areas and at government offices and other landmarks.

2.7 Public Transit and Mobility Hub

The most significant change in transit service to Downtown Inglewood will be the introduction of light rail transit with the Crenshaw/LAX Line. The station will be located just north of Florence Avenue between Market and Locust Streets.

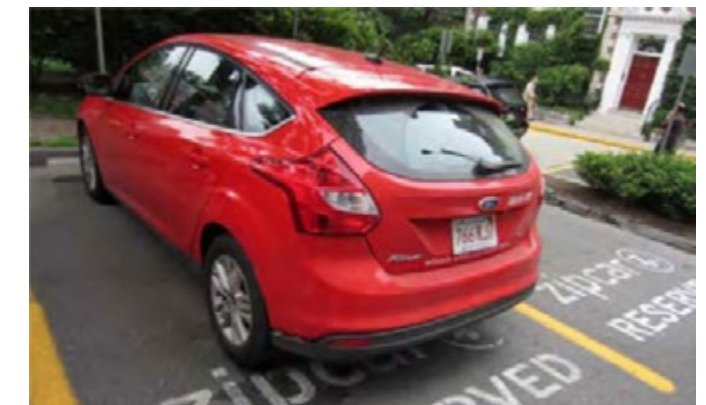
Under the Plan, an Inglewood Mobility Hub would be created on the site of the proposed Metro park-and-ride immediately east of the Downtown Inglewood station. The Mobility Hub would serve the function of the current Inglewood Transit Center on South La Brea Avenue as a bus transfer station. Metro Local Line 607, an important last mile connection, should be adjusted accordingly to serve the new transfer station, and headways should be reduced to 20-30 minutes. In addition, the Mobility Hub should include services such as carshare, long-term bicycle parking, a bicycle hub for repairs and maintenance, and other services as desired.



Example of Green Boulevard



Bikeshare can be expanded to Inglewood, starting at the Mobility Hub.



Carshare is an excellent service to provide at a Mobility Hub.



Wayfinding and signage showing parking availability reduces traffic and driver frustration



Parking incentives for carpooling, electric vehicles, etc.



Existing parking structures should be used off-peak for Historic Downtown district parking, and new structures should be built on adequate sites.

2.8 Street Trees and Furniture

Street trees and furniture are important elements of streetscapes and placemaking. This section gives guidelines on the character of furniture and trees to use in key areas of Downtown Inglewood.

Street Furniture Concept

The Plan calls for street furniture to be applied more consistently throughout Downtown. In the Historic Downtown, the existing furniture palette found on Market Street (Figure 2.13) should be expanded to surrounding streets, alley walkways, courtyards and mid-block passthroughs, establishing a unifying identity for the district. Removable bollards on Market Street should be based on the existing bollards. TechTown's furniture palette should complement its forward-looking identity with a new sleek modern design such as that seen in Figure 2.14.

Street Tree Concept

Figure 2.15 shows the locations of recommended street trees in Downtown Inglewood. As Florence Avenue is a major vehicular gateway into Downtown and has an existing palm tree treatment in the section between Downtown Inglewood and Fairview Heights, it is recommended that the street be lined with tall California Fan Palms.

Each of the Green Boulevards (Florence Avenue, La Brea Avenue and Manchester Boulevard) should be lined with London Plane trees, or a similar species. This tree's ability to withstand air pollution, drought, as well as most diseases makes it a perfect street tree that will also provide some uniformity and connectivity for the downtown. In the case of Florence Avenue, the London Plane trees can be alternated with the California Fan Palms.

Market Street should retain its existing street trees. The smaller arterial streets near Market Street may alternate between the Brisbane Box, an evergreen tree, and the Ginkgo Biloba, a deciduous tree. These smaller street trees bring down the scale of the streets and create a sense of place throughout the streets of the Historic Downtown.



Figure 2.13 Historic Downtown Street Furniture Palette

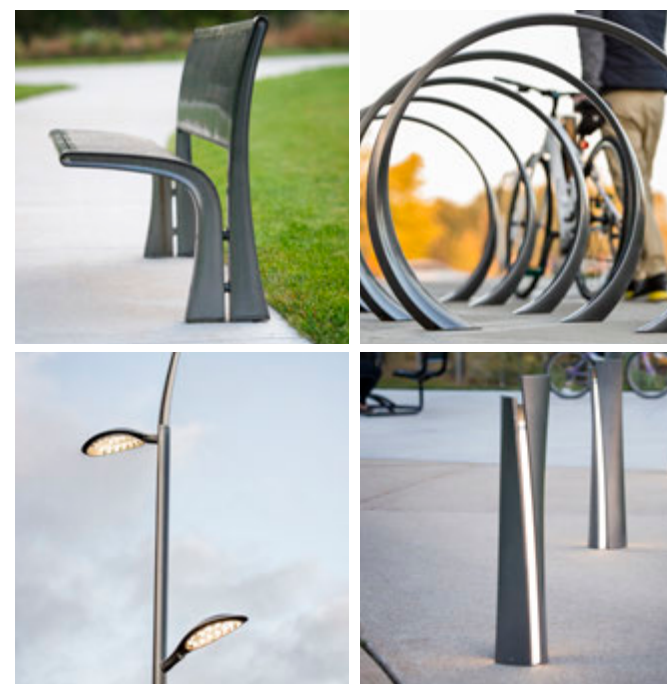


Figure 2.14 TechTown Street Furniture Palette



Figure 2.15 Recommended Downtown Street Trees

2.9 Pedestrian Circulation and Open Space Network

Figure 2.16 shows the Downtown Pedestrian Circulation and Open Space Network. The Plan creates a unified network of spaces for the pedestrian, from entry points such as the Downtown Inglewood station and parking garages to alley walkways and mid-block passthroughs, major pedestrian-friendly streets, parks and plazas. Pedestrian movement should be comfortable and attractive throughout this network.

Sidewalks

The first component of the pedestrian network is the sidewalks themselves. As discussed in Section 2.4, design should reflect that streets are a type of open space for the pedestrian. Most streets in Downtown Inglewood have sidewalks of adequate width, but street trees and furniture are required to ensure a pedestrian-friendly sidewalk.

Sidewalk cleaning and maintenance in the Historic Downtown/Civic Center and TechTown should be handled by a Business Improvement District or by the City with revenues from an Enhanced Infrastructure Financing District in order to ensure a higher standard of cleanliness. Several street crossings are important to improve. At the intersection of Florence Avenue and Market Street, a



Scramble crossings will improve pedestrian safety and establish a unique sense of place and community in Downtown.

high-visibility crosswalk the width of the Market Street plaza to the south should be installed with a dedicated pedestrian phase to allow for easy crossing of this wide street. The intersection of Florence Avenue and Locust Street requires a special high-visibility crosswalk as well. Scramble crossings should be installed where Market Street intersects Regent Street, Queen Street and Nutwood Street, and they should be evaluated for the intersection of Market and Hillcrest Boulevard. At the east entrance to City Hall, the intersection of La Brea Avenue and Queen Street should be modified as described in the graphic below right. This intersection is highly used as a place to board buses and has had the highest amount of pedestrian and bike collisions in the planning area. Fixing it is necessary to create the Queen Street Primary Pedestrian Promenade described in Section 2.4. Finally, sidewalks should be added and widened on Beach Avenue east of Edgewood Street to protect pedestrians from cars and trucks.

Wayfinding Signage

It is recommended that directional signage be installed in the Historic Downtown, Civic Center and TechTown districts to direct pedestrians to the multiplicity of destinations in the area, particularly to/from transportation arrival points such as Downtown Inglewood station, bus and advanced technology transit stops and parking structures.



Alley walkways and mid-block passthroughs break up the pedestrian grid and provide a sense of discovery for visitors.

This pedestrian directional signage should be integrated in design with wayfinding signage geared toward drivers.

Alley Walkways, Mid-Block Passthroughs and Internal Courtyards

Figure 2.16 shows the locations where alley walkways and mid-block passthroughs should be implemented. The purpose of alley walkways and mid-block passthroughs is to break up blocks, allowing pedestrians more varied and direct routes from one place to another. They also open up additional development possibilities, as residences, offices and stores can face onto the walkways on the backs or sides of parcels. Alley walkways and mid-block passthroughs are particularly important for connecting parking structures to major destinations in a safe and attractive fashion.

Alley walkways are alleys which are accommodated to be comfortable for pedestrians. They may be pedestrian-only or pedestrian-oriented with infrequent vehicular access for parking or deliveries. As a third option, vehicular access may be restricted to particular times of day for deliveries to take place with movable bollards.

Mid-block passthroughs connect alley walkways to streets through the middle of the block. These are in general routed through private property. They may be provided



Internal courtyards can be publicly accessible even in residential and mixed-use developments.

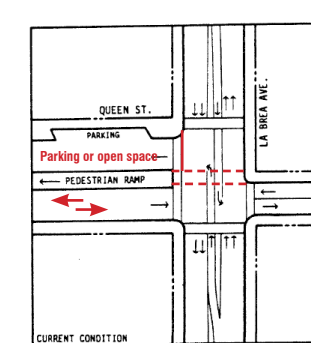
either indoors or outdoors, but should be pedestrian-only in the majority of cases.

Alley walkways and mid-block passthroughs may both be closed at certain hours of the night with gates made of permanent materials if safety requires it. Design guidelines for these spaces are shown in Section 4.10.

Internal courtyards are two-dimensional open spaces on the interior of a block surrounded on all or most sides by buildings. They can be excellent locations for outdoor dining, retail entries or shared residential open space. The establishment of publicly-accessible internal courtyards is encouraged on all blocks throughout the Historic Downtown. Internal courtyards may also be private when the adjoining land uses so require.

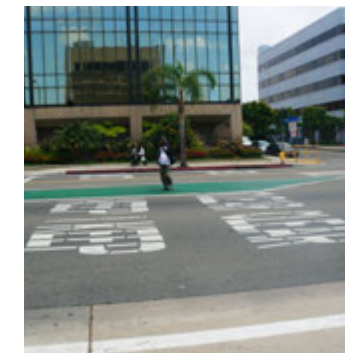
Parks and Plazas

The Plan proposes new plazas at the north end of Market Street and in the Downtown Inglewood station area. The plaza/pedestrian mall located on the northernmost block of Market Street and the central plaza proposed within the CVS/DD's block would become the primary gathering spaces of Downtown Inglewood, along with the length of Market Street. The central plaza should be of a sufficient size to permit the realization of events such as arts and



— Proposed changes

The north sidewalk of Queen Street should connect directly to the City Hall pedestrian ramp.



The odd intersection at the end of the walkway at La Brea Avenue and Queen Street is dangerous for pedestrians and drivers.

crafts fairs, outdoor concerts, and public celebrations, and it should be lined with active retail uses. A second plaza is proposed on the north end of the CVS/DD's block that would frame the view of the historic Holy Faith Episcopal Church. Both of the plazas located on the CVS/DD's block should be required as a condition of development on the site.

As planned by Metro, a station plaza should be installed on the south side of the Downtown Inglewood station. As shown in the North Station Walk TOD part of Section 4.7, this plaza should be extended to the north where it can lead to a grand staircase giving access to the north side of the station.

Florence Avenue Crossings

Pedestrian-friendly crossings of Florence Avenue are essential to safeguard pedestrians moving from the Downtown Inglewood station to the Historic Downtown. The intersections of Florence Avenue and Market Street and Florence Avenue and Locust Street need high-visibility crosswalks and bulb-outs with double ramps. In no case should the signal light at Florence Avenue and Market Street be removed due to Market Street's closure to cars. As development permits, a pedestrian bridge with escalator and elevator access should be installed that connects the station plaza directly to the center of the CVS/DD's block.

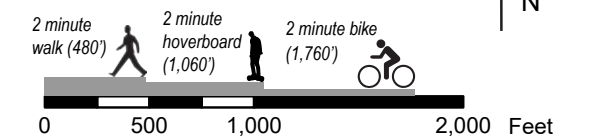


The central plaza will be the primary gathering space in Downtown Inglewood, hosting large- and small-scale events.



FIGURE 2.16
**Downtown
Pedestrian Circulation,
Parks and Plazas**

- Downtown Plan Boundary
- Crenshaw/LAX Line
- Primary Pedestrian Promenade
- Open Spaces
- Plazas
- Potential Plazas
- Special Pedestrian Crossings
- Pedestrian Bridge
- Green Alleys and Mid-Block Passthroughs
- Daylighted Stream and Pedestrian and Bike Path
- Existing Public Parking or Parking that can be used for Off-Cycle Public Use
- New Public Parking Structures (approximate location)
- New Public or Private Parking Structures (approximate location)
- Mobility Hub



2.10 Downtown/Forum/Hollywood Park Linkages

The revitalization of Downtown Inglewood is but one of the major initiatives in the City of Inglewood currently. The Forum has been reopened as one of the preeminent music venues in Southern California. Hollywood Park will be redeveloped with a massive mixed-use development that includes a 70,000-seat NFL stadium.

Linking these important nodes in the City to each other and to the Crenshaw/LAX Line with a public transit and enhanced walking and biking connection will result in major benefits for all involved. First, linking the Forum and Hollywood Park to the regional transit system will result in a decreased automobile mode share, less traffic and less parking required at these destinations, particularly the Forum and NFL stadium where traffic will peak at event times. Second, Downtown merchants will benefit as event patrons would pass through and make a transit connection in Downtown, and Hollywood Park residents will have a simple way to visit Downtown for dinner or short trips. Finally, a transportation link will enable Downtown parking garages to be used for event parking at the Forum or Hollywood Park, or vice versa, increasing foot traffic in Downtown.

<p>Shuttle System</p>		<p>May be implemented as Trackless Tram or with regular buses. Might have various routes connecting to different parking structures and destinations.</p> <p>Capacity: 1,000 persons per hour per direction</p> <p>Cost: \$150,000 - \$300,000</p> <p>Functioning Examples: Disneyland, CA Imperial War Museum, Duxford, England</p>
<p>SkyTran</p>		<p>Preferred route would be along La Brea Avenue instead of Market Street.</p> <p>Capacity: 12,000 persons per hour per direction</p> <p>Cost: \$10 million per mile</p> <p>Functioning Examples: Israel Aerospace Industries campus, Tel Aviv, Israel</p>
<p>Dual-Mode</p>		<p>Conceptual system that could be developed based on existing technologies. Consists of aerial personal rapid transit system that also has the ability to detach from the guideway and run on wheels on the ground.</p> <p>Capacities and costs yet to be determined.</p> <p>This transit system would travel at-grade and at slow speeds along Market Street, allowing people to get on and off as they view Market Street retailers, but then travel above-grade or in a dedicated lane on Manchester Blvd and through the Forum and Hollywood Park parking lots. The system could then return to a low-speed, at-grade alignment through the commercial areas of Hollywood Park. Finally, the system could continue in an aerial alignment east along Century Boulevard, serving the shopping centers there, and south along Crenshaw Boulevard to the Metro Green Line Crenshaw station.</p>

Figure 2.17 Comparison of potential transit system modes.

The recommended route for the transportation connection is shown in Figure 2.18. However, this route should be reevaluated once a transit technology is selected. Of the transportation options given in Figure 2.17, the “dual-mode” concept, which would have to be developed for the City of Inglewood, is the best suited to this route. However, the shuttle system and SkyTran options are viable and proven technologies that could also be implemented on this or parallel routes. The planning team also evaluated the modern streetcar as a potential transportation mode, but it was determined to be too expensive to be feasible for this application. Further studies should be conducted to identify an applicable mode.

The enhanced walking and biking connection would also be best served along this route. Market Street is already pedestrian- and bike-friendly and could be closed to automobile traffic on game days to make it even more so. Manchester Boulevard needs its Green Boulevard treatment (Section 2.4) to effectively carry pedestrians and cyclists. On the south end, improvements along Prairie Avenue and comfortable pedestrian entryways to the Forum and NFL Stadium properties are required to close the connection.

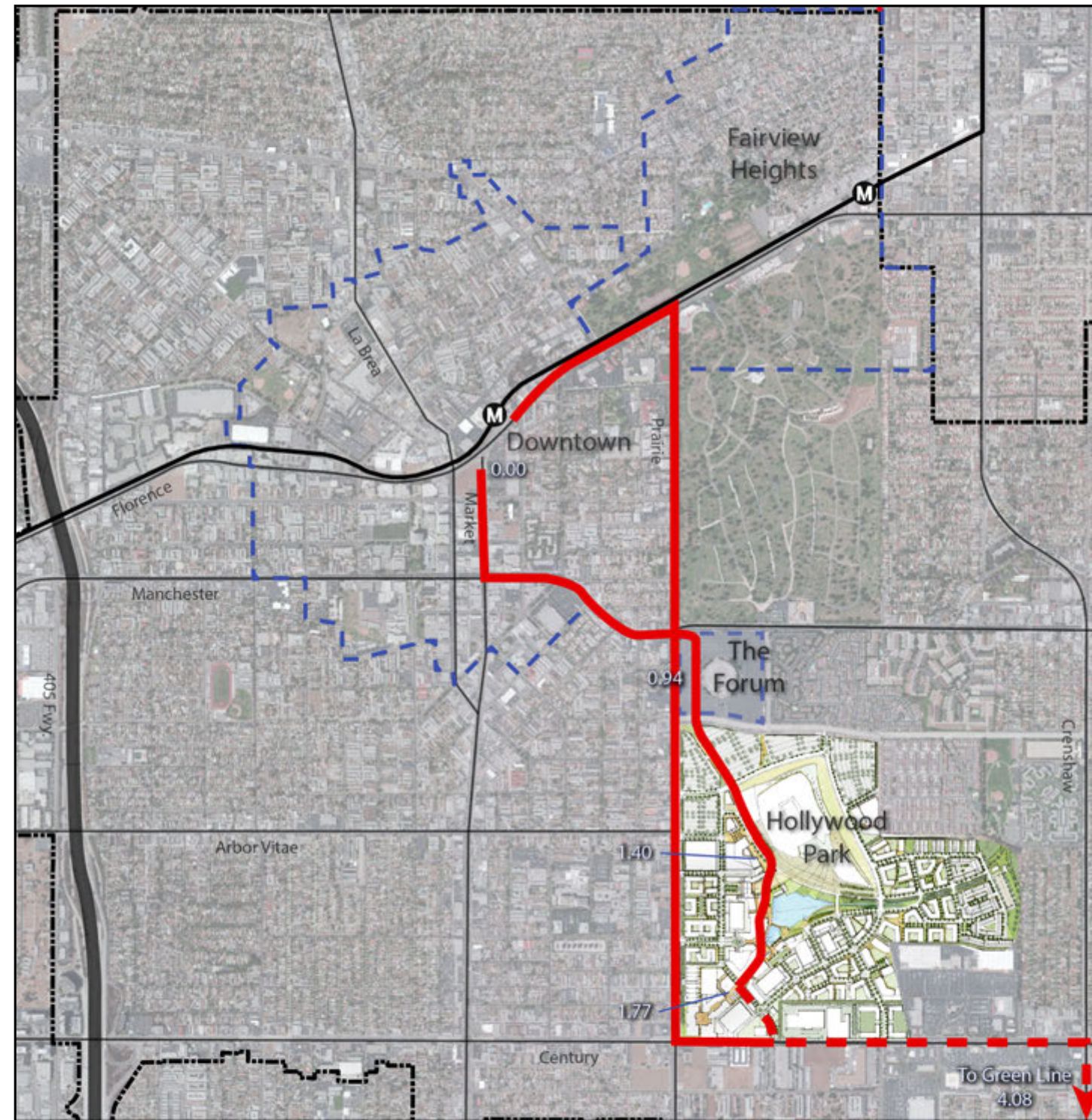
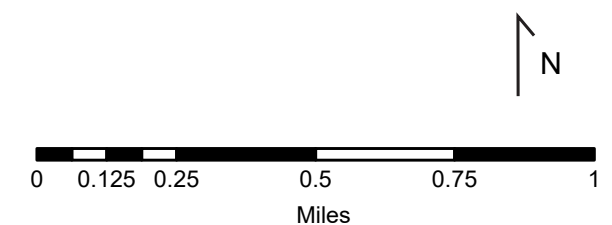


FIGURE 2.18
Inglewood
**Downtown to Hollywood
Park Transportation
Connections**

- Crenshaw/LAX Line
- City of Inglewood Boundary
- Project Area/Forum Boundaries
- Potential Transit Routes
- Potential Extension to Green Line
- Mileage from Start near Downtown Inglewood Station via Shortest Route



2.11 Arts

The arts are an important part of the Inglewood community’s lifestyle, culture and values, and they will also be a significant driver of the revitalization of Downtown Inglewood. Local examples of the arts driving revitalization include the Los Angeles Arts District, North Hollywood (NoHo) Arts District, and Downtown Santa Ana. Opportunities should be taken to incorporate and maintain the arts in Downtown throughout the revitalization process.

Performing Arts

Performing arts include such fields as music, theater, film and dance. While larger performing arts events will continue to be held at the Forum and begin at a 4,000-seat theater to be built in Hollywood Park, more intimate or community-related events are ideal for the historic mixed-use environment of Downtown Inglewood. In particular, the Plan creates a Downtown Inglewood Plaza that would be ideal for open-air community-related performing arts events.

Fox Theater

Revitalization of the Fox Theater is among the community’s greatest wishes for Downtown Inglewood. Built in 1949, the old movie theater has been closed since 1988. It is on the National Register of Historic Places and has approximately 1,000 seats.

The refurbishment of the Fox Theater will be an expensive endeavor, but it is one that the City should strongly consider prioritizing. The best financial use for the theater would likely be as a multi-purpose event and entertainment venue where concerts, live theater, film series, parties and school and community events can all take place, which would require some modifications to the interior of the building. Still, a refurbished Fox would be an important attraction to Downtown and a meaningful reminder of the continuity of the past, present and future of the Inglewood community.

Visual Arts

The City’s 1% for Public Art ordinance specifies that 1% of all development costs in a project should go to public art. Examples of public art at different scales and in different contexts are shown on this page. Recommended sites for new public art are shown in Figure 2.19. Public art, along with architecture, can be a fitting termination to the vistas on Market and Queen Streets. Art installations should be spread around the Downtown, especially in areas with pedestrian concentrations.

Also, the City or Business Improvement District should implement regular art fairs in Downtown to attract people to the area and stimulate the creative and economic development of the Inglewood art scene.

Galleries and Live-Work Spaces

Live-work spaces are allowed in most zones of the Plan. Galleries are permitted as a retail use. Property owners, the City and Business Improvement District should also take steps to install artists as temporary tenants in vacant storefronts. Installing these galleries, known as “pop-up galleries,” is a proven way to change the image of an underperforming retail area.

Artist-in-Residence Program

The City should consider acquiring one property on each block of Market Street between Regent Street and Hillcrest Avenue to establish a permanent artist-in-residence program. This step would involve artists in the revitalization of Downtown, yet retain a place for art in Downtown once revitalization places market rents above the level that artists can pay. Artists would pay a reduced rent to the City and interact with local artists and schools to preserve and foster local arts development.



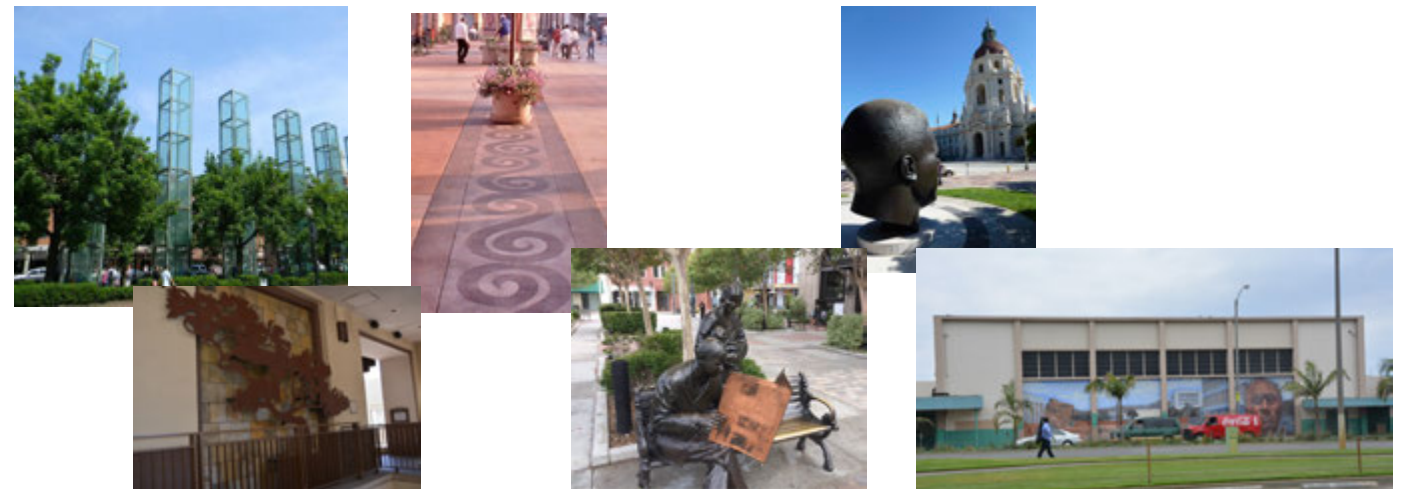
Current State of the Fox Theater: Exterior and Interior



Arts festivals and events can be held in the Downtown Inglewood Plaza, at the south termination of Market Street and along the street’s length if temporarily closed to cars



Pop-up galleries can repurpose vacant or even abandoned properties into an asset that drives revitalization



Public Art Examples

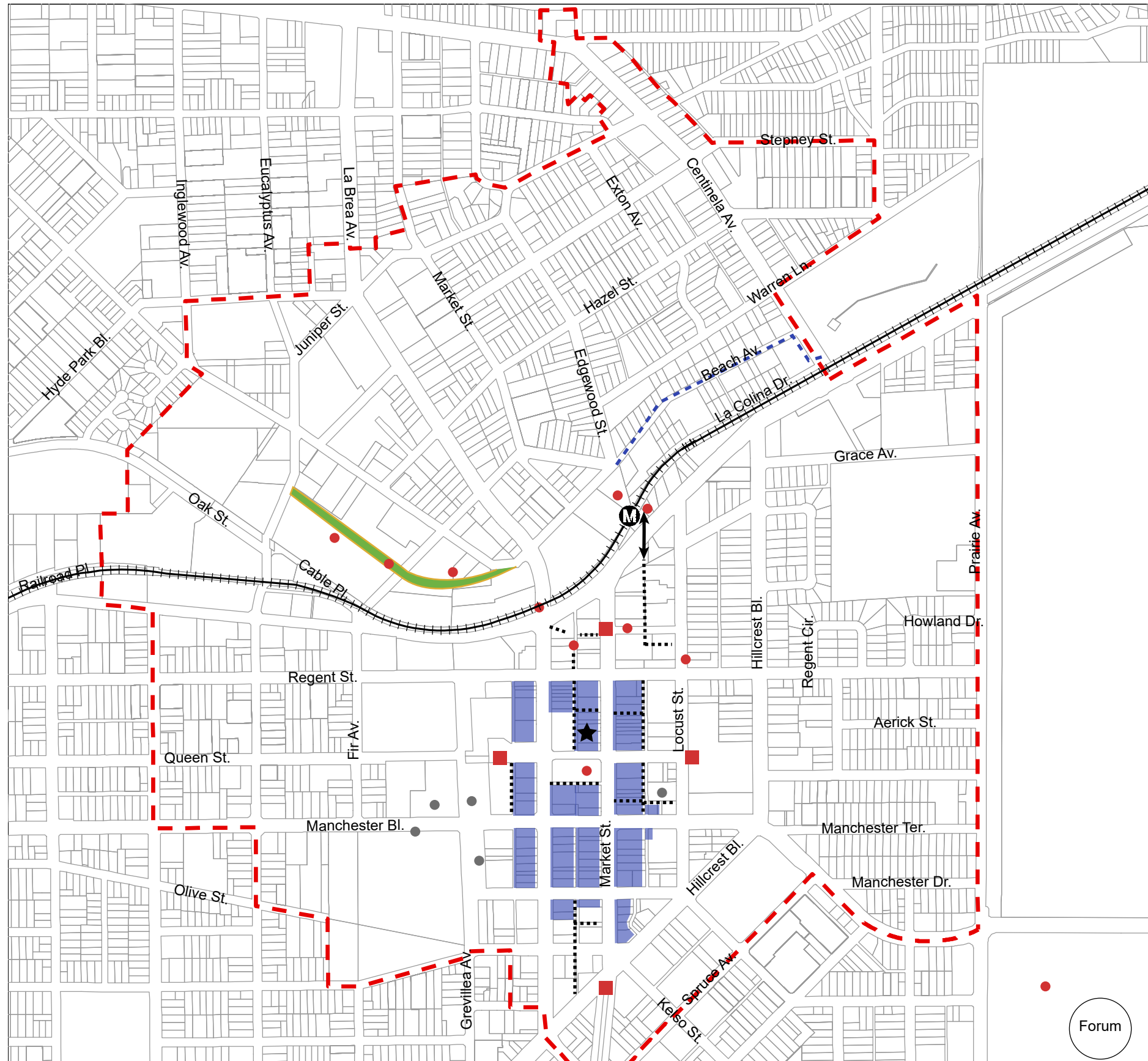













FIGURE 2.19

Downtown Arts Framework

-  Downtown Plan Boundary
-  Crenshaw/LAX Line
-  Existing Significant Public Art
-  Sites for New Public Art
-  Sites for New Public Art at Vista Terminations
-  Fox Theater Restoration
-  Alleys and Mid-Block Passthroughs Activated with Public Art
-  Water-Themed Artistic Paving Pattern
-  Artistic Pedestrian Bridge Opportunity
-  Potential Area for Concentration of Visual and Performing Arts with Temporary Art in the Short Term
-  Daylighted Stream and Pedestrian and Bike Path

Forum



2.12 Sustainability

One element of the community’s vision is for Downtown to be a model for sustainable development. The Plan reinforces sustainability by creating a transit-oriented, walkable, bikeable, and dense community. Communities that share these characteristics have been shown to have less automobile emissions, land dedicated to parking and building energy usage per capita. In addition, particular features of the plan contribute to environmental improvements in the ways listed below and in Figure 2.20.

Streetscapes

The Green Boulevards (La Brea Avenue, Florence Avenue, Manchester Boulevard and Prairie Avenue) are designed with green dividers that separate protected bike lanes from traffic lanes. These green dividers will be designed as bioswales that permit runoff from streets, parking lots and nearby structures to be cleaned and infiltrate into groundwater supplies or an underdrain as necessary.

Another water infiltration corridor is Beach Avenue and the TechTown daylighted stream. On the section of Beach Avenue between Edgewood Street and the beginning of the daylighted stream, the bioswale should be located in the parkway.

Alley walkways and mid-block passthroughs should be designed as green alleys using features such as vegetated walls and permeable pavement depending on the vehicular use of the alley and abutting land uses.

Drought-tolerant landscaping should be used on all streetscapes.

Buildings

Intensive and extensive green roofs can be installed on structures. Sustainable values of green roofs include stormwater collection, building insulation and urban heat island reduction.

Extensive green roofs can be used as planting areas, while intensive roofs can be used by owners and as domestic gardens, small-scale food production, and for general recreation. Stormwater drainage from roofs and the surrounding sites can be captured and harvested for re-use in landscaped areas through low-flow drainage systems. Photovoltaic panels can also be installed on green roofs to generate renewable energy while providing shade for rooftop recreation.

Parking

Photovoltaic panels should be installed on the top floor of all parking structures for energy and vehicular shade. Stormwater can also be harvested from the systems to irrigate nearby landscaping.

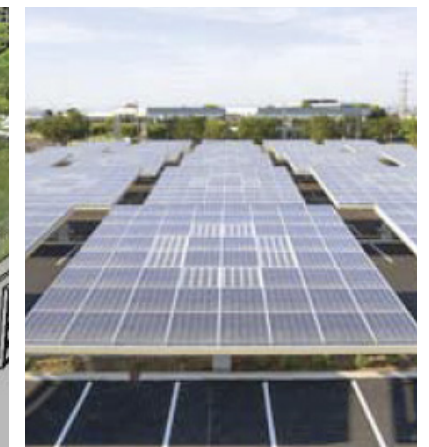
A long-term plan for retrofitting surface parking lots with permeable paving, low-glare and low-heat intensive surfaces can be put into place. The Forum parking lot is an opportunity to create a green parking lot that also doubles as an attraction for Forum patrons and Downtown visitors during off-peak hours.



Daylighted Stream with Pedestrian and Bike Path



Green Boulevard Bioswale with Soft Edge to Bike Lane Side



Green and Solar Roof Concepts











Greening of the Forum parking lot could include picnic areas and outdoor music venues



Parking lot greening concepts

FIGURE 2.20

Downtown Sustainability

-  Downtown Plan Boundary
-  Crenshaw/LAX Line
-  Streetscapes with Water Filtration
-  Potential Green Alleys
-  Catalytic Development Sites with Potential Solar Roofs, Green Roofs and/or Water Capture and Reuse
-  Public Parking Structures with Solar Roofs
-  Greened Parking Lots
-  Existing Open Space



2.13 Equity

Equity is an important factor in the planning approach. Inglewood is a mixed-income community with a majority being people of color and with incomes below the metropolitan area average. The goal of revitalizing Downtown Inglewood is to improve the quality of life for Inglewood's residents; therefore, the City should be proactive in assuring that the benefits of growth accrue to the current population. This section calls out some of the major Plan outcomes and policies that will promote social equity in The New Downtown Inglewood and Fairview Heights.

Job Creation

At full build-out, the implementation of the Plan is predicted to create 5,253 jobs in the planning areas. Many of these jobs will be created in the TechTown district, which promises to create high-paying industrial jobs for those with less-than-college educational attainment.

The City should also institute a local hire notification requirement for employers with over 50 employees. Inglewood has several social service agencies that can be used as distribution channels to inform residents of local job opportunities so that they can advance in their careers and spend less time commuting. Currently, only 6.7% of Inglewood residents are employed within the City.

Another job creation strategy is for the City or Business Improvement District(s) to establish a youth guide program. Youth guides hired from high schools or youth programs work with police to address security issues, direct visitors to destinations and rectify cleaning issues.

The Plan also allows for institutional uses throughout the TOD Mixed-Use zones and encourages institutional uses in the Fairview Heights TOD. It is hoped that an educational use would improve the readiness of Inglewood residents to obtain good jobs in the planning area.

Affordable Housing

Since regional pressures and local revitalization may threaten the level of affordability of housing in Inglewood, the creation of affordable housing is an important strategy to ensure an equitable distribution of benefits.

The Plan recommends that the City of Inglewood consider establishing an inclusionary zoning requirement, whereby all new larger housing developments must provide housing for very-low, low- and/or moderate-income households. Inglewood's current Incentives for Affordable Housing ordinance would also apply to these developments, establishing a density bonus for these developments.

The City should also consider a measure that would preserve affordable housing whose covenants are expiring. Such a measure would likely involve compensating property owners in exchange for a renewal of their affordable rent covenants.

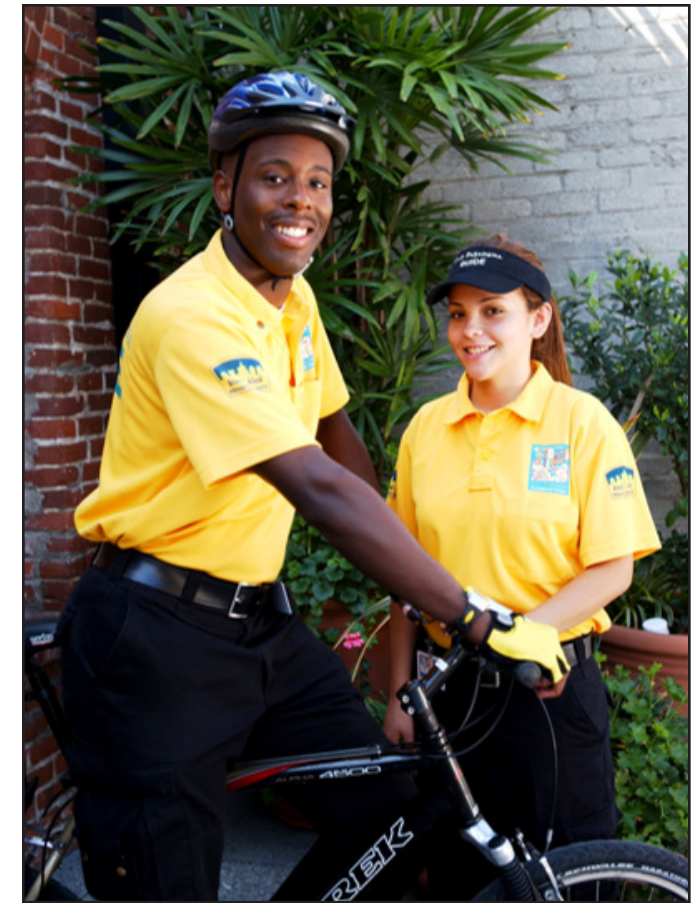
Finally, the Plan applies a form-based design standard to neighborhood buildings, including residential buildings. See Section 8.9 for more details. These design standards are intended to create the "missing middle" of housing units that are more affordable than comparable units encouraged under the previous zoning. Examples include granny flats, duplexes and townhouses.

Public Health

There is a significant need for urban greening and active lifestyle infrastructure in Inglewood. According to CalEnviroScreen, Downtown Inglewood ranks in the 75th to 85th percentile of census tracts statewide in terms of environmental health risks. Obesity is a severe concern, and 39% of adults and 70% of children in the City did not meet recommended daily exercise amounts, according to the 2011 L.A. Health Survey.

The Plan addresses these issues by creating an urban environment that supports walking and biking and lessens pollution. The creation of the Green Boulevards in particular will add 4.70 miles of protected bike lanes that

connect to important destinations like the Downtown Inglewood and Fairview Heights Metro stations, the Civic Center, Inglewood High School, Crozier Middle School and Chuco's Justice Center. These Green Boulevards will also add significant greenery to the planning areas and lessen localized air pollution.



Youth Guides

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3 THE NEW DOWNTOWN INGLEWOOD ZONING

3.1 Introduction

Chapter 3 contains the zoning for Downtown Inglewood. It describes the zoning districts and purpose of each, as well as the use restrictions in each zoning district and other legal issues. The development standards for each zoning district are described in Chapter 4. The basis for this zoning includes:

- Applicable recommendations of prior existing plans
- Existing conditions analyses, including field project area character analyses
- Market demand analysis
- The community's vision for The New Downtown Inglewood

These zoning regulations support the community's vision for The New Downtown Inglewood by creating a pedestrian-friendly, mixed-use Historic Downtown comprised of new centers in the immediate station area and at the south terminus of Market Street and a re-energized Historic Core; fomenting the creation of TechTown as a generator of quality employment in the City; and preserving unique areas such as Beach Avenue and Hillcrest.

3.2 Zoning Districts

The Zoning Districts are:

Historic Core provides for a mix of uses, including ground-floor retail and restaurants, services, offices and residential uses in the Historic Downtown in a pattern and size consistent with the existing historic urban fabric.

TOD Mixed-Use 1 provides for larger-scale transit-oriented development at a higher density. Uses should be mixed with retail, services or public-serving office on the ground floor and residential, office, hotel or institutional on the upper floors. Plazas and shared parking structures are also encouraged within this zone.



Historic Core



TOD Mixed-Use 1

TOD Mixed-Use 2 provides for office, flex, R&D, light industrial and warehousing uses to create the TechTown district in the northwest quadrant of the planning area.

TOD Mixed-Use Corridor provides for a range of uses that respond to the needs of both a pedestrian-friendly transit-oriented district and the streets with high automobile volumes where this zone is located.

R-1 Residential Single Family provides for single-family houses in the center of the historic Hillcrest neighborhood. There are no changes to the zoning or development standards for this zone in this plan.

R-2A Residential Limited Multiple Family provides for two dwelling units per lot on larger lots in the Fairview West district. There are no changes to the zoning or development standards for this zone in this plan.

R-2 Residential Limited Multiple Family provides for two dwelling units per lot in the historic Hillcrest neighborhood. There are no changes to the zoning or development standards for this zone in this plan.

R-3 Residential Multiple Family provides for multiple-family residential development in harmony in scale and character with historic single-family uses. **P-1 Parking** allows for the same uses as in the R-3 Residential Multiple Family district, but also permits commercial parking lots serving street-facing strip commercial uses along major streets. **R-M Residential Medical** also allows for the same uses as in the R-3 Residential Multiple Family district, but additionally allows for hospitals, medical office uses and a few other uses given in Inglewood Municipal Code Section 12-22.20.

R-4 Residential Multiple Family provides for higher-density multiple-family residential development in a single-use context.



TOD Mixed-Use 2



Corridor Mixed-Use

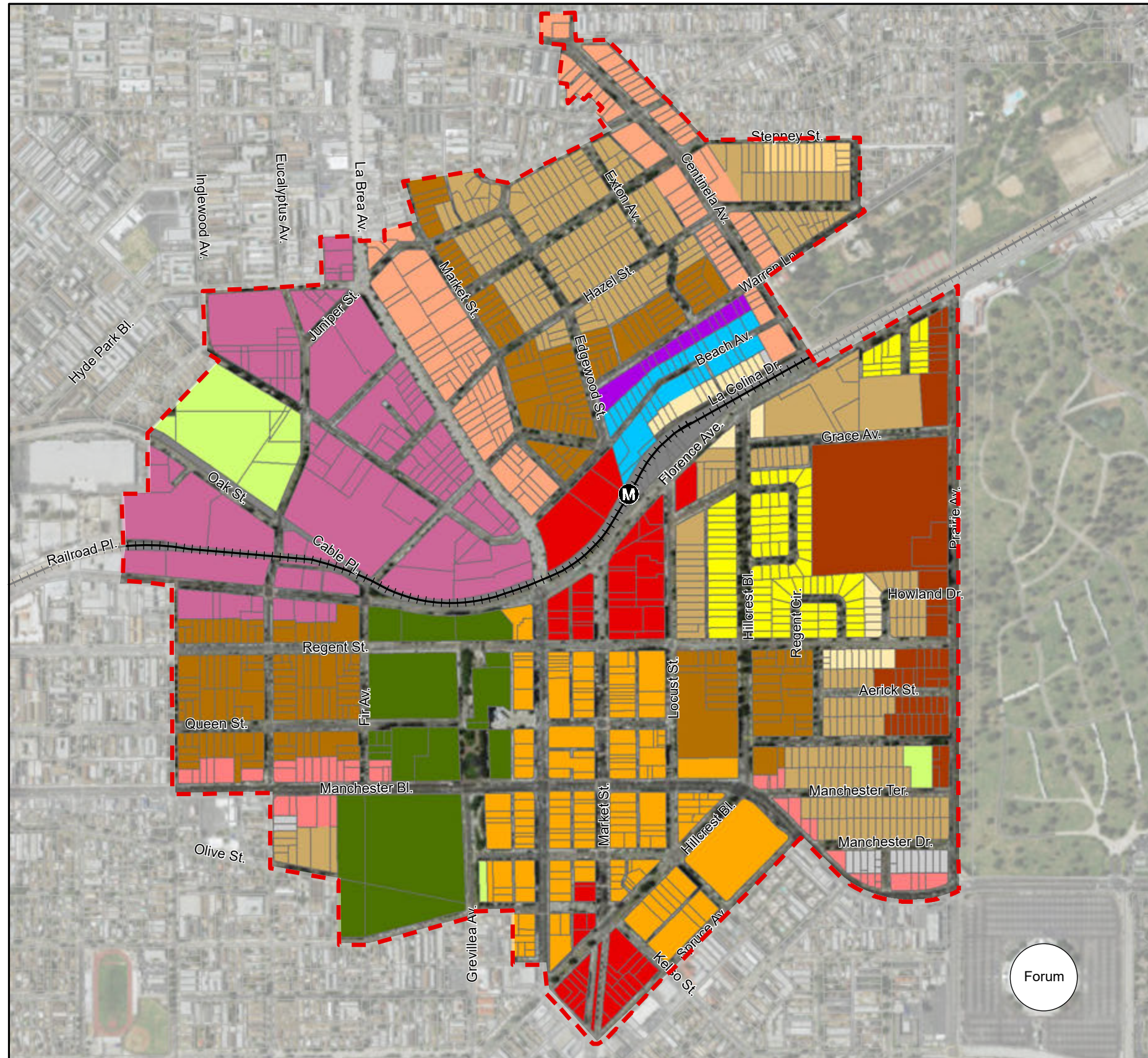
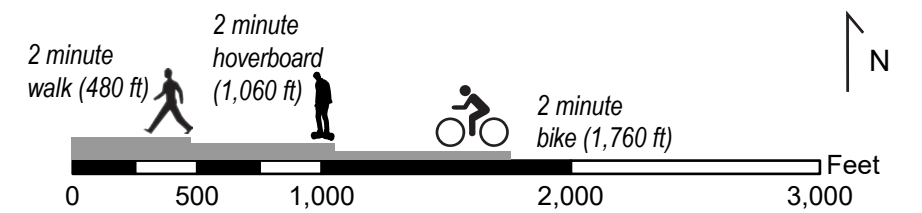


FIGURE 3.1
 Downtown
 Zoning Districts

- Downtown Plan Boundary
- Crenshaw/LAX Line
- TOD Mixed Use 1 (MU-1)
- TOD Mixed Use 2 (MU-2)
- TOD Mixed Use Corridor (MU-C)
- Historic Core (HC)
- Residential Single Family (R-1)
- Residential Limited Multi Family (R-2)
- Residential Limited Multi Family (R-2A)
- Residential Multiple Family (R-3)
- Residential Multiple Family (R-4)
- Residential Medical (R-M)
- General Commercial (C-2)
- Heavy Commercial (C-3)
- Civic Center (C-C)
- Light Manufacturing (M-1)
- Parking (P-1)
- Open Space (O-S)
- Transportation Corridor (T-C)





R-3 Residential Multiple Family



R-4 Residential Multiple Family

C-2 General Commercial provides for general commercial uses as in the rest of the City. There are no changes to the zoning or development standards for this zone in this plan.

C-3 Heavy Commercial provides for commercial and limited light manufacturing uses in the Beach Avenue district as in the rest of the City. However, certain automobile-related uses are prohibited within the planning area. There are no changes to the zoning or development standards for this zone in this plan.

M-1 Light Manufacturing provides for general commercial uses as well as the fabrication, processing or treatment of products through processes that are not offensive or obnoxious by reason of emission of odor, dust, smoke, gas, noise or similar causes. There are no changes to the zoning or development standards for this zone in this plan.

O-S Open Space provides for City-owned parks or plazas. There are no changes to the zoning or development standards for this zone in this plan.

C-C Civic Center provides for government offices, schools and other public facilities, as well as limited private office and retail.

T-C Transportation Corridor provides a zoning designation for the Metro Crenshaw/LAX Line right-of-way, Downtown Inglewood station area and bus hub.

3.3 Preferred Land Use Plan

Figure 3.2 gives the Preferred Land Use Plan, which locates the recommended future locations for public open space and public parking structures as well as the zoning map. The Preferred Land Use Plan implements the zoning districts shown in Figure 3.1.

3.4 Permitted and Prohibited Uses

Figure 3.3 lists the land uses that are permitted, permitted with a special use permit, and prohibited for each zoning district in the Downtown Plan area.

3.5 Land Uses Not Listed

Determinations about land uses not expressly listed in Figure 3.3 shall be made in accordance with Section 12-3.1 of the Inglewood Municipal Code.

3.6 Interpretation

The Economic and Community Development Director shall interpret the use categories listed in this Plan. Where this Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the Municipal Code or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Plan shall prevail. Whenever there is any question regarding the interpretation of the provisions of this Plan or their application to any specific case or situation, the Director of Economic and Community Development shall interpret the intent of this Plan.

3.7 Non-Conforming Uses

Any use within the Plan boundary which is nonconforming to the requirements and standards of this Zoning Plan shall be subject to the requirements of the Municipal Code in Section 12-60 and elsewhere.

3.8 Special Use Permits

Special use permits may be granted from the uses and development standards contained in the Plan pursuant to the procedures set forth in the Municipal Code in Sections 12-95, 12-96 and elsewhere.

3.9 Variances

A variance from the development standards contained in Figure 4.3 may be granted for reasons of extraordinary circumstances or conditions on the subject property that create unnecessary hardships in complying with the said development standards. The variance process shall be carried out pursuant to the procedures set forth in the Municipal Code in Section 12-97 and elsewhere. This process may not be used in order to change the permitted uses on a property, increase the number of residential units permitted on a property or change entitlement procedures or fees.

3.10 Change of Zoning Regulations

Amendments to any City of Inglewood zoning regulations, including this Plan, shall be enacted in accordance with the procedures set forth in Section 12-99 of the Municipal Code.

3.11 Planned Assembly Developments

A Planned Assembly Development approval may be granted pursuant to the requirements and procedures set forth in Article 18 of the Inglewood Municipal Code except the minimum site size for a property located in the TOD Plan area to be eligible for a Planned Assembly Development is 22,000 square feet.

The use of the planned assembly development process is discouraged on sites considered “Macro Sites” with Macro Design Guidelines (see Section 4.8), as these sites are considered to already have planned, unified development concepts through this Plan.

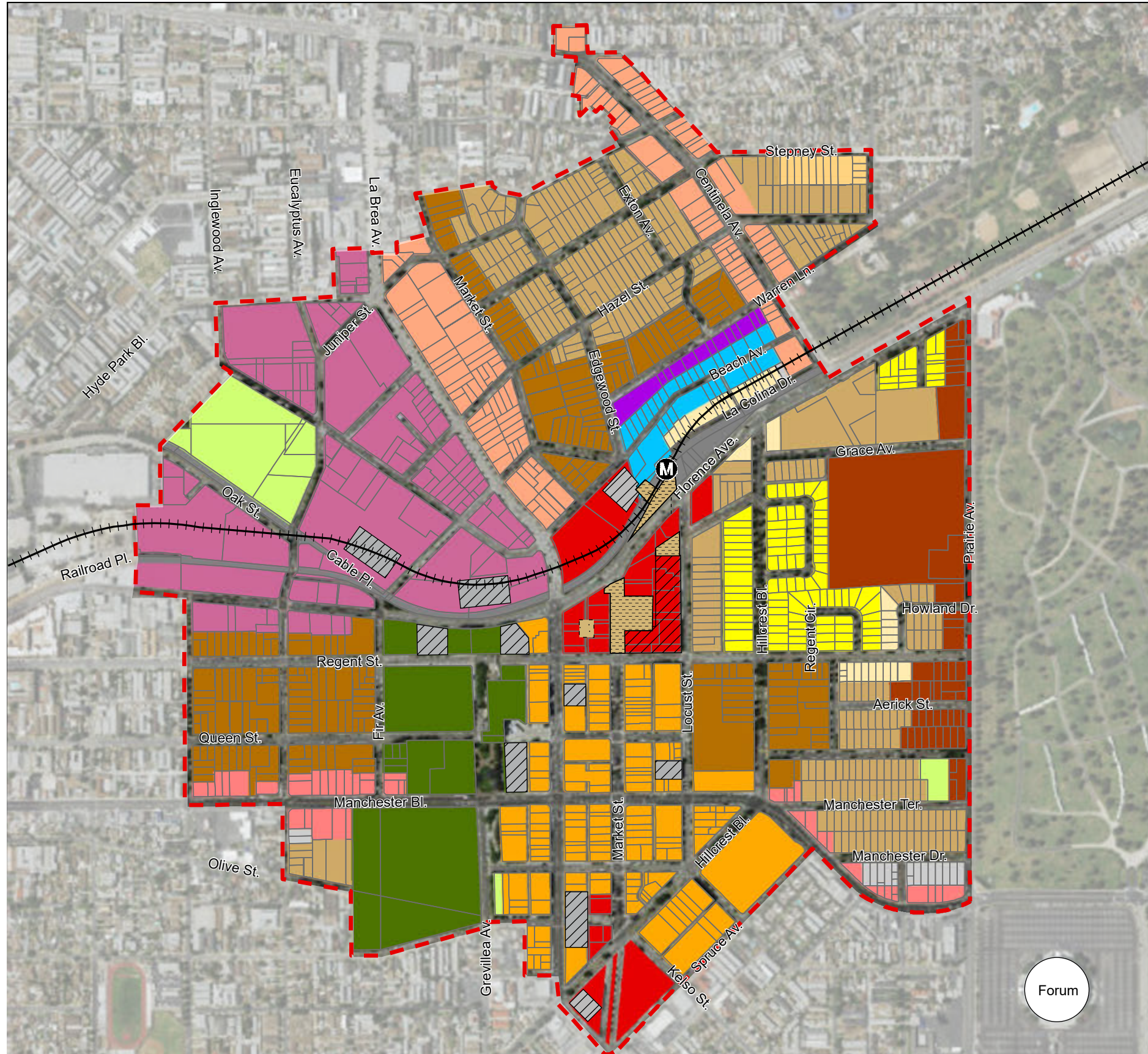























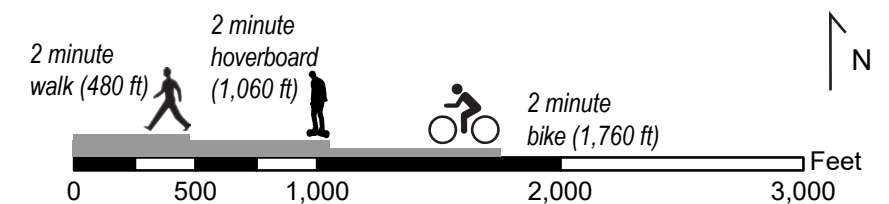


FIGURE 3.2
 Downtown
Preferred Land Use Plan

-  Downtown Plan Boundary
-  Crenshaw/LAX Line
-  TOD Mixed Use 1 (MU-1)
-  TOD Mixed Use 2 (MU-2)
-  TOD Corridor Mixed Use (MU-C)
-  Historic Core (HC)
-  Residential Single Family (R-1)
-  Residential Limited Multi Family (R-2)
-  Residential Limited Multi Family (R-2A)
-  Residential Multiple Family (R-3)
-  Residential Multiple Family (R-4)
-  Residential Medical (R-M)
-  General Commercial (C-2)
-  Heavy Commercial (C-3)
-  Civic Center (C-C)
-  Light Manufacturing (M-1)
-  Parking (P-1)
-  Open Space (O-S)
-  Transportation Corridor (T-C)
-  Parking
-  TOD Mixed Use 1 Above Parking
-  Plazas
-  Potential Plaza



Use		Zone					
		MU-1	HC	MU-2	MU-C	R-3	R-4
Residential	Residential units	P	P	N	P	P	P
	Senior independent housing ¹	P	P	N	P	N	P
	Live-work units in new structures ²	P ³	P ³	N	P	N	N
	Live-work units in existing structures	P	P	P	P	P ⁴	P ⁴
	Institutional transitional housing	N	N	N	N	N	N
	Homeless shelter	N	N	N	N	N	N
	Residential caretaker's unit	N	N	P	N	N	N
	Halfway houses, orphanages, group homes or community care facility	N	N	N	S	P ⁵	P ⁵
	Fraternities and sororities	N	N	N	S	N	N
Commercial	General retail, including sales of goods, non-pawn jewelry stores, neighborhood services, finance and insurance establishments, restaurants, bakeries, etc. ⁶	P	P	P ⁷	P	N	N
	Sales of distilled spirits for off-site consumption ⁶	N	N	S ⁷	S	N	N
	Sales of beer and wine for off-site consumption ⁶	S	S	S ⁷	S	N	N
	Professional offices	P	P	P	P	N	N
	Beauty salons, barbershops and tanning salons ⁸	N	N	P/S	P/S	N	N
	Tattoo parlors	S	S	S	S	N	N
	Shopping centers ⁹	P	P	N	P	N	N
	Specialty merchandise mart	S	S	S	S	N	N
	Auction halls ¹⁰	N	N	P	S	N	N
	Hotels	P ¹¹	P ¹¹	N	P ¹¹	N	N
	Check cashing	S	S	S	S	N	N
	Rent-to-own	S	S	N	S	N	N
	Pawn shops	N	N	N	N	N	N
	Gymnasiums and studios	P	P	P ¹²	P	N	N
	Thrift, antiques or collectibles stores	S	S	N	S	N	N
	Swap meets and flea markets	N ¹³	N ¹³	N ¹³	N ¹³	N	N
	Plant nurseries	N	N	N	N	N	N
Newsstands	P	P	P	P	N	N	
Recreational	Arcades and recreational activities geared to children 12 or younger	S	S	N	S	N	N
	Arcades and recreational activities geared to persons 13 and older	S	S	N	S	N	N
	Bars and nightclubs with alcohol sales for on-site consumption	S	S	N	S	N	N
	Pool halls	S	S	N	S	N	N
	Adult businesses	N	N	N	N	N	N
	Large entertainment facilities: movie theaters, bowling alleys	S	S	N	N	N	N

Notes

1. "Senior independent housing" means a residential development with at least 10 residential units where at least one occupant of each residential unit must be at least 55 years old and less than 5% of the floor area of the development is devoted to assisted living or convalescent facilities.
2. See Chapter 12, Article 17.4 of the Inglewood Municipal Code for the definition and relevant standards.
3. Allowed on ground-floor only. Commercial space must be at least 50% of the unit size and located on the ground floor. Not permitted on Primary Pedestrian Promenade (Market Street and Queen Street) facades.
4. Allowed in existing commercial structures only.
5. Permitted with a maximum of six residents and when not located within 300 feet of any comparable facility. Larger facilities must request a Special Use Permit.
6. Regulations governing the sale of alcohol are given in Section 12-24 of the Inglewood Municipal Code.
7. Permitted with a maximum retail space size of 2,500 square feet.
8. Regulations governing these uses are given in Section 12-24 (8) of the Inglewood Municipal Code. No beauty salons or barbershops shall be permitted within 300 feet of a similar establishment unless a Special Use Permit is approved.
9. Shopping centers must comply with all Design Guidelines relevant to the zone/district in which it is located. Developments of multiple retail outlets, each of which fronts directly onto the sidewalk, shall be considered "Retail sales" and not "Shopping centers."
10. A definition of auction halls is given in Section 12-1.12 of the Inglewood Municipal Code, and the regulations that govern its operation may be found in Section 8.56.
11. Hotels with 50 or more rooms are permitted in the MU-1, HC and MU-C zones. Hotels with less than 50 rooms shall require a Special Use Permit in these zones.
12. Permitted with a maximum size of 10,000 square feet.
13. A swap meet or flea market operated by and on the premises of a community nonprofit in the noted zones may be permitted through a Special Use Permit.

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.

Key

- P = Permitted
- N = Not Permitted
- S = Special Use Permit Required

Figure 3.3a Permitted and Prohibited Uses

Use		Zone					
		MU-1	HC	MU-2	MU-C	R-3	R-4
Civic	Religious assembly	P ¹⁴	P ¹⁴	P	P	N	N
	Non-religious assembly ¹⁵	P ¹⁶	P ¹⁶	P	P	N	N
	Private K-12 schools	P	P	N	P	N	N
	Trade schools and colleges	S	S	S	S	N	N
	Public and quasi-public facilities	P	P	P	P	N	N
	Group counseling and tutoring	P ¹⁷	P ¹⁷	N	P ¹⁷	N	N
Medical	Medical offices ¹⁸	P	P	S	P	N	N
	Mortuaries	N	N	N	S	N	N
	Convalescent homes	N	N	N	S	N	N
	Veterinary offices	N	N	P	P	N	N
	Veterinary hospitals	N	N	N	N	N	N
Automobile	Parking lots and structures	P	P	P	P	N ¹⁹	N
	Vehicle storage	N	N	N	N	N	N
	All types of automobile servicing and repair	N	N	N	N	N	N
	Automobile showrooms	P	P	P	P	N	N
	Other automobile sales	N	N	N	N	N	N
	Automobile service stations	N	N	S	S	N	N
Industrial	Automated car washes and trailer rental ancillary to service stations	N	N	S	S	N	N
	Wireless communication facilities ²⁰	S	S	S	S	N	N
	Emergency ambulance dispatch	N	S	N	N	N	N
	Delivery and distribution	N	N	S	N	N	N
	Welding	N	N	S	N	N	N
	Furniture storage	N	N	N	N	N	N
	Frozen food locker plants	N	N	N	N	N	N
	Light manufacturing ²¹	N	N	P	N	N	N
	Building materials storage yard	N	N	N	N	N	N
	Public utility service yard or electric receiving or transforming station	N	N	P ²²	N	N	N
Heavy manufacturing	N	N	N	N	N	N	
Shooting range	N	N	N	N	N	N	

Notes

14. Religious assembly uses are not to exceed a total of nine in the Historic Downtown district (MU-1 and HC zones). New religious assembly uses in these zones are not permitted along street facades unless they maintain an active storefront.

15. Examples of non-religious assembly uses are live theaters and social clubs.

16. Non-religious assembly uses are not to exceed a total of nine in the Historic Downtown district (MU-1 and HC zones). New non-religious assembly uses in these zones are not permitted along street facades unless they maintain an active storefront.

17. Group counseling/tutoring facilities where 11 or more members receive services, or where the maximum floor area exceeds 100 square feet for each member receiving services plus 500 square feet maximum of office and administrative floor area, are subject to Special Use Permit approval.

18. Acupuncture and chiropractor facilities shall be subject to Special Use Permit approval in those instances where they allow on-site massage or acupressure therapy.

19. Parking lots and structures are permitted in the P-1 Parking and R-M Residential Medical zones.

20. Wireless communication facilities are subject to compliance with the provisions of Chapter 12, Article 31 of the Inglewood Municipal Code. Additionally, these facilities shall not be mounted on the ground within The New Downtown Inglewood.

21. The definition of “Light manufacturing” shall be the full description of permitted uses in Section 12-25 (12) of the Inglewood Municipal Code.

22. Public utility service yards and electric receiving or transforming stations shall be enclosed with a wall not less than six feet high.

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.

Key

P = Permitted

N = Not Permitted

S = Special Use Permit Required

Figure 3.3b Permitted and Prohibited Uses

4.1 Purpose and Applicability

The development and design standards and guidelines for The New Downtown Inglewood are to provide property owners, merchants and their designers with basic development and design criteria that are intended to reinforce the desired character of the Urban Design Form and Districts, through the design of appropriate buildings and their environs.

These Development Standards and Design Guidelines shall apply to all properties located within the Downtown planning area.

4.2 Interpretation

The Development Standards given in Figure 4.3 are obligatory; development applications that seek to violate any of these standards must pass through the variance process (Section 3.9).

The Economic and Community Development Department Manager or his/her designee may interpret design guidelines (Sections 4.7 through 4.10) for specific projects with some flexibility, consistent with the purpose of the district. Variations may be considered for projects with special design characteristics during the City’s design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

4.3 Development Standards and Guidelines Not Listed

Any issue or standard not specifically covered in this Specific Plan shall be subject to the Municipal Code and Citywide Design Guidelines. In cases where development standards or guidelines set forth in this Plan are inconsistent with the Municipal Code, the standards of this Plan shall prevail.

4.4 Site Plan Review

All new construction and all additions or remodeling of structures outside the R-1, R-2 and R-2A zones, except

for purely interior changes and the installation of super graphic wall signs, shall require site plan review pursuant to the provisions of Section 12-39.50 to 12-39.57 of the Municipal Code.

4.5 Design Review

The TOD Mixed Use 1, TOD Mixed Use 2 and Historic Core zones are hereby added to the “D” Supplemental Design Review Zone. Applicants in these zones must undergo the design review process described in Chapter 12, Article 14 of the Inglewood Municipal Code.

4.6 Development Standards for Historic Core, TOD Mixed Use 1, TOD Mixed Use 2, TOD Mixed Use Corridor, R-3 and R-4 zones

Figure 4.3 contains the Development Standards for the above listed zones.

4.7 Development Incentives

There are several development incentives available, including:

Affordable Housing Density Bonus

Pursuant to Sections 12-128 through 12-133 of the Inglewood Municipal Code, the City offers a density bonus for the construction of affordable housing. The amount of the bonus is shown in Figure 4.2. The bonus applied to densities in the ordinance should be translated into stories in Downtown; e.g. 20% density bonus becomes a 20% increase in maximum height.

In recognition of the fact that implementing a density bonus often requires variances from other physical development standards, the ordinance offers development standard reductions or waivers based on the affordability level and share of affordable units in accordance with Section 12-132. These development standard reductions or waivers are:

1. Increase allowable height by five percent (5%) with a maximum fifteen percent (15%) increase allowed and no restriction on number of stories.

Type of Housing Unit	Amount of Units Required for Bonus	Density Bonus Provided to Developer	Additional Density Bonus that May Be Available to Developer
Very low income	5%	20%	2.5% bonus for every 1% above 5% (maximum bonus of 35%)
Lower income	10%	20%	1.5% bonus for every 1% above 10% (maximum bonus of 35%)
Senior housing development	Minimum of 35 units	20%	None available
Moderate income common interest development	10%	5%	1% bonus for every 1% above 10% (maximum bonus of 35%)

Figure 4.1 Affordable Housing Density Bonus Table

2. Reduce required private open space area to sixty square feet per unit.
3. Reduce required side yard setback by ten percent (10%) with a maximum thirty percent (30%) decrease allowed (minimum three-foot side yard required or other minimum specified by zone).
4. Reduce required rear yard setback by 10% with a maximum thirty percent (30%) decrease allowed (minimum five-foot rear yard required).

5. Allow ancillary mixed-use zoning on a residentially zoned site (commercial must be compatible with surroundings).
6. Allow tandem parking for parking spaces assigned to specific dwelling units.
7. Reduce parking requirement.
8. Other incentives specified by Government Code 65915 et seq.
9. Other incentives proposed by the developer or the City that result in identifiable, financially sufficient, and actual cost reductions.

Parcel Consolidation Incentive

The combination of an increase in the minimum lot size combined with a high height limit in the TOD Mixed-Use 1 zone should facilitate the assembly of actionable sites in order to achieve the type of development described in Section 4.7.

Property owners within the TOD Mixed-Use 1 and TOD Mixed-Use 2 zones who do not meet the minimum lot size but would like to develop their properties may do so only up to their current height and with current uses. The new parking standards, however, will apply to these properties.

Affordability Level	Number of Incentives		
	1	2	3
Very low-income	5% of units	10%	15%
Low-income	10%	20%	30%
Moderate income common interest development	10%	20%	30%
One of above plus child day care facility	One additional incentive (Section 12-130D)	N/A	N/A

Figure 4.2 Development Standard Reductions or Waivers (Incentives) offered for Affordable Housing

Zoning District	Maximum Height ^{1,2}	Minimum Lot Size	Public Street Setback	Public Alley Setback	Parking Requirements ^{3,4,5,6}	Additional Development Standard Modifications
TOD Mixed-Use 1 North Station North Market Place South Market Place	9 stories or 116' 8 stories or 104' 6 stories or 80'	120,000 sf 80,000 sf 40,000 sf	0'	0-2'	General Commercial ⁷ 2 spaces/1,000 sf (minimum) Restaurant 4 spaces/1,000 sf (minimum) All commercial parking requirements shall be met through parking district approach (construction of shared structures or purchase of parking zoning credits) Residential 1 space/du. Any additional parking spaces must be “unbundled” (offered as an option for purchase separately from the rent or purchase price)	
Historic Core	5 stories or 68' ⁸	None	0'	0-2'	No required visitor parking Residential parking may be met through parking district approach.	
TOD Mixed-Use 2	4 stories or 60'	80,000 sf	0-10'	0-2'	TechTown Office 2.5 spaces/1,000 sf (minimum) Light Industrial 1.5 spaces/1,000 sf (minimum)	
R-4	4 stories or 55'	None	Prevailing ⁹	Follow appropriate rear yard and prototype requirements	Residential 0-1 bedroom units: 1 space/du Residential 2+ bedroom units: 1.5 spaces/du; 0.5 spaces/du of the requirement may be met through unrestricted on-street parking immediately abutting development	All parking must be located in an above-ground or subterranean structure.
R-3	3 stories or 40'	None	Prevailing ⁹	Follow appropriate rear yard and prototype requirements	Visitor parking 0.1 spaces/du for developments of 20+ units	Uncovered parking is permitted depending on prototype guidelines. Other standards may be modified in keeping with the provisions of Appendix A.
TOD Mixed-Use Corridor	4 stories or 55'	None	0-5'	0-2'	General Commercial 2.5 off-street spaces/1,000 sf (minimum) Restaurant 5 spaces/1,000 sf (minimum)	
Other Commercial Zones (C-2, C-3, C-C, M-1)	Citywide standards apply				It is encouraged to meet parking requirements through shared lots or structures. Residential 0-1 bedroom units: 1 space/du Residential 2+ bedroom units: 1.5 spaces/du Visitor parking 0.1 spaces/du for developments of 20+ units	
Other Residential Zones (R-1, R-2A, R-2)	Citywide standards apply					

1. Corner towers and other architectural elements shall be allowed above the height limit provided that they do not exceed 15' in height and 50 feet in any lateral dimension, and number no more than two per building.
2. Among the maximum height given in stories and the maximum height given in feet, the more restrictive condition shall apply.
3. All parking requirements are off-street and residential parking is fully enclosed unless specifically stated otherwise.
4. All square footages refer to gross floor area.
5. Where commercial uses are permitted, buildings of less than 1,500 square feet, with commercial uses, primary entrance onto the street and transparent windows are exempt from parking requirements in all zones.
6. The following minimum parking requirements shall apply to all zones: Senior Independent Housing 0.5 off-street spaces/bedroom; Night Clubs, Theaters 7 spaces/1,000 sf; Colleges, Trade Schools, etc. 7 spaces/1,000 sf of classroom area plus General Commercial requirement for office area. All other uses shall be subject to a 30% reduction in minimum parking requirements based on the Citywide requirement given in the Inglewood Municipal Code Sections 12-43 to 12-47.
7. General Commercial includes the following categories of uses: General Business, Retail or Wholesale; Auction Houses; and Bakeries, Confectioneries, Take-out Restaurants, and the like.
8. Where parcels abut Market Street, heights shall be limited to 3 stories or 45' within the closest 20' of the property to Market Street, and 4 stories or 55' within the closest 40' of the property to Market Street.
9. A definition for the prevailing setback is given in Section A.6.

Figure 4.3 Development Standards

4.8 Macro Form Considerations

The Plan's Design Guidelines are composed of Macro and Micro Form Considerations. Figure 4.4 shows the Macro Form Considerations for The New Downtown Inglewood. Macro Form Considerations refer to the overall district- or planning area-wide urban design features that must be respected by individual developments in order to achieve the community vision, and the design guidelines that pertain to the major, large development sites identified in Section 2.3. These Macro Form Considerations form the starting point for the design process for sites and buildings in the planning area in order for developers and the City to establish a collaborative relationship toward achieving the vision.

This Section begins with a description of the key large-scale urban design features of the plan, supplementing Section 2.3 in the Concept Plan, and proceeds with a description of the design guidelines for key transit-oriented development sites.

Cross Axes

The primary pedestrian promenades of Historic Downtown, Market Street and Queen Street, form an important cross-axis. This concept implies that:

- Buildings located on either of these streets should front onto these streets with a shopfront-type frontage
- The corner of Market Street and Queen Street is a special focus point that should be populated with the most active and street-engaging uses possible. The historic buildings on the northwest, northeast and southeast corners should be preserved, and the parking lot on the southwest corner should over time be filled in with a pedestrian-friendly building.
- Each street forms an important visual axis that terminates in a vista point. The Queen Street vista terminates in City Hall on the west end and the entrance to the Inglewood Gardens senior housing development on the east end. The senior housing entrance monument could be enhanced to provide a greater presence as viewed from a distance. Special attention should be paid to the visual

terminations of Market Street as they are developed on the north and south ends. In no case should a building block either visual axis.

- Infill development along the axes should seek to be contextual in nature, permitting buildings at the vista terminations and at the center of the cross-axes to take preeminence.

Terminations of Market Street

Both the north and south ends of Market Street provide an opportunity for transit-oriented development projects that can catalyze the revitalization of Downtown Inglewood. Both sites are intended to be developed as a single project or at most, with one element related to each land use category. Densities of residential, office, hotel or institutional uses should be as high as possible given zoning and economic constraints in order to generate activity and retail demand all along the street. Due to their large size, these sites can also be used for significant parking resources to benefit the projects and Historic Downtown in general. Parking should be located in a structure either above-ground or subterranean.

Individual design guidelines for these sites are given under the sections named "North Market Place" and "South Market Place."

Station Link to North

Once the Downtown Inglewood Metro station is operational, there will be a critical need to provide pedestrian access to the station from the north side. As indicated in preliminary Metro plans, pedestrians would need to walk ten minutes from the south access of the Downtown Inglewood station to the corner of Ivy and Beach Avenues immediately north of the station, effectively cutting off the Fairview West district to the north from the station and placing it outside the station's walkable range. In addition, pedestrian travel times to TechTown and North La Brea Avenue would be significantly longer than if there was a direct connection, and the only possible pedestrian route would be to the west along the north Florence Avenue sidewalk next to the ramp

for the Metro La Brea Avenue overcrossing and north on La Brea under the overcrossing.

A direct pedestrian connection from the station to the north would need to be constructed through the property of Don Lee Farms. This would most likely require the property to be redeveloped and Don Lee Farms to be relocated somewhere else within the City, as the company is an important employer within the City of Inglewood, though the granting of a permanent easement through the property is also a possibility. The recommended route for this pedestrian connection is from the east end of the station platform to the corner of Ivy and Beach Avenues. Due to the approximately 25' elevation change between these two places, the pedestrian connection could take the form of a grand staircase with parallel escalators. The section labeled "North Station" shows how this staircase can be integrated with the surrounding development to create an iconic and successful public place on the staircase.

TechTown Daylighted Stream

A daylighted stream running along the line of natural drainage of the TechTown area, where the City's storm drain main is located, will be the central open space feature of TechTown. This daylighted stream will treat and infiltrate runoff that filters into it from the surrounding area. Bicycle and pedestrian paths will be on either side of the daylighted stream, providing green transportation throughout the district.

The daylighted stream will run through the City Yard and Anthony's Auto Body block sites (see 2.3), and should be built as redevelopment proceeds on these two sites with a continuous stream.

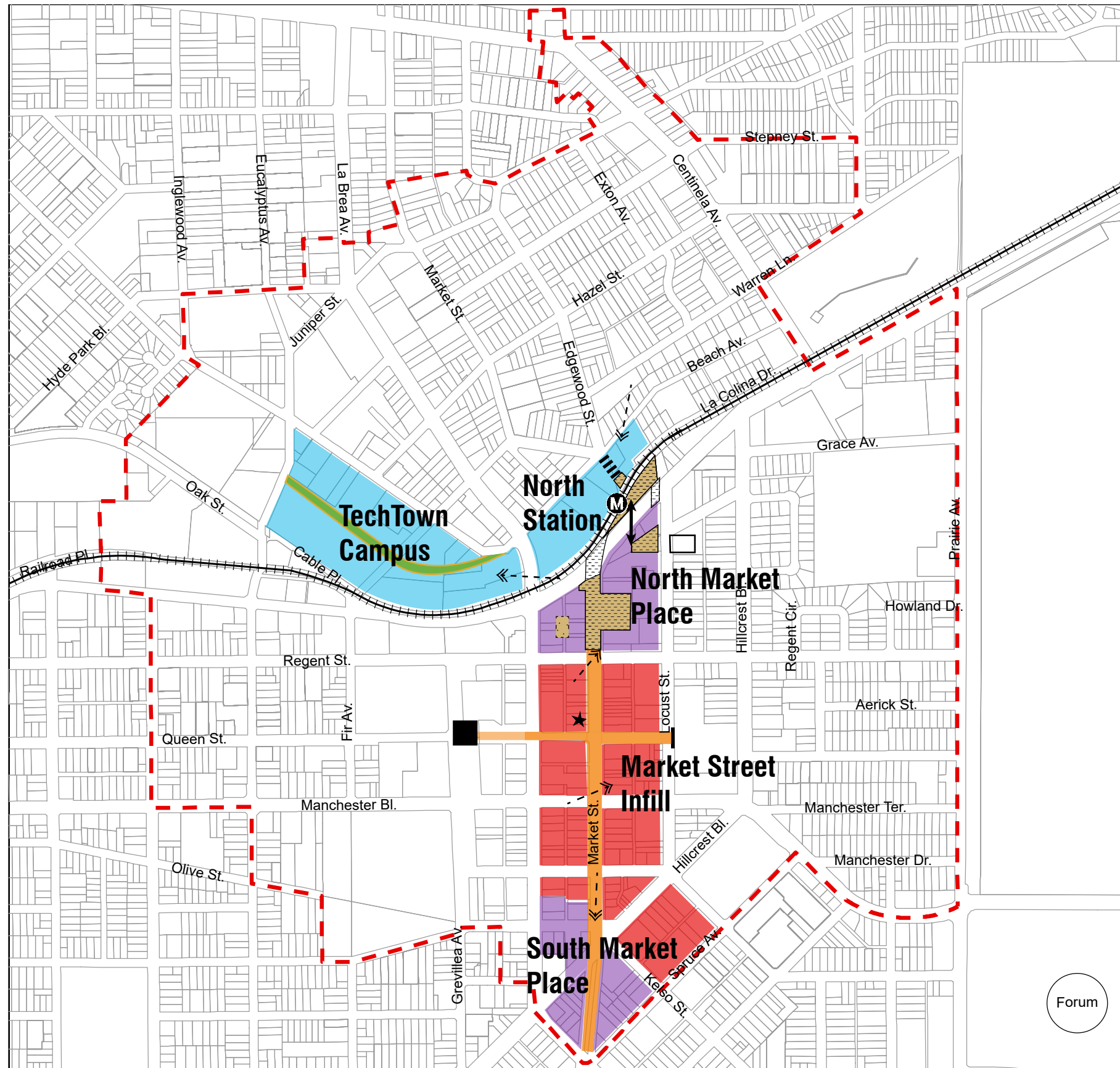
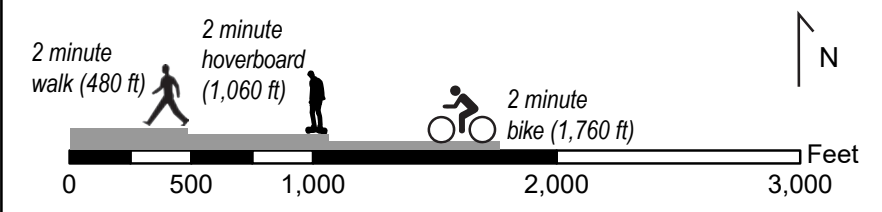


FIGURE 4.4
Downtown
Macro Form Considerations

- Downtown Plan Boundary
- Crenshaw/LAX Line
- Primary Pedestrian Promenade
- Market Street Terminations
- Historic Market Street District for Infill Development
- Other Macro Form Guidelines Sites
- A** Major Sites with Development Guidelines
- View Angle for Major Sites Drawings
- Daylighted Stream and Pedestrian and Bike Path
- Grand Station Access Staircase
- Plazas
- Special Pedestrian Crossings
- Pedestrian Bridge with Escalators and Bike-Sized Elevators
- Existing Vista Terminations
- New Vista Terminations
- Renovated Fox Theater



North Market Place

Figures 4.5 and 4.6 illustrate the Macro Design Guidelines for North Market Place.

The heart of North Market Place is Inglewood Plaza, which is intended to provide the gathering space for the City, which is called for in the community’s Vision for Downtown.

North Market Place is also intended to be the terminus of Market Street and to be a gracious entry to the Metro Station.

North Market Place is to be activated by the public activities that can occur in Inglewood Plaza such as concerts, festivals, markets, art shows, celebrations, etc. as well as by the retail edges with outdoor dining on the north, east and south edges of the Plaza.

Figure 4.6 contains the detailed design guidelines, which relate to access to the Metro Station and Inglewood Plaza, as well as to the construction of private projects and the Public Parking Structures. These guidelines include several bridges from Public Parking to enable development of Courtyard Residential facilities on the D3 site as well the Retail/Residential development at the Southeast corner of Market and Regent Streets.

The requirements of the Design Guidelines are summarized as follows:

- A. Creation of Inglewood Plaza- a large, public gathering place for the entire City.
- B. Closure of Market Street to become a part of Inglewood Plaza.
- C. Provision of Public Parking Structure with retail edges.
- D. Provision of Pedestrian Bridges across Market Street and Regent Street to enable Courtyard Residential Developments on the D3 site and the South of Regent Street site.
- E. Construction of a Pedestrian Bridge across

Florence Avenue with escalators and bicycle-scale elevators.

- F. Construction of Residential Towers with ground floor retail around Inglewood Plaza.
- G. Construction of Residential Towers with ground floor retail along Florence Avenue immediately adjacent to the Metro Station.
- H. Construction of Lower Scaled Residential over Parking Structure facing Locust Street. Courtyard to open to Locust Street to break up the scale of new residential along Locust Street.
- I. Green Roofs for enjoyment by residents and Solar Panels provided on rooftops throughout to generate electricity and provide shade for usable rooftop areas.
- J. Addition of public art elements to upper levels of Parking Structures.
- K. Residential step-backs of new construction in this block along Market Street to provide continuity of scale with existing Market Street character and to create a sense of arrival to Inglewood Plaza.
- L. New, five-story residential to share courtyard with renovated retail space, with office or residential above, along Market Street
- M. Provision of Mid-block Pass-through to existing Alley behind new residential development and providing access to new residential development. Alley to be upgraded.
- N. Market Street/Regent Street Crossing to be converted to Scramble (diagonal) crossing.



A Major Plaza and Gathering Space Ringed by Retail



C Dense Residential over Retail Mixed-Use Development

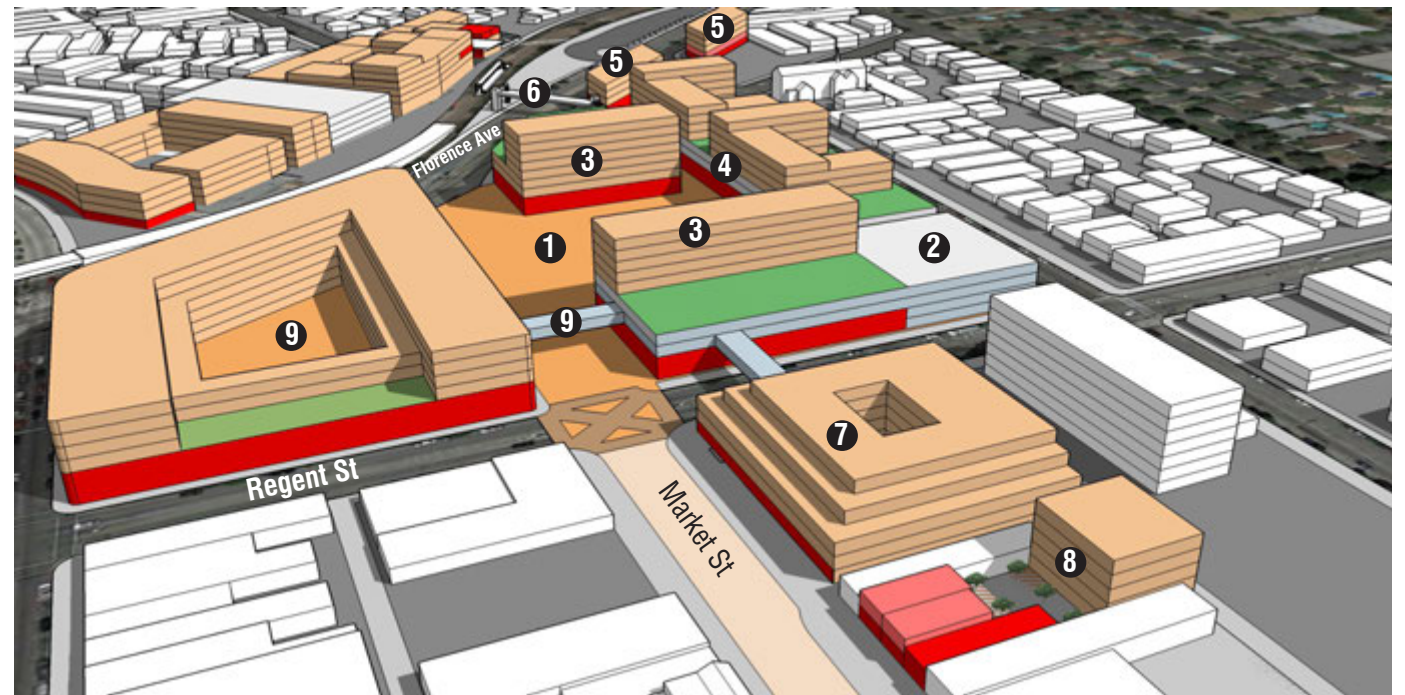


Figure 4.5 Land use diagram for North Market Place

- 1 Downtown Inglewood Plaza
- 2 Public Parking Structure
- 3 Retail with Residential Above
- 4 Public Parking Structure with Retail Edge along Walkway and Residential Above
- 5 Residential around Courtyard with Retail on Ground Floor
- 6 Pedestrian Bridge across Florence Avenue with Escalators and Bike Size Elevator
- 7 Residential with Market Street Retail Edge
- 8 Residential behind Retail Infill
- 9 Bridge across closed Market Street for D-3 Site Parking - enables Courtyard in D-3 Site

F Parking Garage with Retail Edge and Appropriate Facade Treatments



L Residential over Retail Mixed Use with Upper Floors Stepped Back



Q Pedestrian-Only Block of Market Street

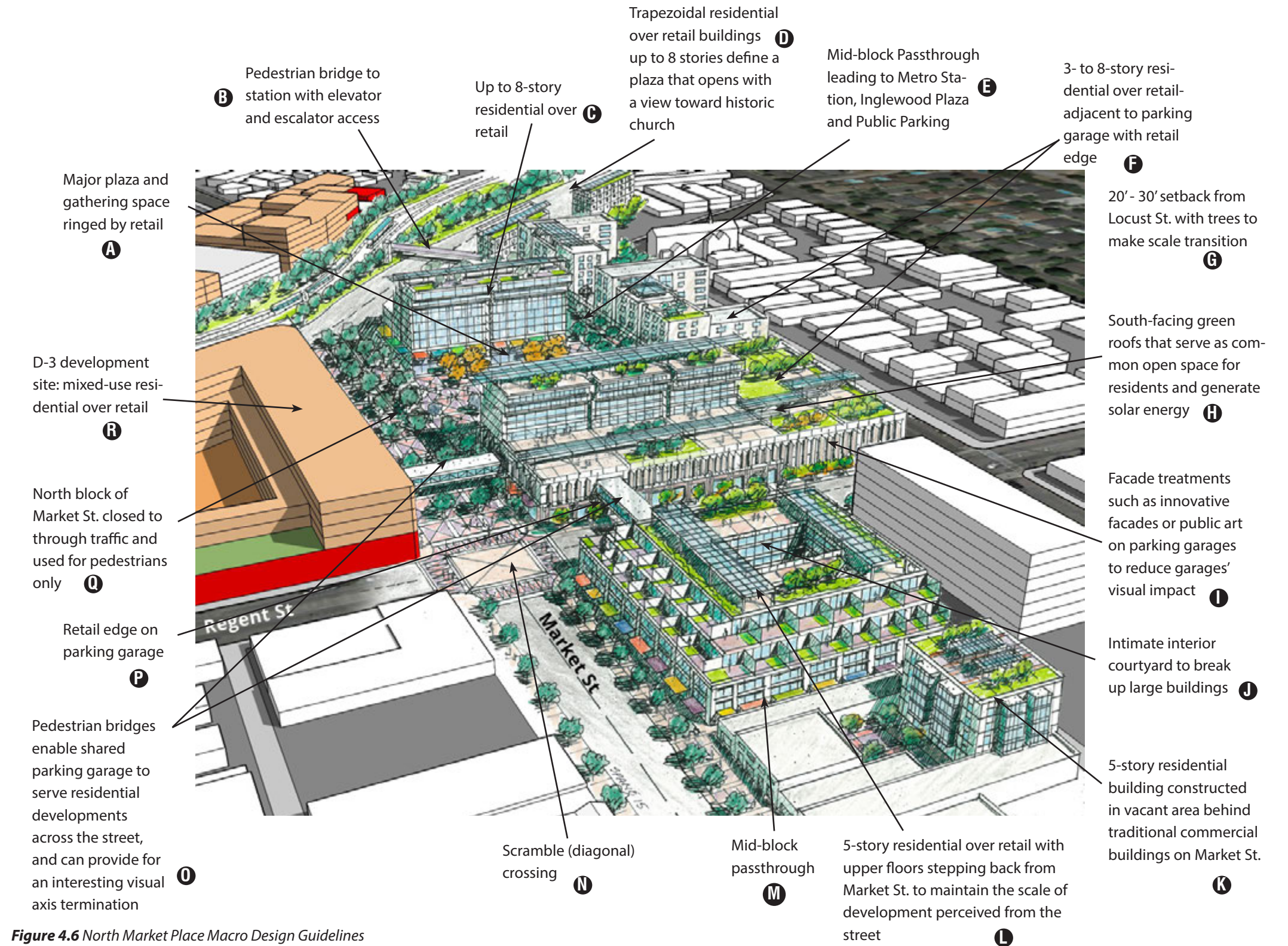


Figure 4.6 North Market Place Macro Design Guidelines

South Market Place

Figures 4.7 and 4.8 illustrate the Macro Design Guidelines for South Market Place.

The focus of South Market Place is the unique Market/Hillcrest/Kelso Street Plaza, which is intended to provide another gathering space for the City when Market Street is closed by activation of movable or retractable bollards located at La Brea Avenue and on Kelso Street and Hillcrest Boulevard.

South Market Place is also intended to be the terminus of Market Street and to be an attractive and dramatic entry to the Downtown.

Market Street can also be closed to automobiles, along with South Market Place to create a linear public space that can be temporarily free of automobiles all the way from La Brea Avenue on the south to Florence Avenue and the Metro Station on the north. This corridor can be activated by the public activities such as concerts, festivals, markets, art shows, celebrations, etc. bringing thousands of visitors to the shops and restaurants along Market Street.

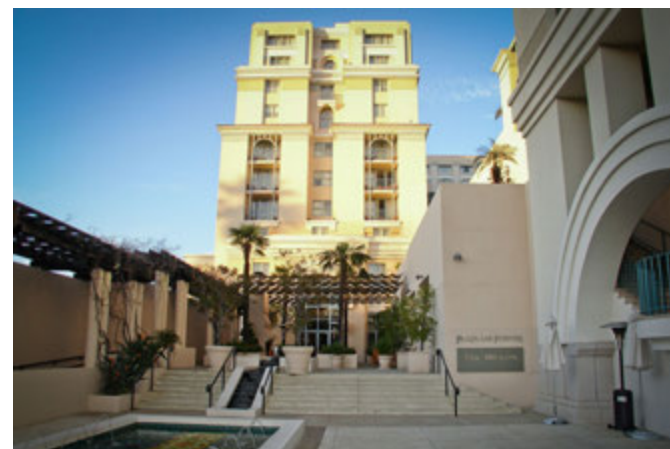
Figure 4.8 contains the detailed design guidelines for South Market Place.

The requirements of the Design Guidelines are summarized as follows:

- A. Creation of the South Market Place Plaza- a large, public gathering place created when bollards are raised to stop traffic at La Brea Avenue, Kelso Street and Hillcrest Boulevard. Street to be signaled to enable scramble (diagonal) pedestrian crossing.
- B. Construction of a Five Story Hotel with Ground Floor Retail along Market Street.
- C. Construction of a Five Story Residential Structure with a courtyard that is being shared with the Hotel.
- D. The Shared Courtyard

- E. Market Street is to be designed as a Plaza all the way to La Brea Avenue at which point bollards are to be provided which can prohibit the entrance of automobiles at selected times.
- F. Woody's BBQ is preserved in a space in front of a new Parking Structure with a Public Art Mural provided to create a suitable backdrop for Woody's.
- G. Construction of a shared Public or Private Parking Structure that serves the adjacent Office Building and nearby Hotel.
- H. Three to Five Story Office Building with green roof terraces and stepped form to help create the visual terminus to Market Street
- I. Construction of a Public Parking Structure on the former site of the Bus Transfer Station.
- J. New, five-story residential with step-backs of new construction in this block along Market Street to provide continuity of scale with existing Market Street character and to create a sense of arrival to South Market Place.
- K. Mid-block pass-through to Parking Structure.
- L. Market Street/Hillcrest Boulevard Crossing to be converted to Scramble (diagonal) crossing, based on further analysis.

B Urban Hotel with Interior Courtyard and Pedestrian-Friendly Edge



C 5-story Residential Building with Pedestrian-Friendly Entrances



D Large Residential/Shared Courtyard

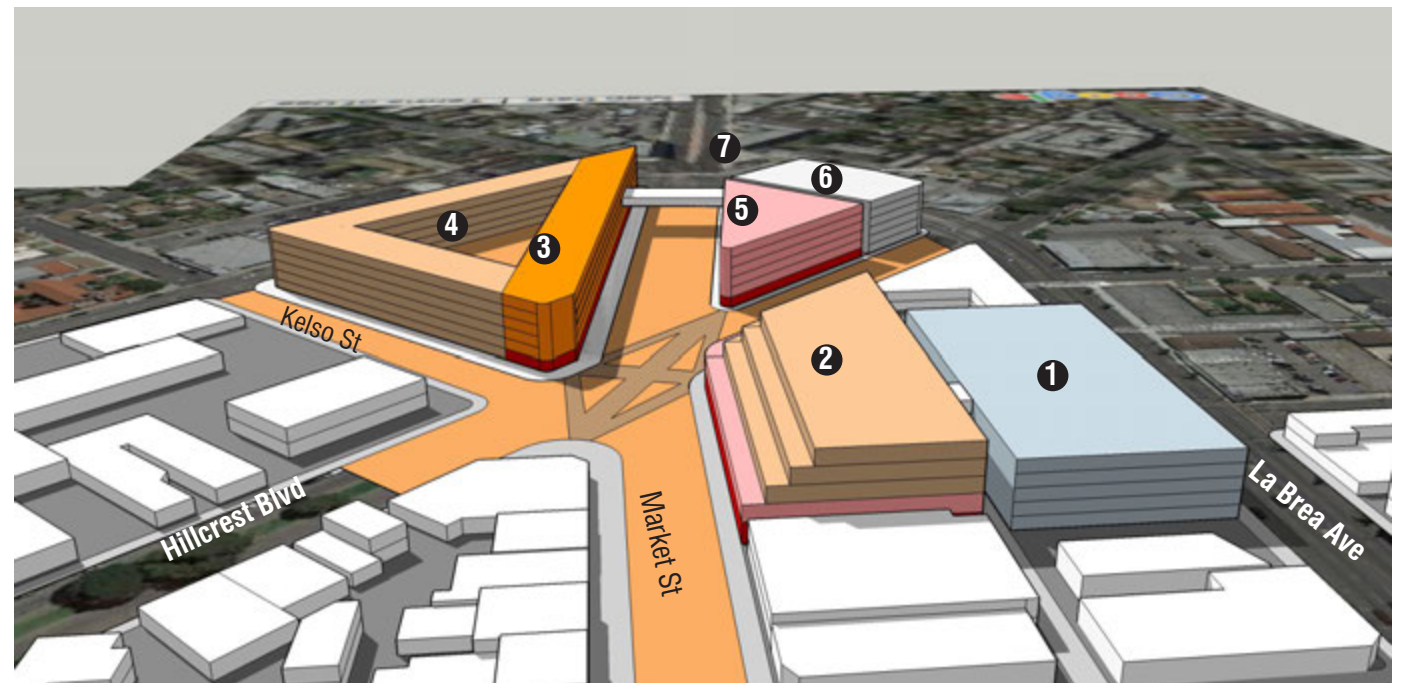
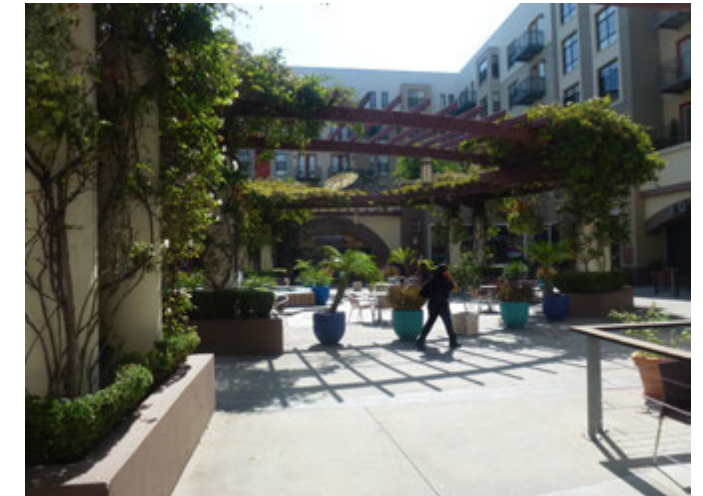


Figure 4.7 Land use diagram for South Market Place

- 1 Public Parking Structure on former site of Bus Transfer Station
- 2 Residential over Retail
- 3 Hotel with Ground Floor Retail and Lobby Space
- 4 Residential Sharing Courtyard with Hotel
- 5 Office with Ground Floor Retail
- 6 Public or Private Parking Structure
- 7 Preservation of Woody's BBQ to south of Parking Structure

G Pedestrian Bridge Connecting Parking to Destinations



J Residential over Retail Mixed Use with Upper Floors Stepped Back



K Mid-Block Passthrough Leading to Parking Structure

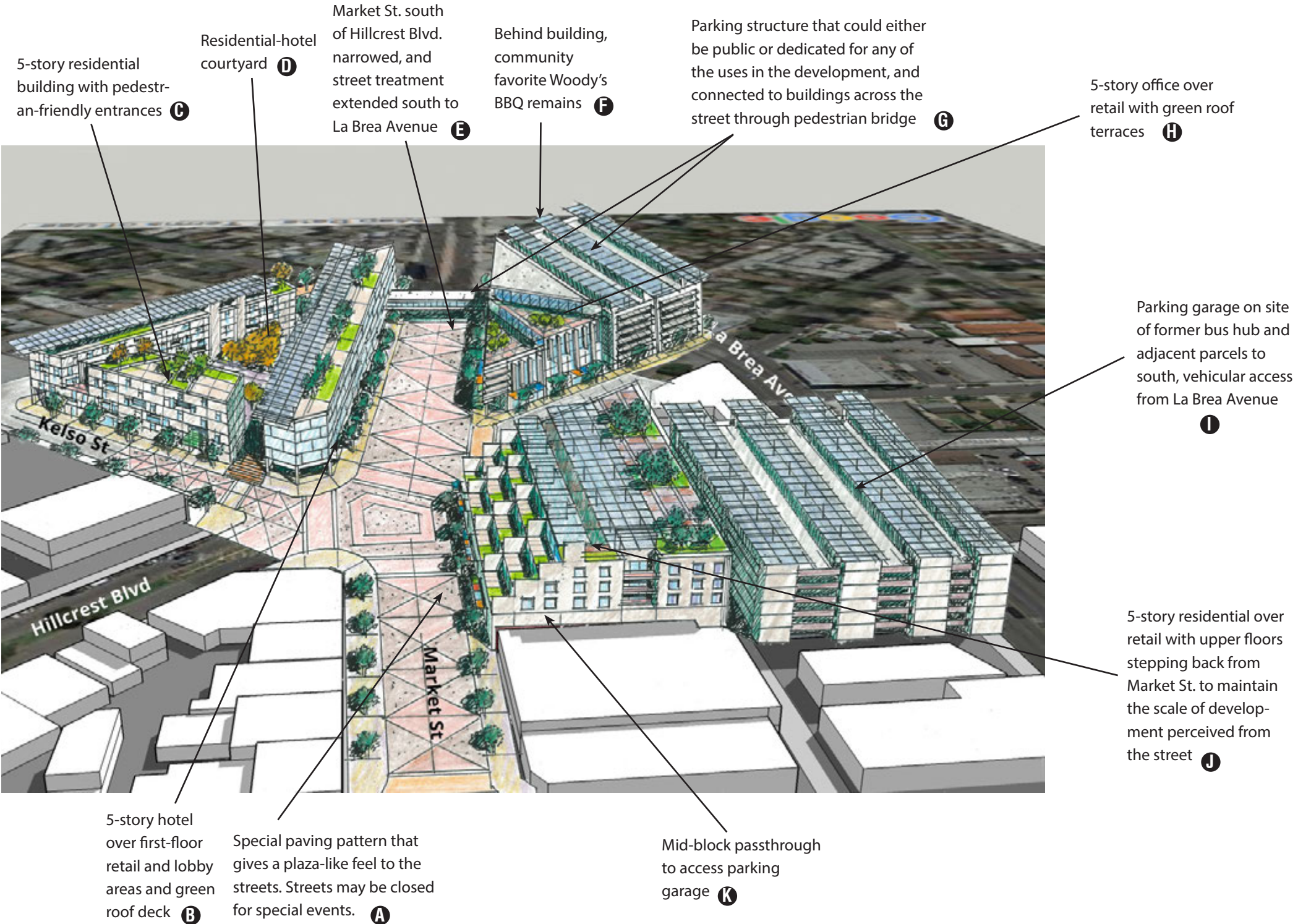


Figure 4.8 South Market Place Macro Design Guidelines

Market St. Infill

Figures 4.9 and 4.10 illustrate the Macro Design Guidelines for a prototypical Market Street Infill development.

This infill prototype is intended to support the upgrading of existing buildings along Market Street while adding residential units to Downtown.

Figure 4.10 contains the detailed design guidelines for the Market Street Infill.

The requirements of the Design Guidelines are summarized as follows:

- A. Construction of a Five Story Residential Structure with a courtyard that is to be shared with the retail fronting Market Street.
- B. Creation of usable Roof Gardens on the Residential Structure with Solar Panels to provide shaded areas and to generate electricity.
- C. Construction of a Pedestrian Bridge from the upper level of the existing Public Parking Structure to the upper level elevator lobby of the new Residential.
- D. Top level of the existing Public Parking Structure to be reserved and access controlled for the new Residential.
- E. Existing, upgraded Public Parking Structure. Major Public Art Mural to be added to south side of garage.
- F. Building entrance to the new Residential to be provided from the enhanced, existing mid-block pass-through.
- G. Existing, public mid-block pass-through to be upgraded.
- H. Existing one and two story retail structures along Market Street to be upgraded with façade improvements and signage.

A Five-Story Downtown Residential Building



D Utilization of Part of Public Parking Garage for Residential Parking



F Building Entrance from Alley or Mid-block Passthrough



B Preservation and Enhancement of Existing Market Street Retail Buildings

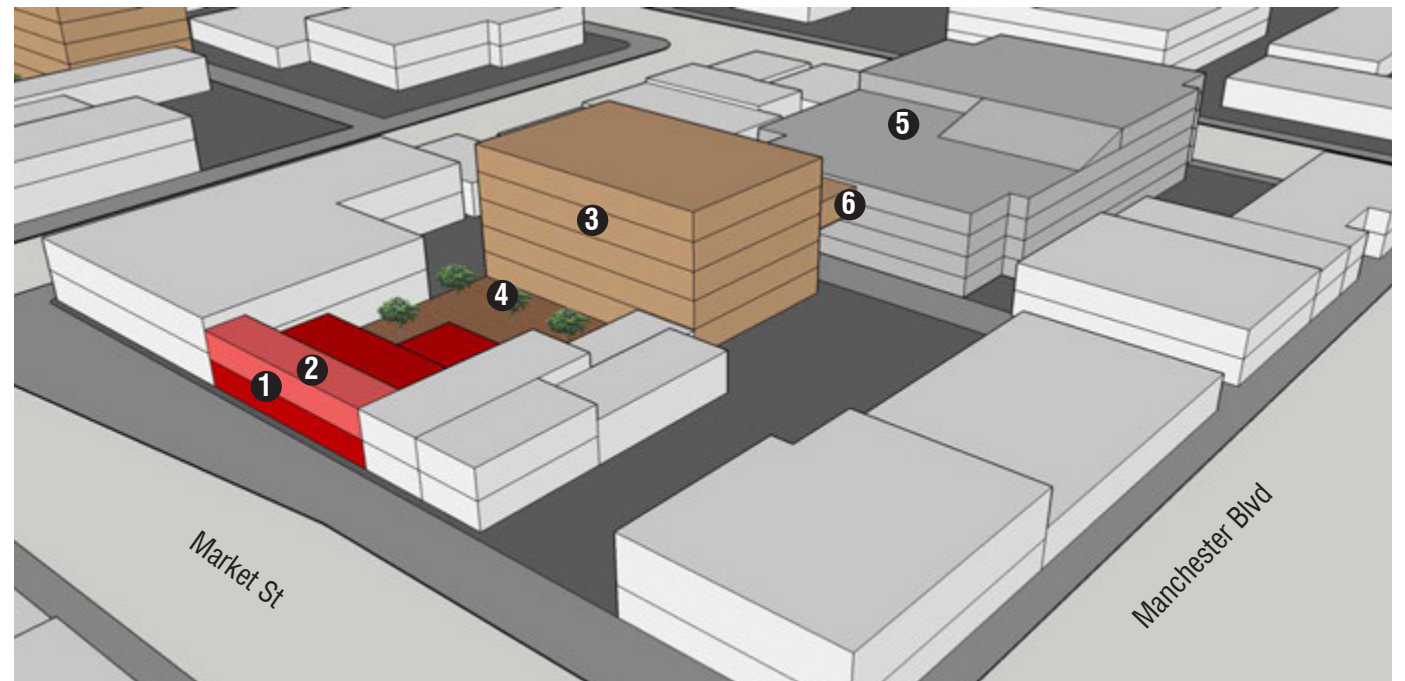


Figure 4.9 Land use diagram for Market Street Infill

- 1** Restored Market Street Buildings with Retail
- 2** Restored Office or Residential Space above
- 3** New 5-story Residential
- 4** Courtyard shared by Retail and Residential
- 5** Existing Public Parking Structure
- 6** Bridge from New Residential to dedicated parking on roof level of Public Parking Structure

I Intimate Courtyard between Residential and Retail

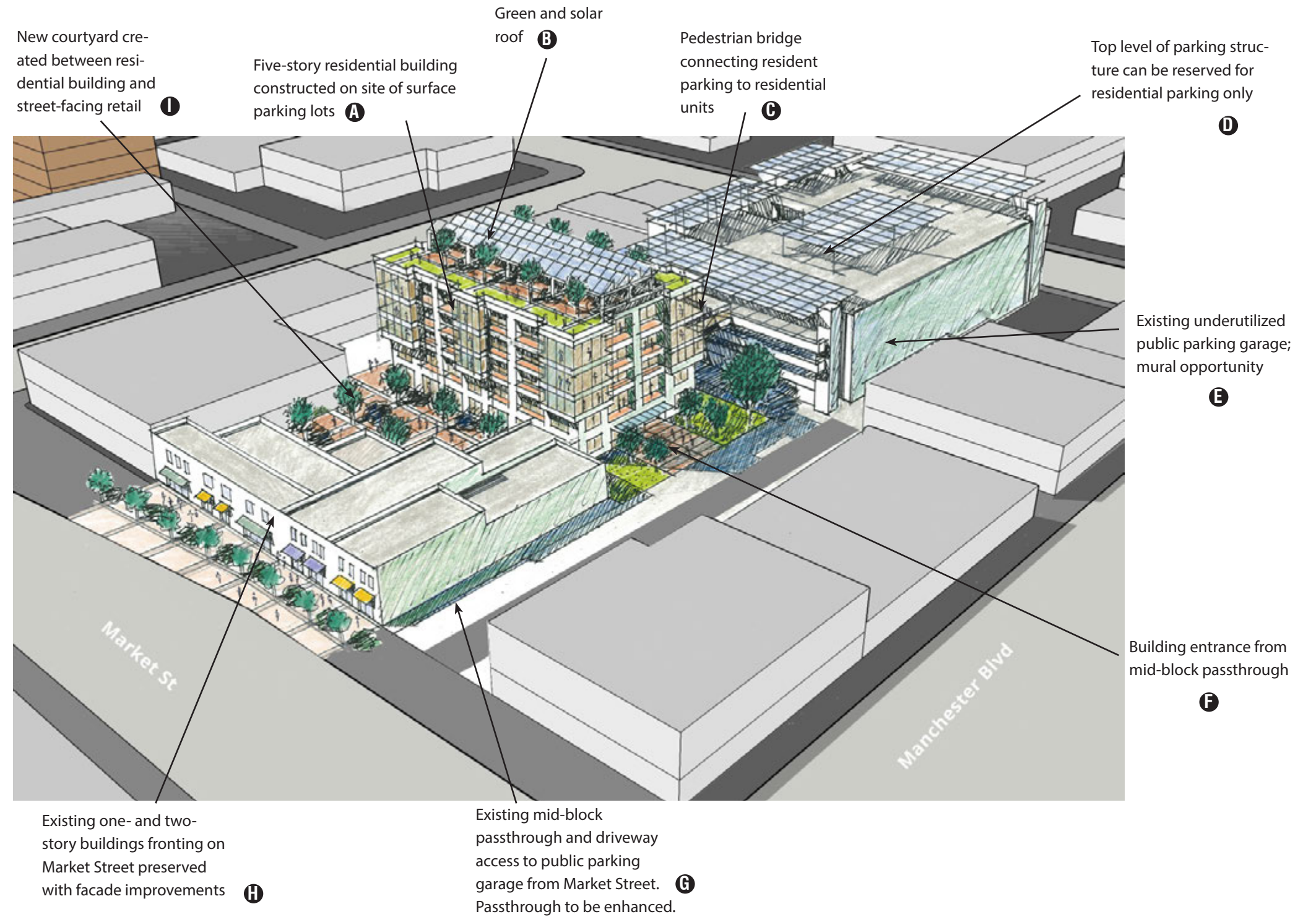


Figure 4.10 Market Street Infill Macro Design Guidelines

North Station

Figures 4.11 and 4.12 illustrate the Macro Design Guidelines for North Station.

North Station is intended to create residential units adjacent to the Metro Station and to create a gracious entry to the Metro Station from both the north and south.

Figure 4.12 contains the detailed design guidelines for North Station.

The requirements of the Design Guidelines are summarized as follows:

- A. A major feature of the North Station environment is a Grand Staircase with wheelchair accessible escalators that provides access to the Transit Plaza and station platform.
- B. Construction of a three to five story residential complex with retail uses along the Grand Staircase and surrounding a courtyard.
- C. Convenience Retail is to be located along the edges of the Grand Staircase and the Transit Plaza.
- D. Metro to provide an at-grade crossing from the north to south portions of the Transit Plaza.
- E. Relocated Inglewood Transit Center for busses, carshare and bikeshare.
- F. Five Story residential over retail. Parking below grade and/or in Public Parking Structure immediately to the south.
- G. Metro Station Kiss and Ride
- H. Inglewood Metro Station and Station Plaza
- I. Pedestrian Bridge across Florence Avenue with Elevators sized for bicycles and wheelchair access.
- J. Landscaped open space for residents of adjacent residential developments.
- K. Four to five story residential to include Ground Floor Retail on La Brea Avenue.
- L. Shared Public or Private Parking Structure serving all uses in the North Station area
- M. Four to Five Story Residential development to provide retail along the Grand Staircase.

A Grand Urban Staircase



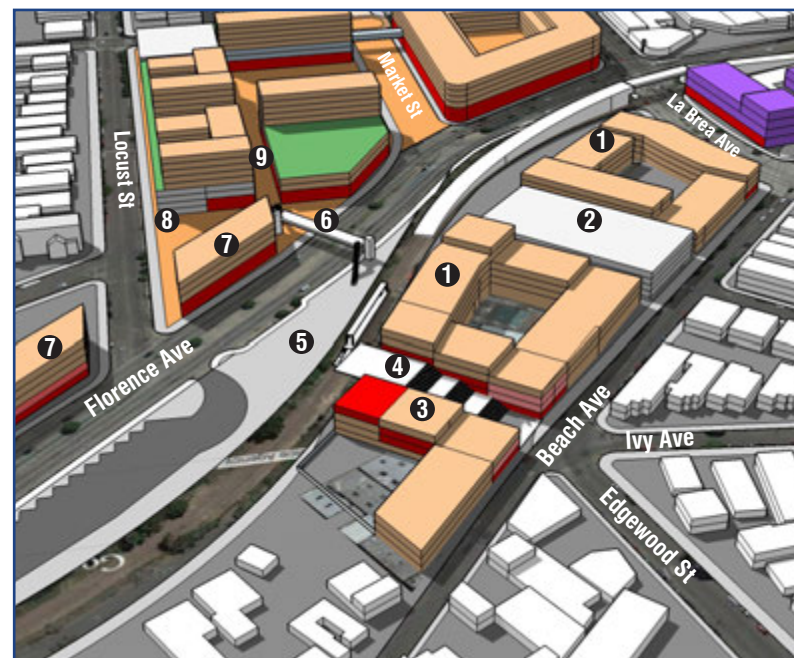
B 3- to 5-story Residential around Courtyard



C At-Grade Pedestrian Rail Crossing



B Metro Station and Station Plaza



- 1 New Courtyard Housing with Retail
- 2 Shared Public or Private Parking Structure
- 3 Residential with Retail
- 4 Inglewood Steps
- 5 Station Plaza
- 6 Bridge over Florence Avenue with Escalators and Bike-sized Elevators
- 7 Residential over Retail or Residential only
- 8 Courtyard facing Holy Faith Episcopal Church
- 9 Walkway to Downtown Inglewood Plaza

Figure 4.11 Land use diagram for North Station

D Pedestrian Bridge with Escalator and Bike-sized Elevator



F 4- to 5-story Residential over Retail

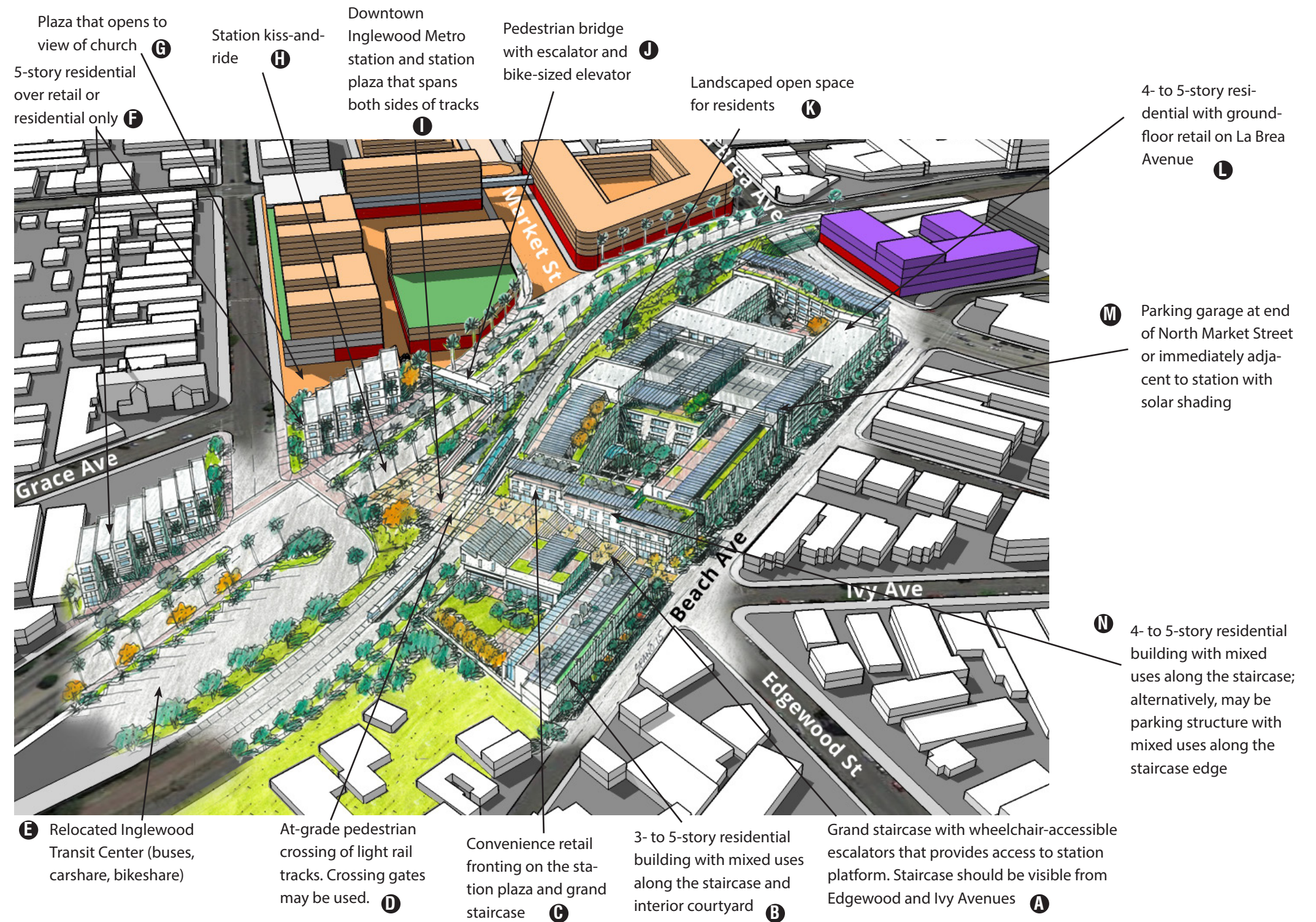


Figure 4.12 North Station Macro Design Guidelines

TechTown Campus

Figures 4.13 and 4.14 illustrate the Macro Design Guidelines for the TechTown Campus.

TechTown is intended to provide an urban Campus Environment that provides substantial employment for Inglewood residents and transit arriving employees. TechTown is closely connected to both the Metro Transit Station and to Downtown Inglewood to provide the type of environment conducive to a create campus employment center with outstanding access to LAX, nearby beaches and the region.

Figure 4.14 contains the detailed design guidelines for the TechTown Campus.

The requirements of the Design Guidelines are summarized as follows:

- A. Four story Creative Office fronting La Brea Avenue to incorporate Ground Floor Retail.
- B. Parking and Loading Zone access to be provided by on-site service road that parallels the Metro tracks.
- C. Shared Public and/or Private Parking Structures access from on-site service road. Parking structures to provide Solar Panels on top levels.
- D. Campus site plan to incorporate Daylighted Stream, which follows the historic drainage pattern of the downtown area. Daylighted Stream to be an average of 50 feet wide with gradual variations of 45 feet to 50 feet in width and to be flanked by a 20 pedestrian and Class 1 bikeway on each side. The Daylighted Stream leads to the City's Water Treatment Plant in North Park and the pedestrian path and bikeways lead to the Metro Transit Station.
- E. Solar and Green roofs to be provided on all buildings.
- F. No or small setbacks for buildings fronting on Beach Avenue and no parking on Beach Avenue.
- G. Wide vehicular access entrances for trucks and

- H. Buildings to be two to four story flex-space with high ceilings and spaces suitable for creative, collaborative office and/or research and development.
- I. Outdoor Courtyards are to be provided along the Daylighted Stream as meeting places encouraging cross-collaborations between both startup and established companies.
- J. Building setbacks to be provided at corners for transitions from Bikeways along La Brea Avenue to the Bikeways along the Daylighted Stream.

D Central Daylighted Stream Open Space Feature with Pedestrian and Bike Path



H Flex/R&D/Creative Office

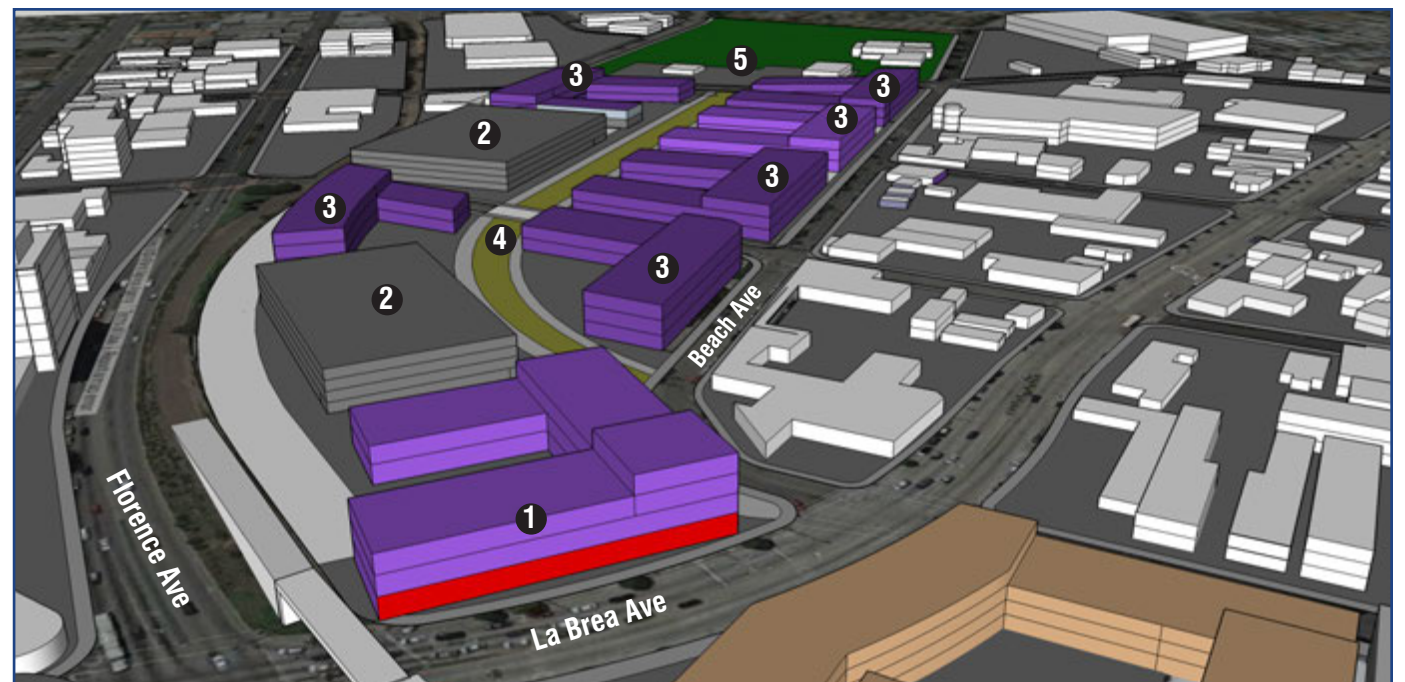
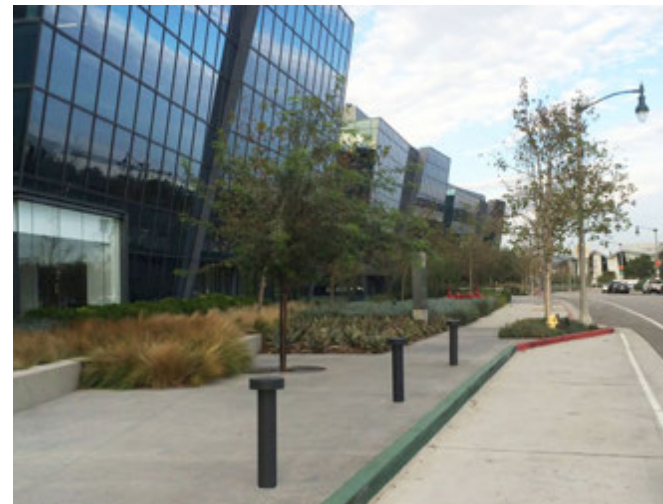


Figure 4.13 Land use diagram for TechTown

- 1** Creative Office with Retail Edge
- 2** Shared Public or Private Parking Structures
- 3** Creative Office, Flex Industrial or R&D
- 4** Daylighted Stream with Pedestrian and Bike Paths
- 5** Termination of Daylighted Stream at Water Treatment Plant and Rogers Park

I Outdoor Creative Working and Dining Areas

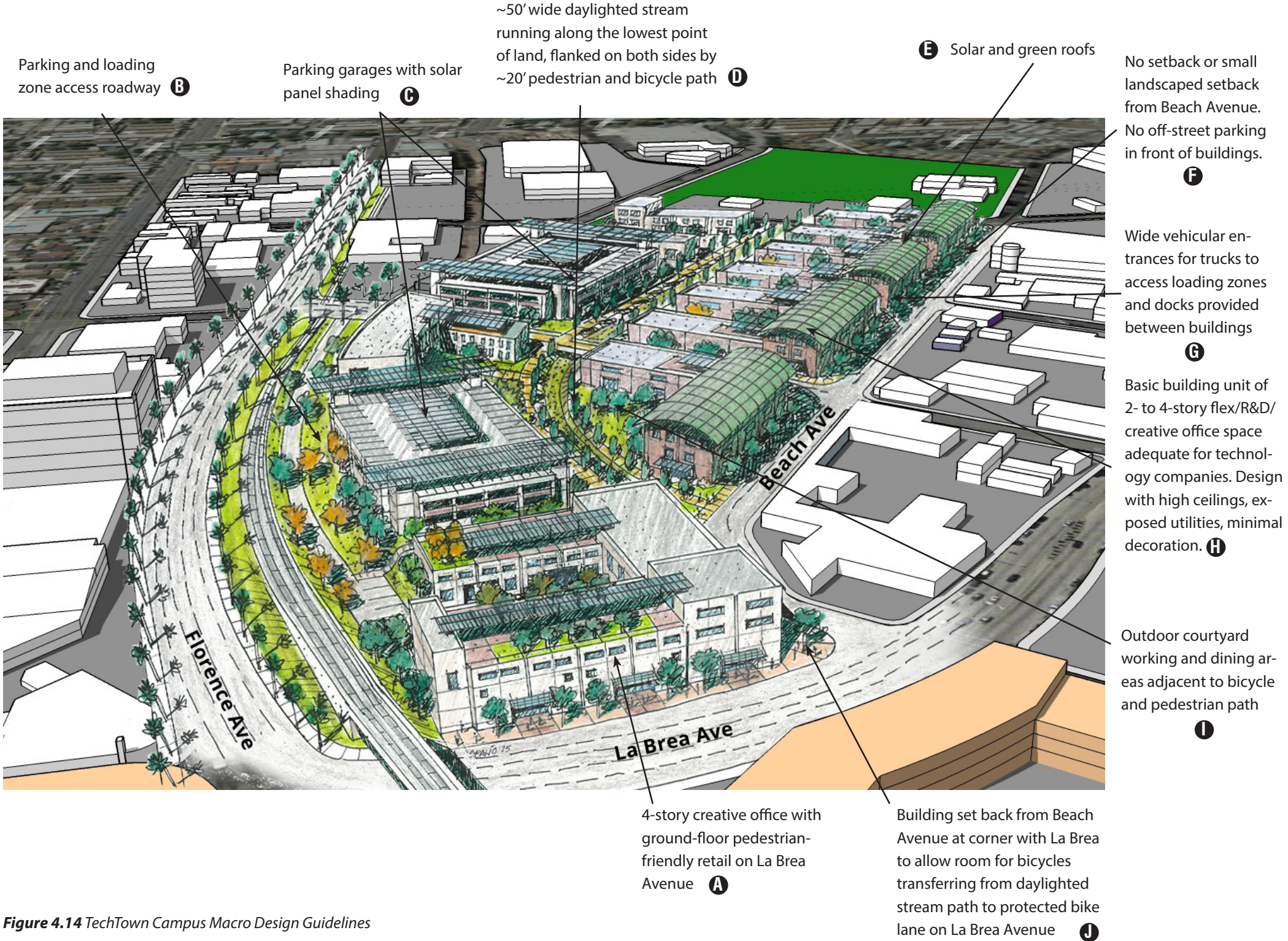
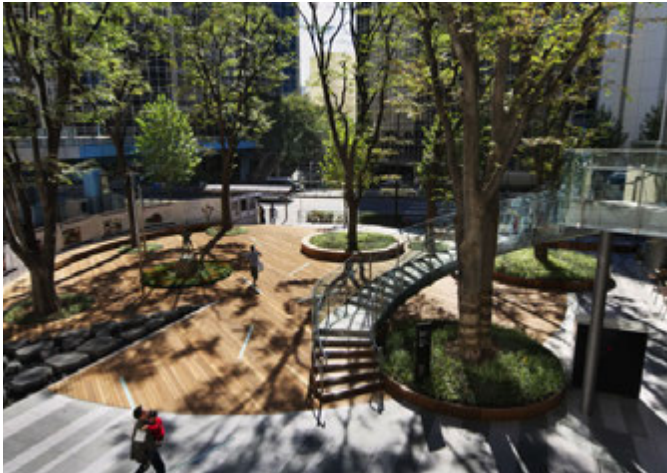


Figure 4.14 TechTown Campus Macro Design Guidelines

4.9 Micro Form Considerations

As described in Section 4.8, the Downtown Inglewood Design Guidelines are comprised of Macro and Micro Form Considerations. While the Macro Form Considerations deal with district-level urban design and major sites guidelines, the Micro Form Considerations provide design guidelines for infill sites, as well as the distinguishing features of prototype design. As with the Macro Form Considerations, the purpose of the Micro Form Considerations is to ensure that project design complements the community vision for each district within The New Downtown Inglewood.

Section 4.10 details the visual design guidelines for Historic Downtown. Section 4.11 describes the types of frontages applicable in different districts and on different streets in the planning area, and Appendix A describes the design guidelines applicable to multi-family residential districts, including the form-based prototypes that apply to these areas.

4.10 Historic Downtown Design Guidelines

Figure 4.15 illustrates appropriate applications of design standards and guidelines for the Historic Downtown district.

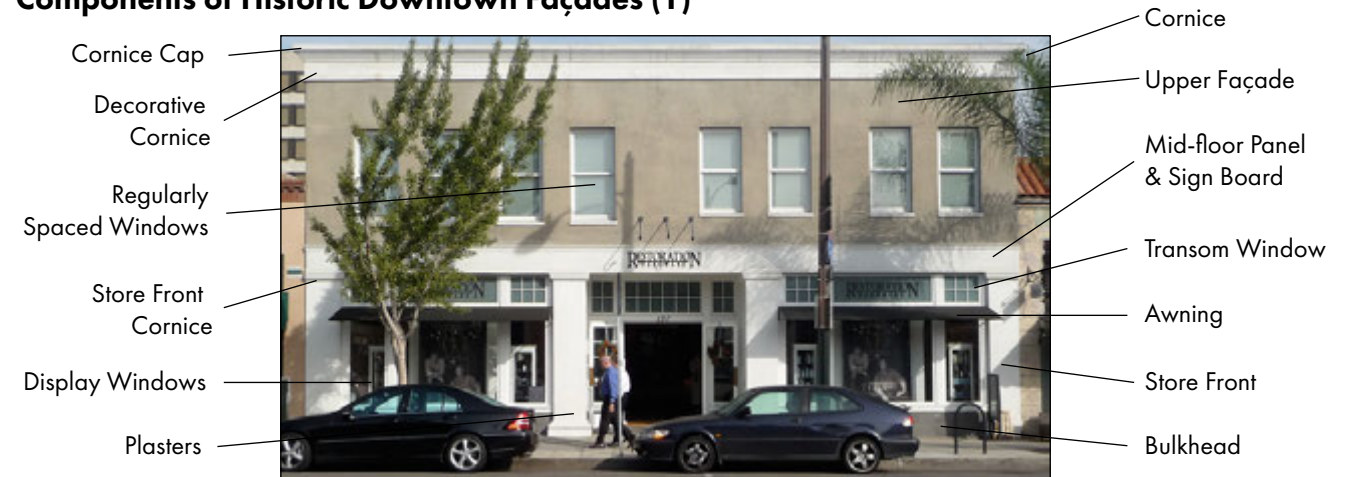
- The Components of Historic Downtown Facades (1) show the appropriate elements of shopfront building facades that should be included during façade improvement or restoration or the construction of new shopfront facades in the Historic Downtown district.
- While many retail facades will engage with the sidewalk only in the manner shown in (1), others may choose to implement one of the Retail Façade Setbacks for Building Entrances and Sidewalk Dining (2). Sidewalk dining should be allowed on sidewalks that measure at least 11’ wide abutting commercial storefronts.
- Residential Unit Access (3) shows the methods of providing access to residential units located on upper levels or in the rear part of blocks.

- Towers (4) apply to corner sites.
- Awnings (5) should be provided on all shopfront frontages.
- Signage (6) shows an additional signage type (perpendicular hanging signs) that may be permitted on shopfront frontages.
- Passthroughs from Public Streetscapes to Public Alleys (7) should be implemented in the locations specified in Figure 2.16 of the Concept Plan.
- Parking Lot Interfaces (8) and Parking Structure Interfaces (9) provide standards for development-parking edges.
- Alley Dining (10), Alley Entries to Retail (11) and Alley Access to On-site Residential Parking (13) are recommended uses for buildings that have at least one face on an alley.
- Trash and Loading Areas (12) should always be enclosed and should be consolidated on a block-by-block basis wherever possible.

FIGURE 4.15a

Design Guidelines for Historic Downtown

Components of Historic Downtown Façades (1)



Retail Façade Setbacks for Building Entrances and Sidewalk Dining (2)



Entry Setback



Dining Setback

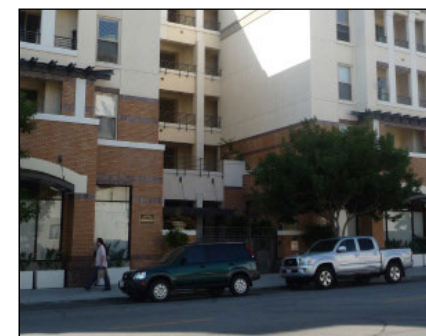


Sidewalk Dining

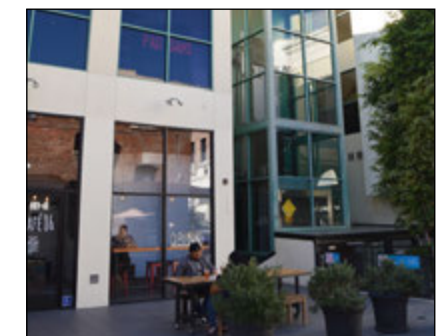
Residential Unit Access (3)



Integrated with Retail Façade



Separate Entrance on Sites with two or more Street Exposures



Access from Alleys and Courtyards

FIGURE 4.15b

Design Guidelines for Historic Downtown

Towers (4)



Articulate Corners, Screen Mechanical Equipment and/or Serve Rooftop Activities

Awnings (5)



Retractable Awnings to provide shade during appropriate times of year or day

Signage (6)



Perpendicular hanging and awning edge signing to identify businesses

Alley Dining (10)

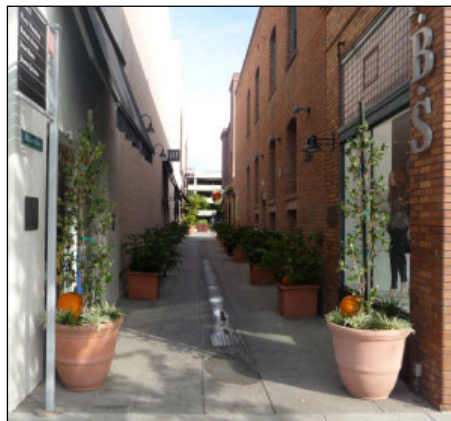


Along Pedestrian Alley



Along Service Access Alley

Passthroughs from Public Streetscapes to Public Alleys (7)



Passthrough (15')



Passthrough (25')

Articulate Blocks Based on Figure 2.16 and Provide Convenient Pedestrian Access

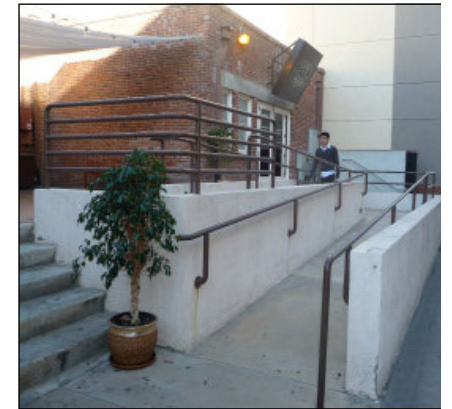
Alley Entries to Retail (11)



Courtyard- or Alley-Facing Retail



Access Setback and Rear Entrance



Universal Access enabling utilization of retail by all

Parking Lot Interfaces (8)

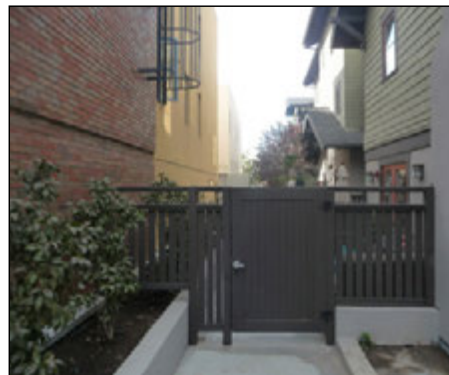


Landscaped Walkway at Parking Lot



Parking Lot/Wall

Parking Structure Interfaces (9)



Gates, landscaping and

Trash and Loading Areas (12)



Enclosed Trash/Loading Areas

Alley Access to On-site Residential Parking (13)



Parking Structure Access



Loading and Handicapped Parking

4.12 Street Frontages Standards for New Zoning Districts

Figure 4.16 presents the allowable building frontage types for the new zoning districts in Downtown Inglewood: TOD Mixed Use 1, TOD Mixed Use 2, TOD Mixed Use Corridor and Historic Core. Allowable building frontage types for the R-3 and R-4 zones are covered within the descriptions of the prototypes provided in Appendix A. Frontage standards for the other zoning districts in Downtown Inglewood remain unchanged except as modified by other design standards and guidelines in this Plan.

General Guidelines

Buildings should incorporate one or more of the frontage types on this page in accordance with Figure 4.16 on the first floor of each building where the property line meets a public street right-of-way. Exceptions are permitted for driveways, loading zones, etc., but the majority of each street frontage should meet these criteria. Frontage standards are applicable to plazas and may also be applicable to alley walkways, mid-block passthroughs and internal courtyards depending on the individual site. Frontage types may also be combined as necessary.

All windows shown should be transparent and not tinted except in the Office frontage type within the TechTown district, where it is optional.

Frontage Type Descriptions

Gallery - Converts the sidewalk into a colonnade by either building additional stories above the sidewalk or by placing a simple roof on top. Galleries should be used only on plaza, alley walkway or mid-block passthrough frontages. In these cases, upper floors may project beyond the property line to the edge of the sidewalk. Ground floor uses underneath the gallery should have at least 65% transparency and the use of hanging pedestrian signs is encouraged.

Shopfront - Shopfronts may serve retail or office uses, but are best suited for uses that serve the general public. A shopfront should have zero setback from the property

line unless using one of the Retail Facade Setbacks for Building Entrances and Sidewalk Dining shown in Figure 4.15a. At least 65% of the ground-floor frontage should be transparent glass. Shopfronts in the Historic Downtown district (see Figure 2.6) should contain the elements described in the Components of Historic Building Facades section of Figure 4.15a.

Forecourt - A forecourt may be used to add variety to a line of shopfronts. It is an activated exterior space in front of some portion of the building that forms a court shape. Forecourts can be used for outdoor dining, or in larger developments as an entry space.

Office - The office frontage type consists of a major pedestrian entry point into a building with either a glass facade or a pattern of windows on the sides. Facades must change and entry points must be located within a reasonable distance from each other so as to avoid monotony and maintain pedestrian-friendliness. Blank walls are not permitted. Windows may be transparent or tinted, except in the Historic Downtown district, where they must be transparent.

Stoop - The stoop is a small entry area that is raised off the street and gives direct access into the building. It is generally used for small residential buildings. The primary access stairway should begin no more than 5 feet from the property line.

The following frontage types do not apply to the TOD Mixed Use 1, TOD Mixed Use 2, TOD Mixed Use Corridor or Historic Core Zones, but they are referred to in the form-based prototype guidelines in Section 4.12.

Porch - The porch is a larger raised entry area that gives direct access into a residential type of building, such as a single-family home, 2- to 4-plex or bungalow court. Its use is encouraged to give access to different units in a small multi-unit building. It is generally combined with a front yard.

Yard - The yard frontage type corresponds to a landscaped area of at least 10 feet in depth in front of a building. Yards should be provided on residential streets to a depth of the prevailing setback (see Section A.6 for definition). Their design should emphasize their commonality with other yards along the street; however, drought-tolerant landscaping is required. No fences are permitted within yards in the TOD Planning Areas.

Market Street Frontage Guidelines

On Market Street, quality existing shopfronts should be preserved. For new development, the shopfront facade is the most encouraged, though occasional use may be made of the forecourt frontage type. The gallery frontage type may be used on Market Street in the MU-1 zone. In the HF zone, floors above the third story on Market Street should be stepped back in all cases as shown in the North Market Place Macro Design Guidelines.

After Hours Guidelines

The use of external screens between buildings and the sidewalk is expressly prohibited in the TOD zones.

Zone	MU-1	MU-2	MU-C	HC
Frontage Type				
Gallery	•			
Shopfront	•	•	•	•
Forecourt	•	•	•	•
Office		•		1
Stoop	2		•	3
Porch				
Yard				
Surface Parking		•	•	

Figure 4.16 Frontage Type Applicability by Zone

1. Not permitted on Primary Pedestrian Promenades (Market Street and Queen Street).
2. Only permitted on Beach Avenue, Locust Street, Kelso Street, Spruce Avenue and Hillcrest Boulevard.
3. Only permitted in area on or east of Locust Street and Hillcrest Boulevard.

Interior courtyards, mid-block passthroughs or alley walkways that are located open to the public but located on private property may be closed to the public between the hours of 9 p.m. and 6 a.m. Any request to close these spaces during other hours must be approved by the City Council.

Surface Parking Guidelines

The creation of new private surface parking lots is prohibited in the MU-1 and HC zones. Surface parking is allowed in the MU-2 and MU-C zones subject to the following guidelines:

- Parking should be accessed off the alley if there is one adjacent to the property. If there is no alley but the site is a corner site, parking shall be accessed off the side street.
- If parking cannot be accessed off an alley or side street, it may be accessed from the primary street. Entrances and exits should be limited in number and located to minimize any interference with street traffic.
- Surface parking may occupy no more than 30% of the development's frontage on a primary street or 50% of the frontage on a side street.
- Parking lots should meet the street with permanent walls and a landscaped strip per Section 12-55.5 of the Inglewood Municipal Code. However, instead of a raised landscaped planter, use of a filter strip, infiltration trench or other stormwater best management practice is required. Where the buffer strip is wider than 8' and is adequately planted, no permanent wall is required. Whatever the width, trees should be planted along this landscaped strip.
- Not including the trees along the street edge of the parking lot, additional trees should be planted at a minimum ratio of one tree per 10 parking spaces.

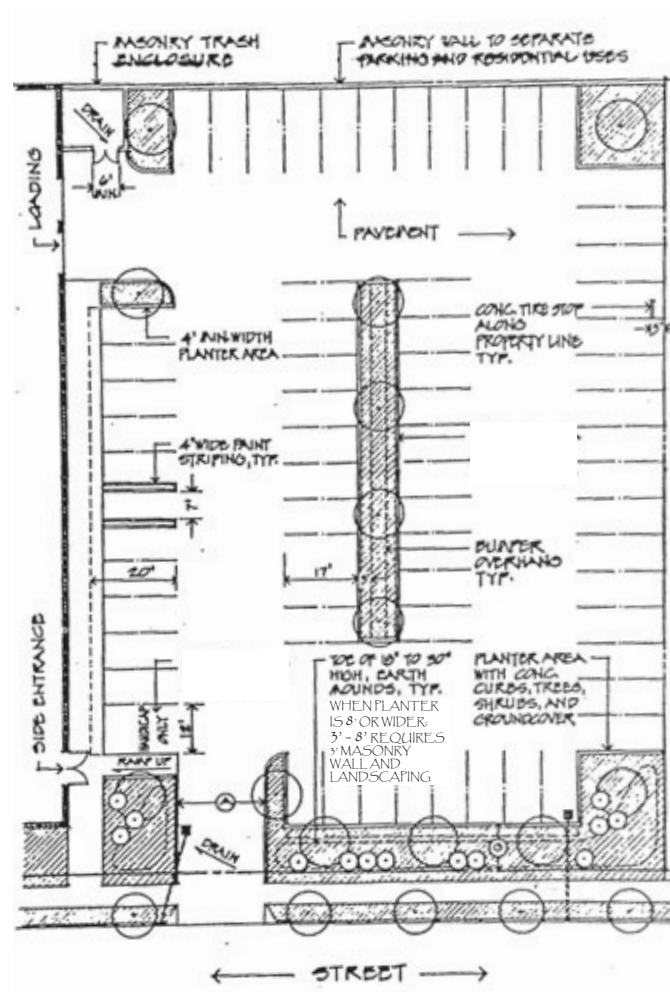


Figure 4.17 Surface parking design standards

- In contrast with Inglewood Municipal Code Section 12-55.2, parking lots should be designed to minimize runoff in accordance with the City’s Low Impact Development ordinance.
- A typical parking lot layout is shown in Figure 4.17.

Figure 4.18 - Examples of Frontage Types



Forecourt



Yard



Gallery



Office



Porch



Shopfront



Stoop



Surface Parking

5 FAIRVIEW HEIGHTS CONCEPT PLAN

5.1 Urban Design Concept

The Urban Design Concept for Fairview Heights was developed from the insights gained through the discussions with the community regarding People, Economics and Place through the process described in Section 1.5. In particular the Concept is driven by the community defined Vision stated in Section 1.6.

The Urban Design Concept illustrated in Figures 5.1 and 5.2 consists of the following elements:

1. Construction of the Redondo Boulevard Promenade as a major parking resource for the Metro Station and adjacent development and as a Pedestrian Promenade leading to Vincent Park.
2. Redevelopment of the site of the existing County Building. This structure is obsolete and a higher density use is appropriate next to the Metro Station.
3. Encouragement of appropriate uses and density immediately adjacent to the Metro Station.
4. Conversion of the triangle of land immediately adjacent to the Metro Station and formed by Florence Avenue, West Avenue and Redondo Boulevard to a higher density use, such as an educational institution or residential. The development of this site to an appropriate density will require structured parking within the complex.
5. Preservation and enhancement of West Boulevard.
6. Preservation and enhancement of Hyde Park Boulevard.
7. Preservation and enhancement of the historic, Fairview Heights Neighborhood.
8. Extension of the Florence Avenue Green Boulevard from Downtown to the City boundary.
9. Creation of an attractive entrance to Vincent Park by extending Redondo Boulevard.

Figure 5.3, the Urban Design Framework, then details the Urban Design Concept.

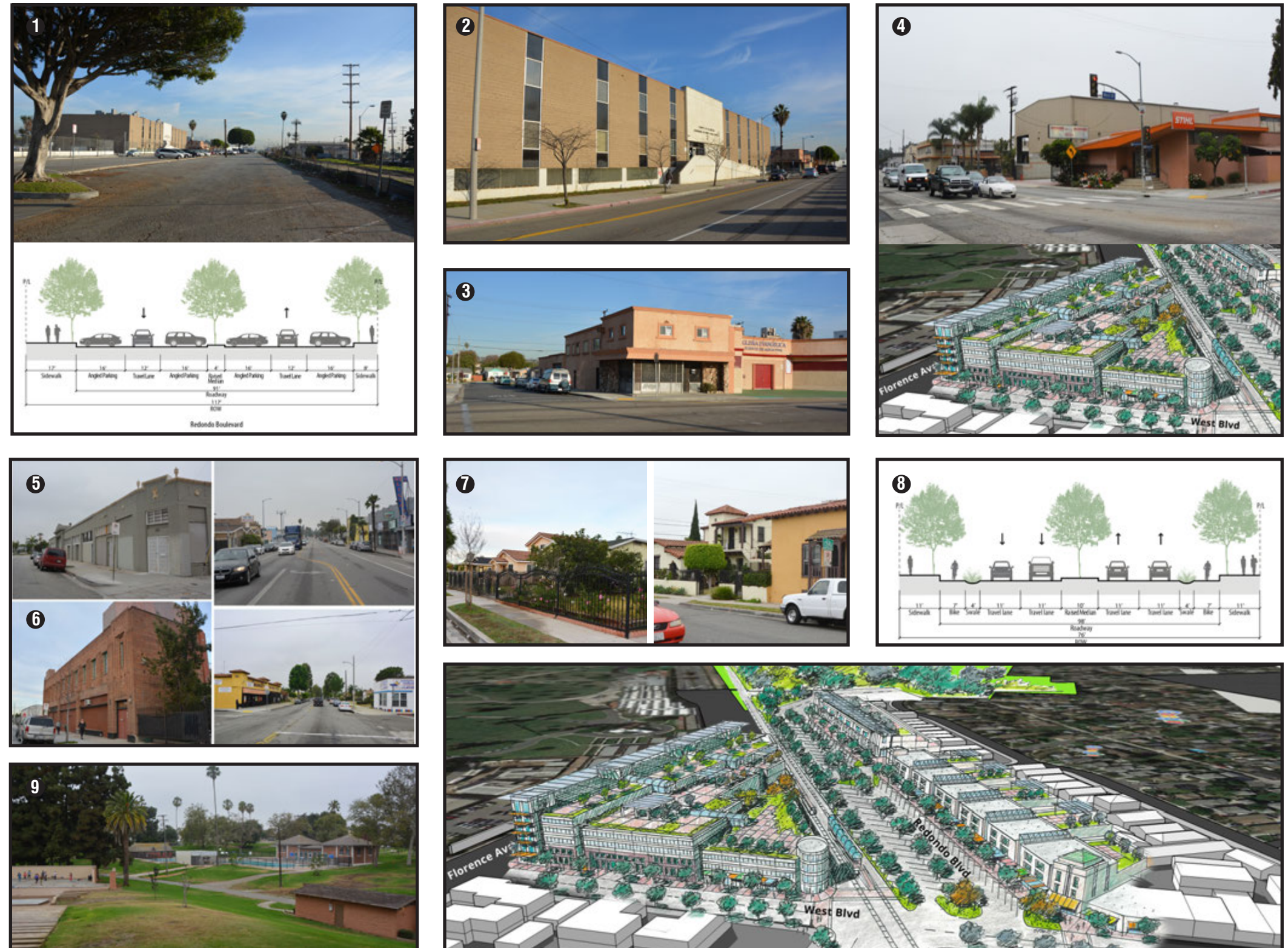


Figure 5.1 Fairview Heights Urban Design Concept Elements

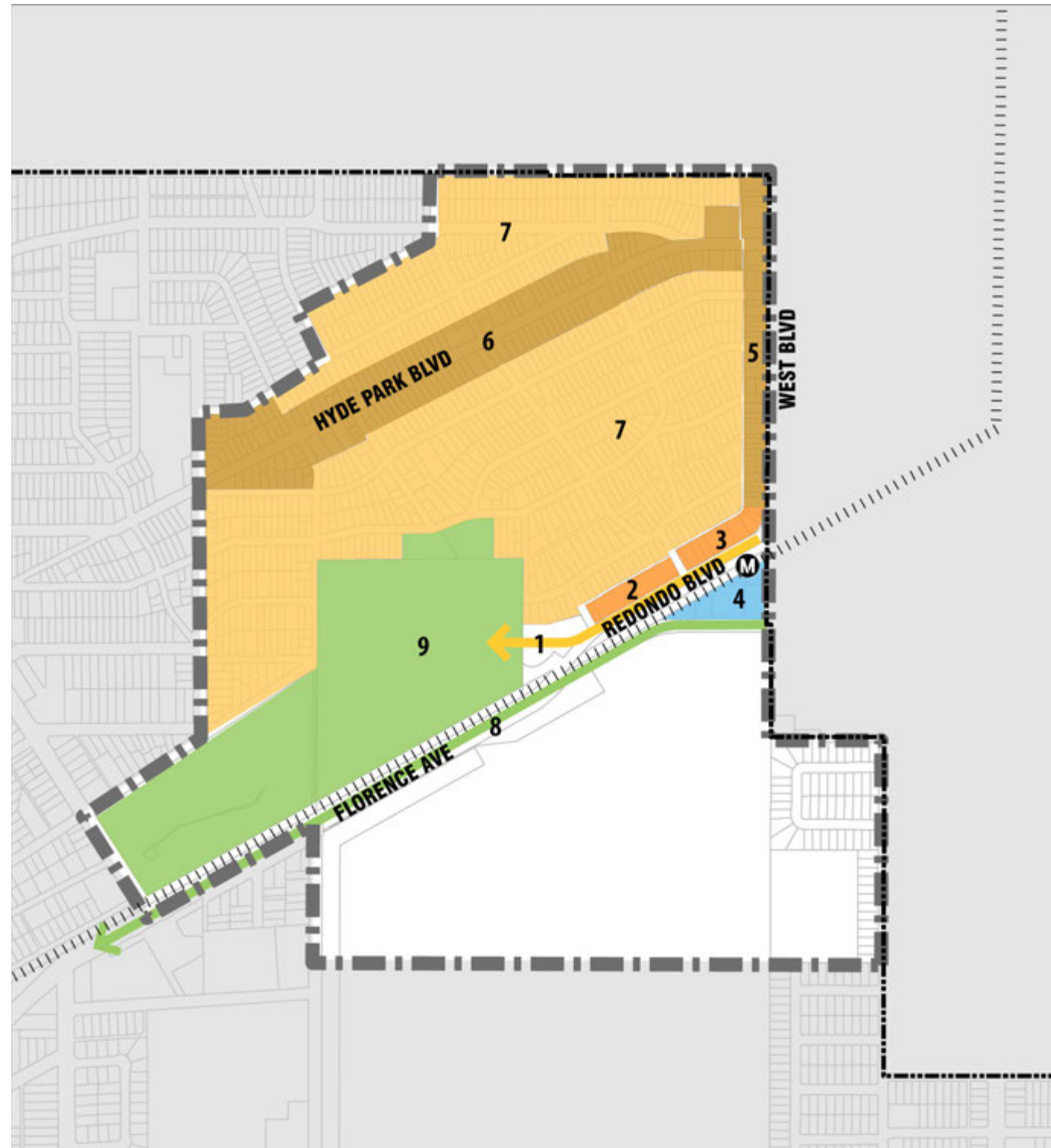
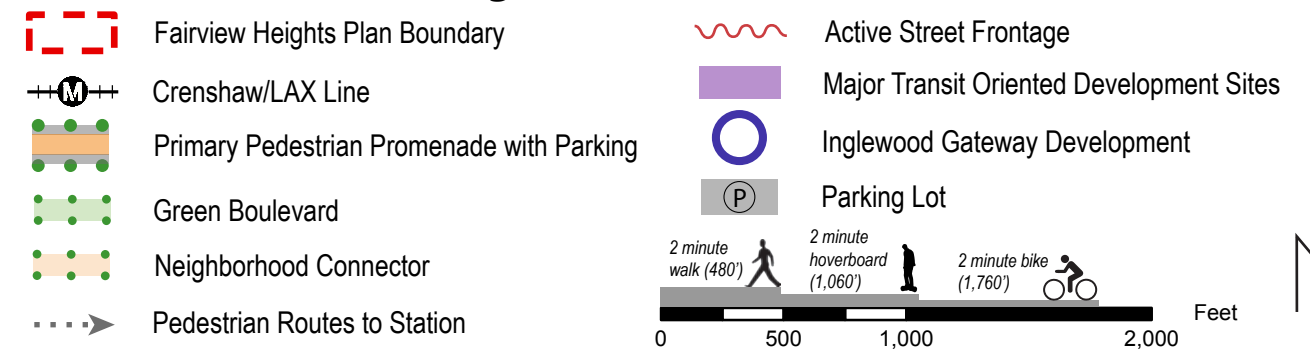


Figure 5.2 Fairview Heights Urban Design Concept



FIGURE 5.3

Fairview Heights Urban Design Framework



5.2 Key Development Sites

Figure 5.4 shows the Key Development Sites in Fairview Heights. These sites have been selected because of their strategic location proximate to transit along the Redondo Boulevard Promenade detailed in the previous section.

The development of these sites will reinforce the identity of Fairview Heights consistent with the community vision.

County Building Site

The County Building site consists of a sporadically used County of Los Angeles building, its parking lot, and an adjacent single-story commercial building. The County Board of Supervisors has passed a motion to pursue development of this site. Metro's Joint Development arm is managing the development process.

Due to the unity of ownership of the site and its imminent development, the County Building site is an ideal place to initiate the implementation of the Fairview Heights TOD described in Section 7.7. This site is envisioned as a pedestrian-friendly residential project with ground-floor retail either at the corner or along the entire Redondo Boulevard frontage. However, a replacement institutional use consistent with the Urban Design Form would also meet the community's vision.



County Building site



Redondo Boulevard Station frontage

Redondo Boulevard Station Frontage

The Redondo Boulevard Station Frontage site consists of the parcels on the north side of Redondo Boulevard from Long Street to and around the corner of West Boulevard as shown in Figure 5.4. One of the major property owners holds a lease to parking rights on the Metro park-and-ride, which will become part of the Redondo Boulevard Promenade. The design for this promenade (see Section 5.3) incorporates enough parking to accommodate this lease. Chuco's Justice Center and its Free L.A. High School also exist on this site. The organization provides important services to needy and at-risk youth in Inglewood and nearby communities.

Despite the importance of these organizations to the community, it is anticipated that as economic pressures increase, these institutions will relocate. In particular, the relocation of Chuco's Justice Center into a proper school facility will require assistance from the City and other public entities. New development on the site could possibly preserve an institutional character and/or serve these existing institutions within the context of a residential with retail project as described on the County Building site.

Industrial Triangle Site

The Industrial Triangle Site is located in the triangle formed by the Metro Crenshaw/LAX Line right-of-way to the north, West Boulevard to the east and Florence Avenue to the south. It is currently occupied by manufacturing and warehousing businesses.

This site is an ideal site to construct a major gateway to the City of Inglewood for both transit riders and drivers. The site is optimum for a major institutional use with iconic architecture or for a residential or mixed-use project.



Industrial Triangle site

5.3 Complete Streets

As in Downtown Inglewood, every street in Fairview Heights should be a Complete Street. See Section 2.4 for the definition of Complete Streets.

Redondo Boulevard Promenade

Redondo Boulevard is classified as the Primary Pedestrian Promenade for Fairview Heights. As in Downtown, on the Primary Pedestrian Promenade, placemaking and pedestrian movement should be given the highest priority. A second priority is to provide parking, as described in Section 6.4. In order to reconcile these priorities, Figures 6.5 and 6.6 show the implementation of a “parking courtyard” design, in which the sense of open space is created amongst the parking spaces through landscaping and decorative and permeable paving. A wide sidewalk is created on the north side of the street to facilitate pedestrian movement, enable outdoor dining and enhance the sense of place. Designs should be finalized and coordinated with appropriate public agencies before construction.

Florence Avenue Green Boulevard

The Green Boulevards are described in Section 2.4. The Florence Avenue Green Boulevard should be extended from Downtown Inglewood to the city limit at West Boulevard; there it can form part of the gateway to the City from the east. A full traffic signal should be installed at Florence Avenue and High Street that allows for a full range of vehicular and bicycle turning movements.

Neighborhood Connectors

The Neighborhood Connectors, Hyde Park and West Boulevards, are important streets for accessing the Fairview Heights Metro station. These streets prioritize pedestrian and bicycle movement while accommodating moderate-speed vehicular movement as well. Attention should be paid to the design and maintenance of the pedestrian environment, including planting street trees where needed.

Pedestrian and Bicycle Routes to Station

The Pedestrian and Bicycle Routes to Station demarcate important residential streets and pathways that should

provide the most direct connections from residential areas to the Metro station. Long and Gay Streets currently have traffic dividers on them that prohibit vehicular and bicycle through-movement and may confuse pedestrians. This Plan recommends the consideration of three alternatives with regard to these dividers:

- Retain existing traffic dividers
- Remove traffic dividers
- Modify traffic dividers to allow bicycles to pass through; improve pedestrian wayfinding



Existing neighborhood traffic dividers may remain, be removed entirely, or be modified to allow bicycle traffic to move through

5.4 Parking

Figures 5.5 and 5.6 show the accommodation of significant parking resources along Redondo Boulevard. Per the EIR conducted for the Crenshaw/LAX Line, at least 120 parking spaces must be accommodated for Metro park-and-ride and 79 spaces must replace parking formerly leased to Maranatha Community Church. Additionally, parking should be provided along Redondo Boulevard for any commercial uses along this stretch.

Figures 5.5 and 5.6 show that the design for Redondo Boulevard accommodates 122 parking spaces on the block between Long Street and West Boulevard. The entire length of between West Boulevard and Vincent Park would accommodate approximately 350 spaces.

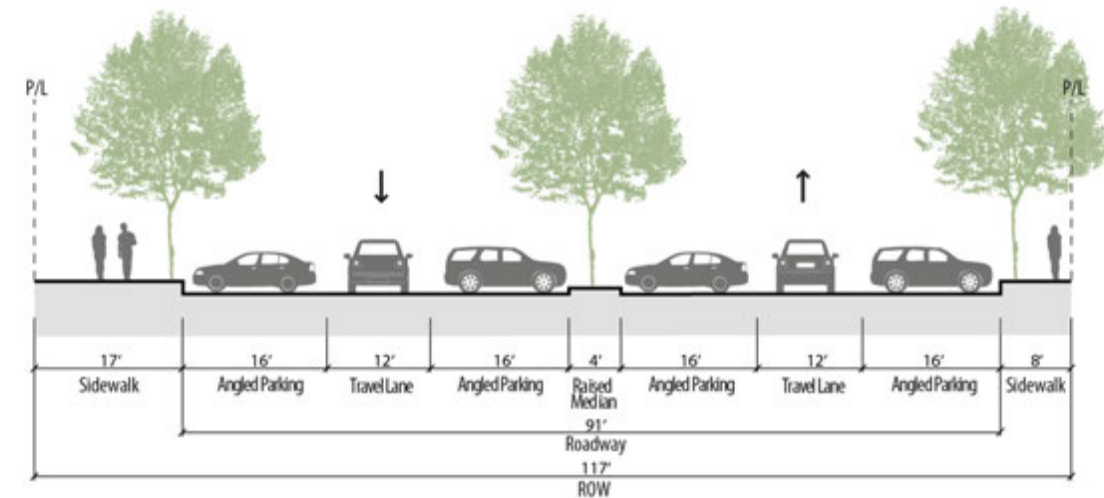


Figure 5.5 Conceptual Cross-Section of Redondo Boulevard

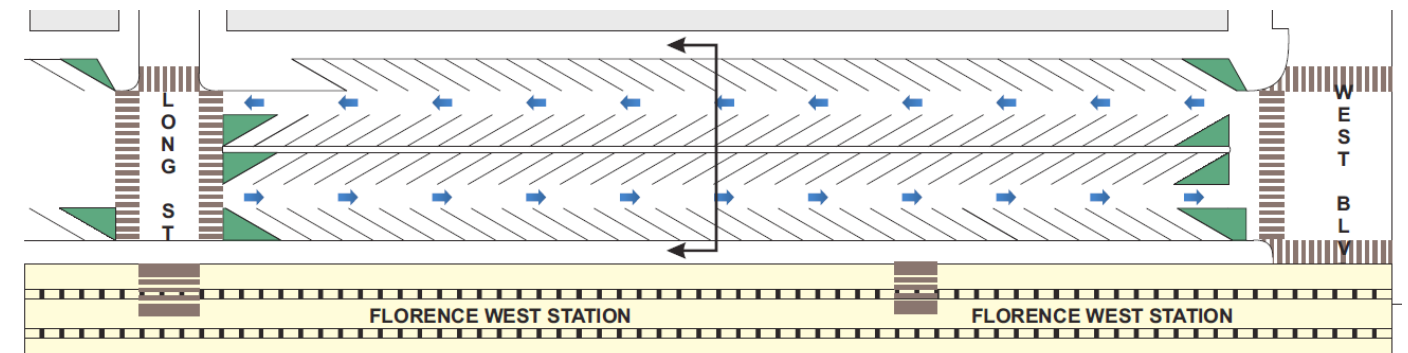


Figure 5.6 Conceptual Parking Layout for Redondo Boulevard

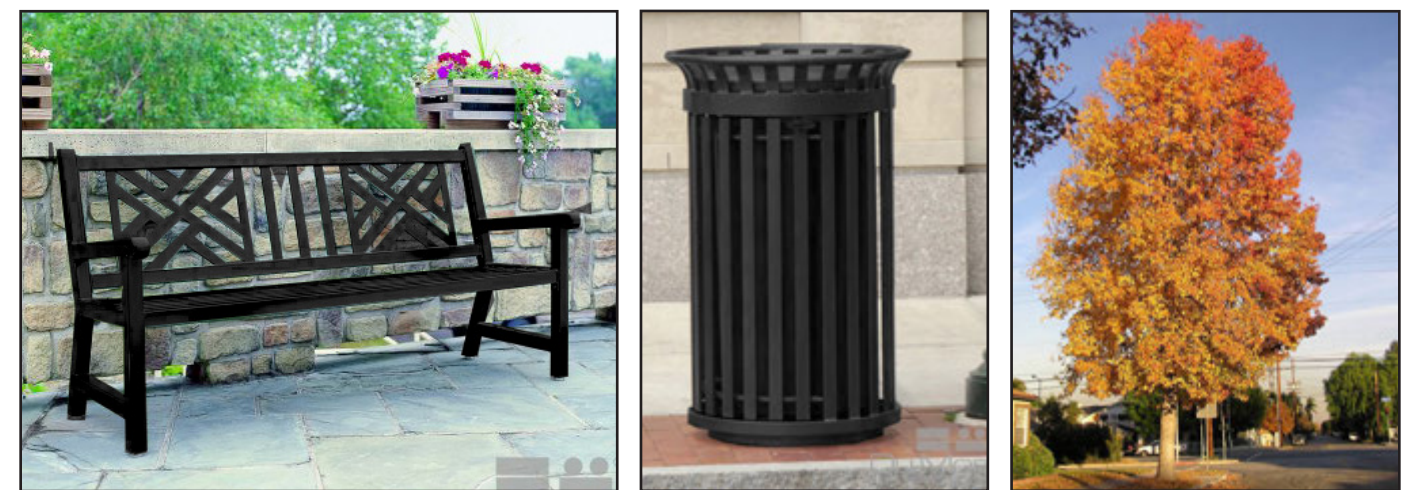


Figure 5.7 Street Trees and Furniture Vocabulary for Redondo Boulevard

American Sweet Gum Tree

5.5 Bicycle Network

As shown in Figure 5.8, the bicycle network consists of:

- Protected bicycle lanes (cycletracks) on the Florence Avenue Green Boulevard
- Class II bicycle lanes on West Boulevard
- Potential bicycle-friendly residential streets, including Long and Gay Streets, with removal or modification of traffic diverters
- Shared bicycle and pedestrian paths through Vincent Park

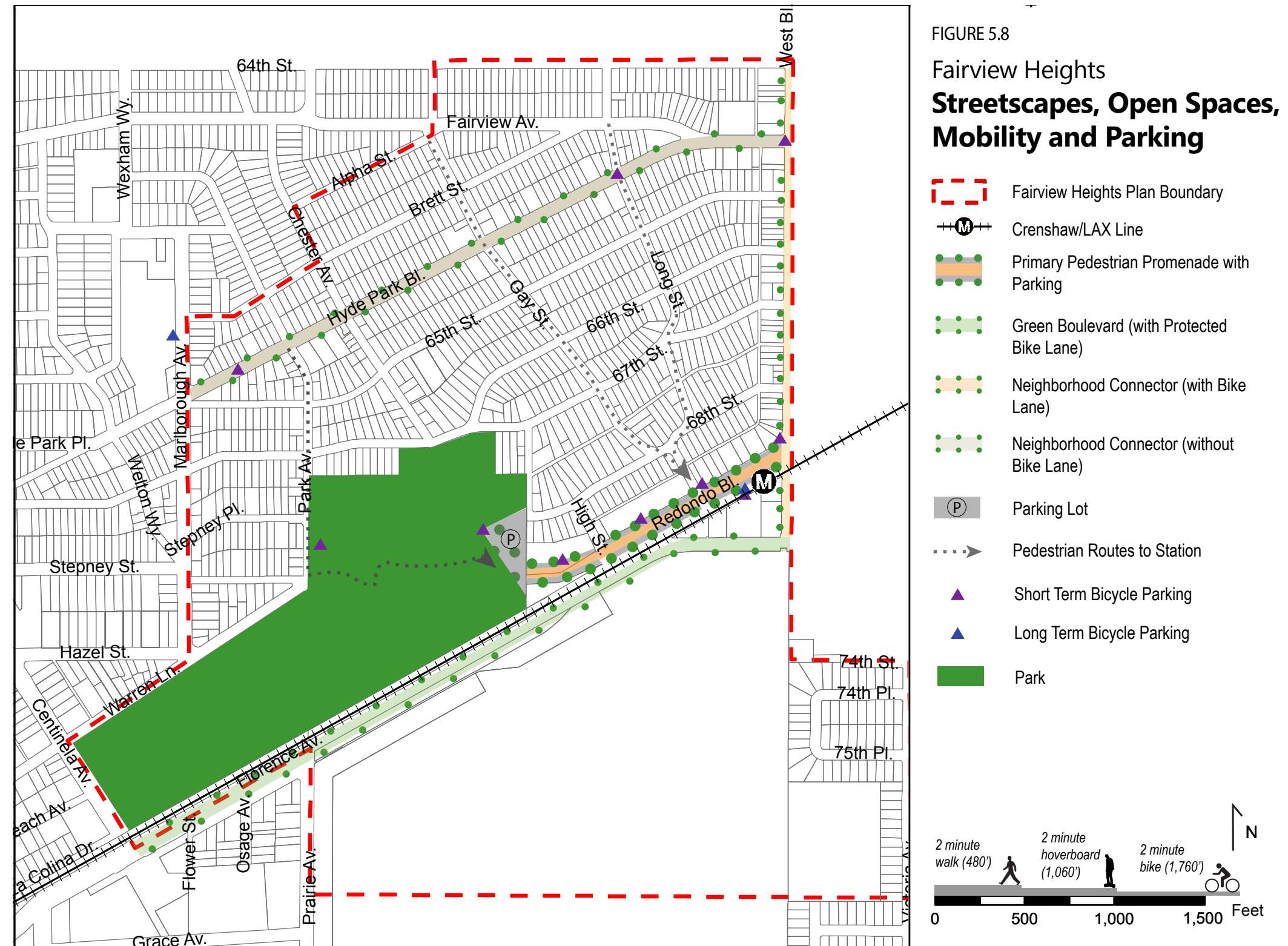
Key bicycle parking locations are also shown on Figure 5.8. Bicycle parking should be divided into long-term and short-term parking. Long-term bicycle parking consists of secured parking such as bike lockers, and indoor facilities. It should be located at the Fairview Heights station and at schools or institutional uses. Short-term bicycle parking should include bike racks. It should be located in commercial and mixed-use areas and in parks.

5.6 Public Transit

The most significant change in transit service to Fairview Heights will be the introduction of light rail transit with the Crenshaw/LAX Line. The station will be located just south of Redondo Boulevard between Long Street and West Boulevard. The Plan also recommends that Metro Line 607 be rerouted in order to serve the station.

5.7 Street Trees and Furniture

Figure 5.7 illustrates the recommended street tree and furniture for Redondo Boulevard. The American Sweet Gum tree is a large, lush tree that gives off brilliant seasonal colors, creating an impressive gateway to the City. Street furniture in keeping with the historic nature of the Fairview Heights neighborhood is recommended.



5.8 Arts

One element of the vision for Fairview Heights is that the neighborhood will remain a “historic place for artists to live and work.” Fairview Heights is recognized as a center of the Inglewood art scene, and there are artists working in single-family homes, small commercial buildings and historic buildings throughout the neighborhood.

Performing Arts

Vincent Park has been and should continue to be used as a venue for performing arts events. With a better connection to the Metro station and expanded parking on Redondo Boulevard, the park may be able to handle larger gatherings that attract an audience from across the region. The restoration of the Inglewood Playhouse will add another venue to the park’s attractions, supplementing the outdoor amphitheater.

Visual Arts

The City’s 1% for Public Art ordinance specifies that 1% of all development costs in a project should go to public art. Examples of public art at different scales and in different contexts are shown in Section 2.10. Recommended sites for new public art are shown in Figure 5.9. Public art, along with architecture, can be provide for an expressive gateway to the City on the Industrial Triangle site, and as a gateway to Vincent Park.

Much of the Inglewood Open Studios event takes place in Fairview Heights. This is an excellent opportunity to get people out on foot in the community.

Galleries and Live-Work Spaces

Figure 5.9 shows focus areas for conservation and promotion of artist live-work buildings. Many of these are areas of older commercial development that are kept from vacancy by artists using them as studios. Redevelopment in these areas should be sensitive to issues of artist displacement that may occur. On the other hand, new artist live-work development is encouraged throughout the commercial and mixed-use zones and in the highlighted areas.



Neighborhood examples of artist live-work studios

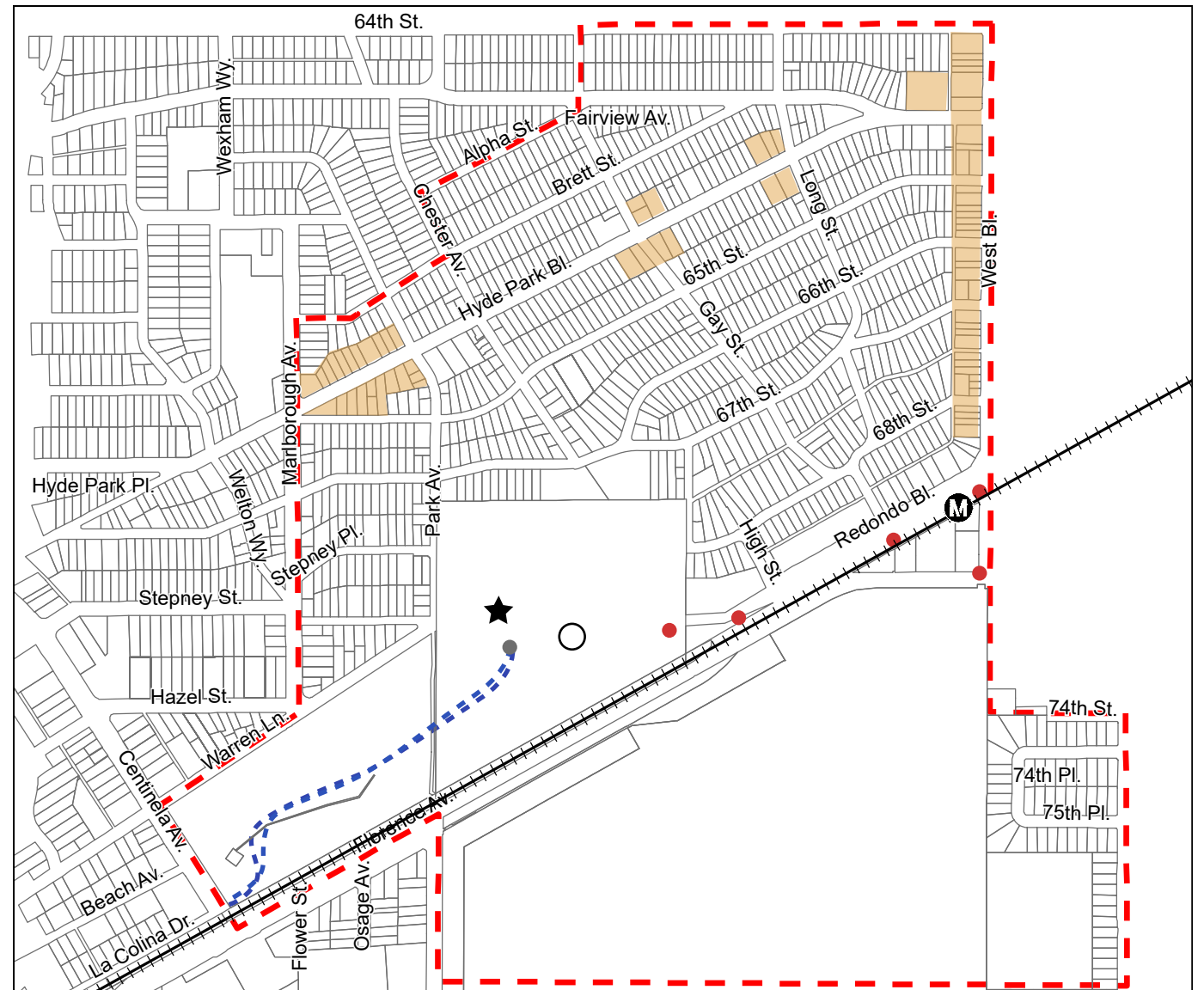
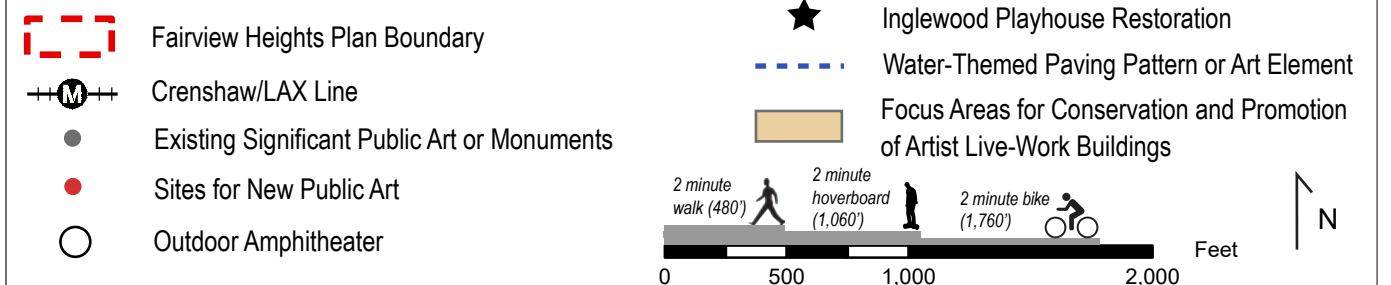


FIGURE 5.9

Fairview Heights Arts Framework



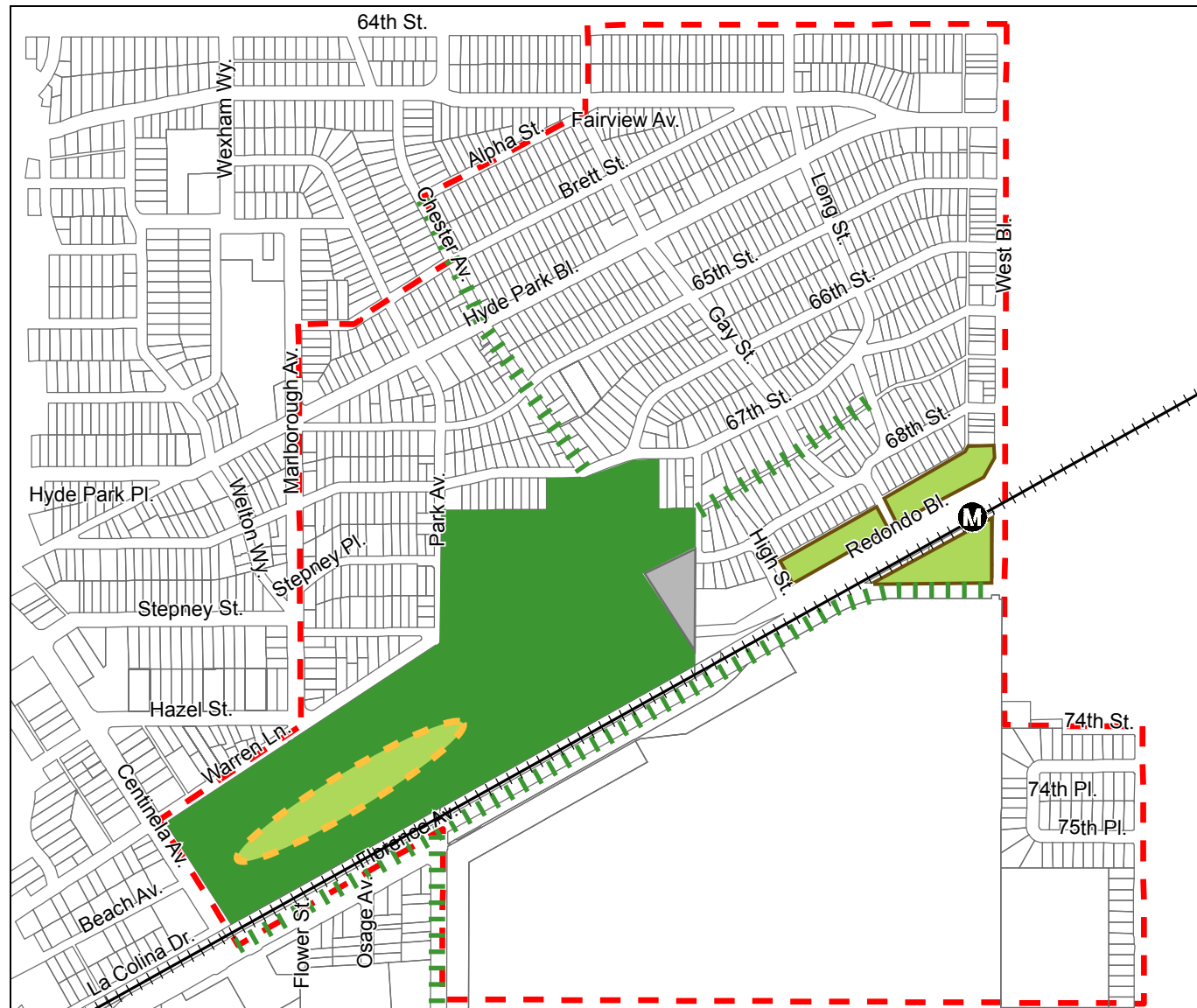
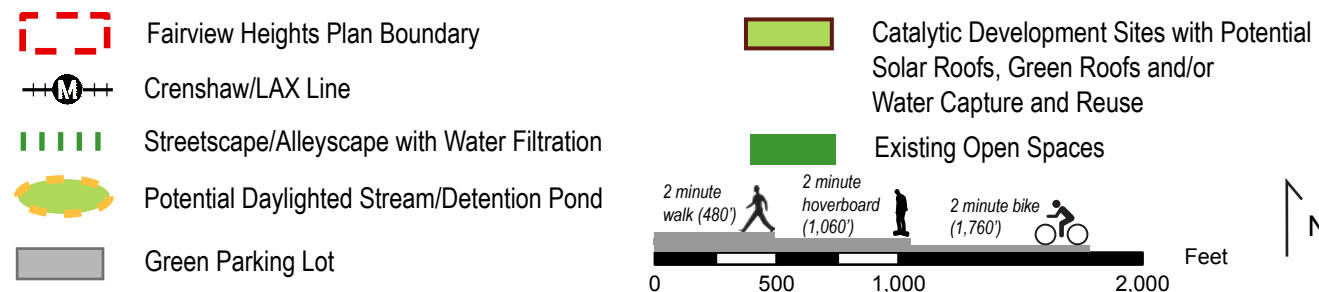


FIGURE 5.10

**Fairview Heights
Environmental Sustainability**



5.9 Sustainability

Fairview Heights will be a more sustainable neighborhood with the advent of light rail transit in the neighborhood, the capture and cleansing of rainwater, and the construction of green buildings and surfaces in locations throughout the community.

Water Filtration

A daylighted stream is proposed in the lower part of Vincent Park below historic Centinela Springs. This daylighted stream will cleanse runoff and recharge the park's groundwater. Additionally, it will recall the historic waterway that flowed from Centinela Springs in this area, raising awareness about water conservation in Inglewood. Bioswales are proposed on Chester Avenue and the alley between 67th and 68th Streets, which are the natural drainage courses in the Fairview Heights residential neighborhood. The latter represents an opportunity to produce a unique residential green alley.

Finally, as with the other Green Boulevards, Florence Avenue will contain a bioswale on each side of the street, separating its protected bike lane from traffic. See Section 2.11 for details.

Buildings

Green roofs are encouraged on the major development sites shown in Figure 5.10. A description of green roofs is provided in Section 2.11.

Parking

Permeable parking treatments are recommended for the Vincent Park parking lot, as well as the Redondo Boulevard Promenade.

5.10 Equity

See Section 2.12 for a discussion of social equity in the Plan.

6 FAIRVIEW HEIGHTS ZONING

6.1 Introduction

Chapter 6 contains the zoning for Fairview Heights. It describes the zoning districts and purpose of each, as well as the use restrictions in each zoning district. The development standards for each zoning district are described in Chapter 7. The basis for this zoning includes:

- Applicable recommendations of prior existing plans
- Existing conditions analyses, including field project area character analyses
- Market demand analysis
- The community's vision for Fairview Heights

These zoning regulations support the community's vision for Fairview Heights by ensuring development that is complementary in scale and character with the historic Fairview Heights neighborhood and creating a pedestrian-friendly environment along the Redondo Boulevard Promenade and near the Fairview Heights Metro station.

6.2 Zoning Districts

The Zoning Districts are:

TOD Mixed-Use 1 provides for larger-scale transit-oriented development at a higher density. In Fairview Heights, institutional uses are a particular focus in this zone, but residential, retail and office uses are also permitted. Plazas and shared parking structures are also encouraged within this zone.

TOD Mixed-Use 3 provides for pedestrian-friendly residential, retail, office or institutional uses on Redondo Boulevard that provide for a lively environment on the street while incorporating appropriate transitions to the single-family residential area behind.

TOD Mixed-Use 4 provides for a range of uses at medium densities along West Boulevard.



TOD Mixed-Use 1



TOD Mixed-Use 3

C-N Neighborhood Commercial provides for pedestrian-friendly office and retail uses in keeping with a neighborhood setting on Hyde Park Boulevard. Residential uses are also permitted in C-N.

R-2A Residential Limited Multiple Family provides for two dwelling units per lot throughout most of Fairview Heights. There are no changes to the zoning or development standards for this zone in this plan.

R-3 Residential Multiple Family provides for multiple-family residential development in harmony in scale and character with historic single-family uses. **P-1 Parking** provides for multiple-family residential uses as in the R-3 Residential Multiple Family district and for commercial parking lots serving street-facing strip commercial uses along Hyde Park Boulevard.

M-1 Light Manufacturing provides for general commercial uses as well as the fabrication, processing or treatment of products through processes that are not offensive or obnoxious by reason of emission of odor, dust, smoke, gas, noise or similar causes. In the Preferred Land Use Plan, Fairview Heights' only M-1 zoned parcel is recommended to be replaced by the extension of Redondo Boulevard.

O-S Open Space provides for City-owned parks or plazas. There are no changes to the zoning or development standards for this zone in this plan.

S-1 and S-2 Special Cemetery provide for uses relating to Inglewood Park Cemetery. There are no changes to the zoning or development standards for this zone in this plan.

T-C Transportation Corridor provides a zoning designation for the Metro Crenshaw/LAX Line right-of-way, Fairview Heights station area and Metro park-and-ride located along the south side of Redondo Boulevard.



TOD Mixed-Use 4



R-3 Residential Multiple Family



C-N Neighborhood Commercial

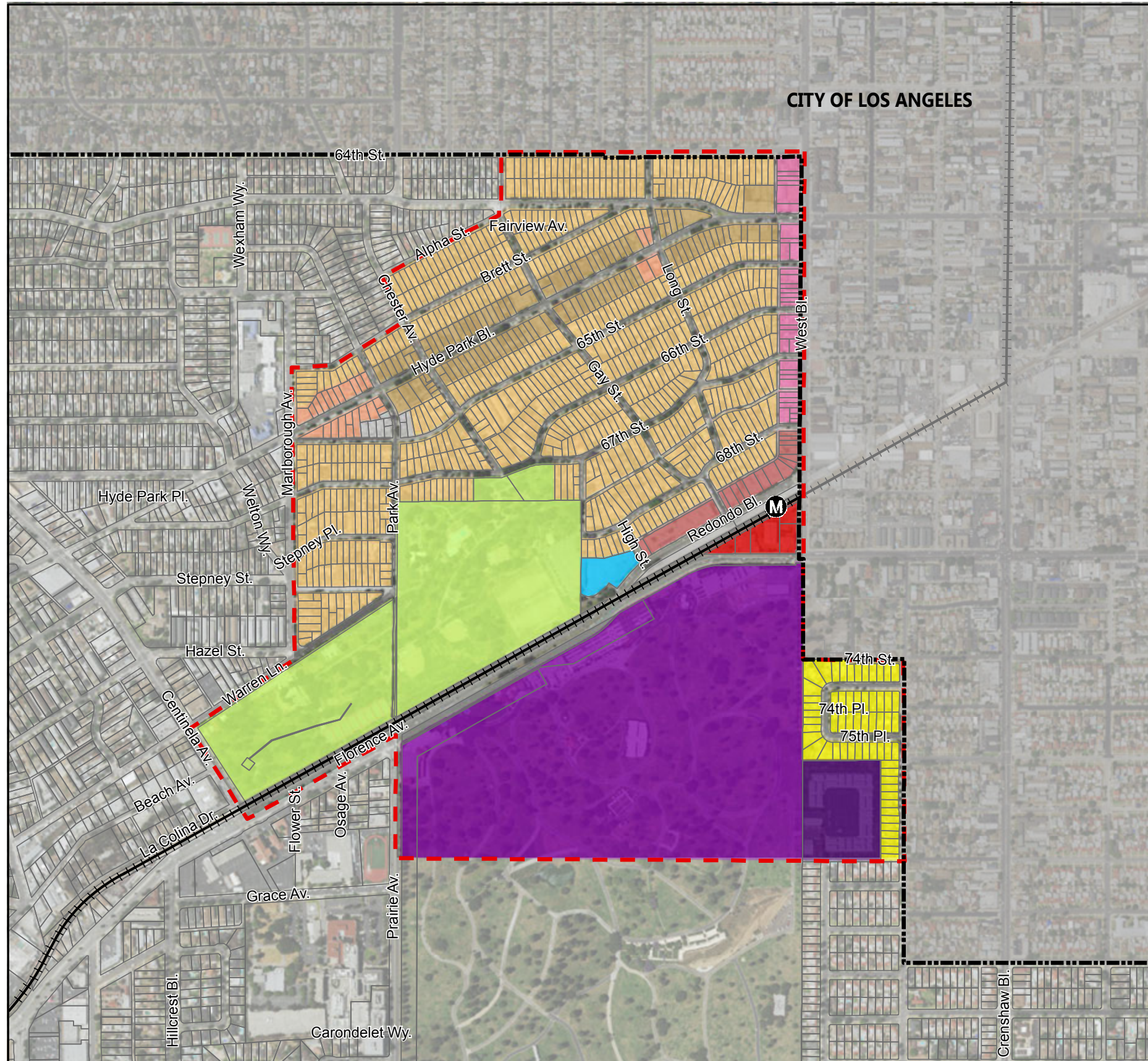
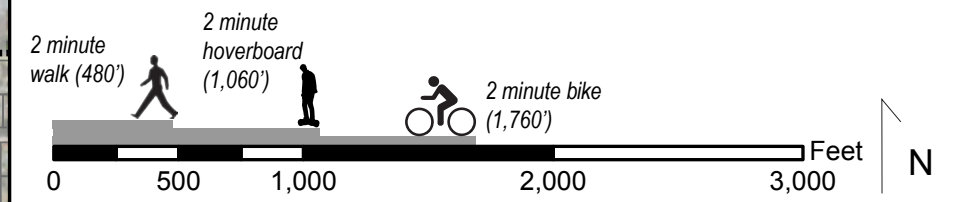


FIGURE 6.1

Fairview Heights Zoning Districts

- Fairview Heights Plan Boundary
- M** Crenshaw/LAX Line
- TOD Mixed Use 1 (MU-1)
- TOD Mixed Use 3 (MU-3)
- TOD Mixed Use 4 (MU-4)
- Residential Single Family (R-1)
- Residential Limited Multi Family (R-2A)
- Residential Multiple Family (R-3)
- Parking (P-1)
- Neighborhood Commercial (C-N)
- Light Manufacturing (M-1)
- Open Space (O-S)
- Special Cemetery (S-1)
- Special Cemetery (S-2)
- Transportation Corridor (T-C)



6.3 Preferred Land Use Plan

Figure 6.2 gives the Preferred Land Use Plan, which locates the recommended future locations for public open space and new streets as well as the zoning map. The Preferred Land Use Plan incorporates the zoning districts shown in Figure 7.1.

6.4 Permitted and Prohibited Uses

Figure 6.3 lists the land uses that are permitted, permitted with a special use permit, and prohibited for each zoning district in the Fairview Heights Plan area.

6.5 Land Uses Not Listed

Determinations about land uses not expressly listed in Figure 6.3 shall be made in accordance with Section 12-3.1 of the Inglewood Municipal Code.

6.6 Interpretation

The Economic and Community Development Director shall interpret the use categories listed in this Plan. Where this Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the Municipal Code or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Plan shall prevail. Whenever there is any question regarding the interpretation of the provisions of this Plan or their application to any specific case or situation, the Director of Economic and Community Development shall interpret the intent of this Plan.

6.7 Non-Conforming Uses

Any use within the Plan boundary which is nonconforming to the requirements and standards of this Zoning Plan shall be subject to the requirements of the Municipal Code in Section 12-60 and elsewhere.

6.8 Special Use Permits

Special use permits may be granted from the uses and development standards contained in the Plan pursuant to the procedures set forth in the Municipal Code in Sections 12-95, 12-96 and elsewhere.

6.9 Variances

A variance from the development standards contained in Figure 7.3 may be granted for reasons of extraordinary circumstances or conditions on the subject property that create unnecessary hardships in complying with the said development standards. The variance process shall be carried out pursuant to the procedures set forth in the Municipal Code in Section 12-97 and elsewhere. This process may not be used in order to change the permitted uses on a property, increase the number of residential units permitted on a property or change entitlement procedures or fees.

6.10 Change of Zoning Regulations

Amendments to any City of Inglewood zoning regulations, including this Plan, shall be enacted in accordance with the procedures set forth in Section 12-99 of the Municipal Code.

6.11 Planned Assembly Developments

A Planned Assembly Development approval may be granted pursuant to the requirements and procedures set forth in Article 18 of the Inglewood Municipal Code except the minimum site size for a property located in the TOD Plan area to be eligible for a Planned Assembly Development is 22,000 square feet.

The use of the planned assembly development process is discouraged on sites considered “Macro Sites” with Macro Design Guidelines (see Section 7.8), as these sites are considered to already have planned, unified development concepts.

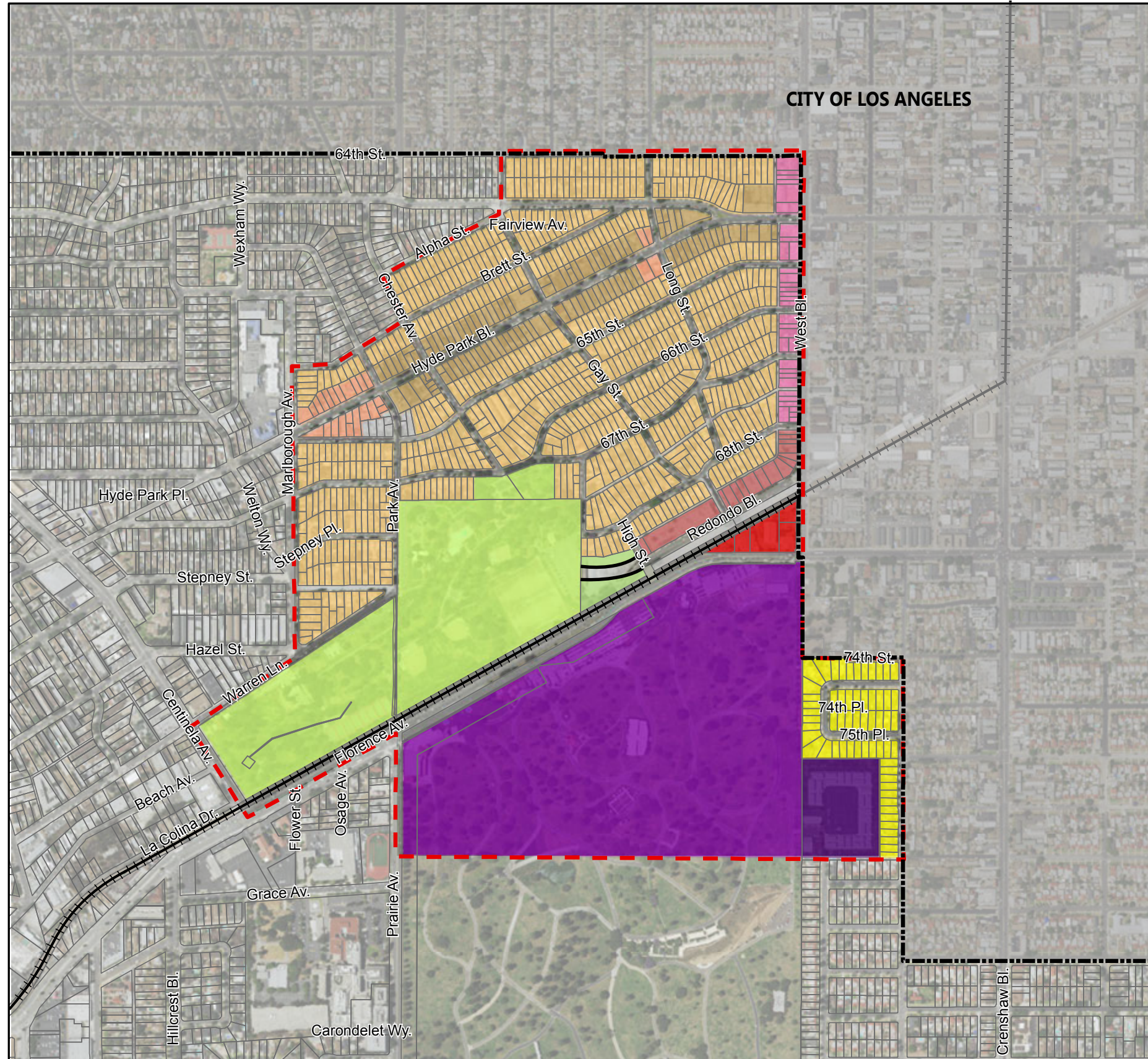
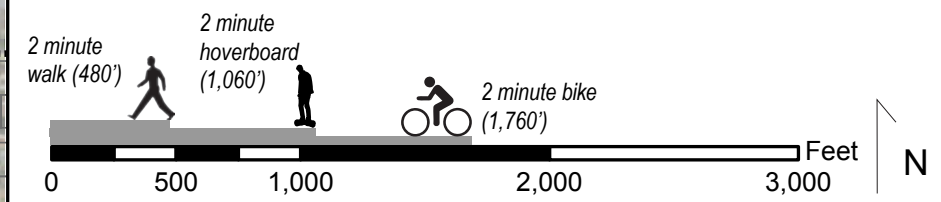


FIGURE 6.2
Fairview Heights
Preferred Land Use Plan

- Fairview Heights Plan Boundary
- Crenshaw/LAX Line
- TOD Mixed Use 1 (MU-1)
- TOD Mixed Use 3 (MU-3)
- TOD Mixed Use 4 (MU-4)
- Residential Single Family (R-1)
- Residential Limited Multi Family (R-2A)
- Residential Multiple Family (R-3)
- Parking (P-1)
- Neighborhood Commercial (C-N)
- Open Space (O-S)
- Special Cemetery (S-1)
- Special Cemetery (S-2)
- Transportation Corridor (T-C)
- New Street



Use		Zone				
		MU-1	MU-3	MU-4	C-N	R-3
Residential	Residential units	P	P	P	P	P
	Senior independent housing ¹	P	P	P	S	N
	Live-work units in new structures ²	P	P	P	P	N
	Live-work units in existing structures	P	P	P	P	P ⁴
	Institutional transitional housing	N	N	N	N	N
	Homeless shelter	N	N	N	N	N
	Residential caretaker's unit	N	N	N	N	N
	Halfway houses, orphanages, group homes or community care facility	N	N	N	S	P ⁵
	Fraternities and sororities	N	N	N	N	N
Commercial	General retail, including sales of goods, non-pawn jewelry stores, neighborhood services, finance and insurance establishments, restaurants, bakeries, etc. ⁶	P	P	P ⁷	P	N
	Sales of distilled spirits for off-site consumption ⁶	S	S	N	S	N
	Sales of beer and wine for off-site consumption ⁶	S	S	N	S	N
	Professional offices	P	P	P	P	N
	Beauty salons, barbershops and tanning salons ⁸	N	P/S	P/S	P/S	N
	Tattoo parlors	S	S	S	S	N
	Shopping centers ⁹	P	P	N	P	N
	Specialty merchandise mart	S	S	N	N	N
	Auction halls ¹⁰	N	N	N	N	N
	Hotels	P ¹¹	N	N	N	N
	Check cashing	S	S	S	S	N
	Rent-to-own	S	S	S	S	N
	Pawn shops	N	N	N	N	N
	Gymnasiums and studios	P	P	P	P	N
	Thrift, antiques or collectibles stores	S	S	S	S	N
	Swap meets and flea markets	N ¹²	N ¹²	N ¹²	N ¹²	N
Plant nurseries	N	N	N	N	N	
Newsstands	P	P	P	P	N	
Recreational	Arcades and recreational activities geared to children 12 or younger	S	S	S	S	N
	Arcades and recreational activities geared to persons 13 and older	S	N	N	N	N
	Bars and nightclubs with alcohol sales for on-site consumption	S	S	N	S	N
	Pool halls	S	S	N	S	N
	Liquor stores	N	N	S	S	N
	Adult businesses	N	N	N	N	N
Large entertainment facilities: movie theaters, bowling alleys	S	N	N	N	N	

Notes

1. "Senior independent housing" means a residential development with at least 10 residential units where at least one occupant of each residential unit must be at least 55 years old and less than 5% of the floor area of the development is devoted to assisted living or convalescent facilities.
2. See Chapter 12, Article 17.4 of the Inglewood Municipal Code for the definition and relevant standards.
3. Allowed in existing commercial structures only.
4. Permitted with a maximum of six residents and when not located within 300 feet of any comparable facility. Larger facilities must request a Special Use Permit.
5. Regulations governing the sale of alcohol are given in Section 12-24 of the Inglewood Municipal Code.
6. Permitted with a maximum retail space size of 2,500 square feet.
7. Regulations governing these uses are given in Section 12-24.8 of the Inglewood Municipal Code. No beauty salons or barbershops shall be permitted within 300 feet of a similar establishment unless a Special Use Permit is approved.
8. Shopping centers must comply with all Design Guidelines relevant to the zone/district in which it is located. Developments of multiple retail outlets, each of which fronts directly onto the sidewalk, shall be considered "Retail sales" and not "Shopping centers."
9. A definition of auction halls is given in Section 12-1.12 of the Inglewood Municipal Code, and the regulations that govern its operation may be found in Section 8.56.
10. Hotels with 50 or more rooms are permitted in the MU-1 zone. Hotels with less than 50 rooms shall require a Special Use Permit in this zone.
11. A swap meet or flea market operated by and on the premises of a community nonprofit may be permitted through a Special Use Permit.

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.

Key

- P = Permitted
- N = Not Permitted
- S = Special Use Permit Required

Figure 6.3a Permitted and Prohibited Uses

Use		Zone				
		MU-1	MU-3	MU-4	C-N	R-3
Civic	Religious assembly	P ¹³	P	P	P	N
	Non-religious assembly ¹⁴	P	P	P	P	N
	Private K-12 schools	P	P	N	P	N
	Trade schools and colleges	S	S	S	S	N
	Public and quasi-public facilities	P	P	P	P	N
	Group counseling and tutoring	P ¹⁵	P ¹⁵	P ¹⁵	P ¹⁵	N
Medical	Medical offices ¹⁶	P	P	P	P	N
	Mortuaries	N	N	N	N	N
	Convalescent homes	N	N	S	N	N
	Veterinary offices	N	N	N	N	N
	Veterinary hospitals	N	N	N	N	N
Automobile	Parking lots and structures	P	P	P	P	N ¹⁷
	Vehicle storage	N	N	N	N	N
	All types of automobile servicing and repair	N	N	N	N	N
	Automobile showrooms	P	N	N	N	N
	Other automobile sales	N	N	N	N	N
	Automobile service stations	N	N	N	N	N
	Automated car washes and trailer rental ancillary to service stations	N	N	N	N	N
Industrial	Wireless communication facilities ¹⁸	S	N	N	N	N
	Emergency ambulance dispatch	N	N	N	N	N
	Delivery and distribution	N	N	N	N	N
	Welding	N	N	N	N	N
	Furniture storage	N	N	N	N	N
	Frozen food locker plants	N	N	N	N	N
	Light manufacturing ¹⁹	N	N	N	N	N
	Building materials storage yard	N	N	N	N	N
	Public utility service yard or electric receiving or transforming station	N	N	N	N	N
	Heavy manufacturing	N	N	N	N	N
Shooting range	N	N	N	N	N	

Notes

13. New religious assembly uses in the MU-1 zone are not permitted along street facades unless they maintain an active storefront.

14. Examples of non-religious assembly uses are live theaters and social clubs.

15. Group counseling/tutoring facilities where 11 or more members receive services, or where the maximum floor area exceeds 100 square feet for each member receiving services plus 500 square feet maximum of office and administrative floor area, are subject to Special Use Permit approval.

16. Acupuncture and chiropractor facilities shall be subject to Special Use Permit approval in those instances where they allow on-site massage or acupuncture therapy.

17. Parking lots and structures are permitted in the P-1 Parking zone.

18. Wireless communication facilities are subject to compliance with the provisions of Chapter 12, Article 31 of the Inglewood Municipal Code. Additionally, these facilities shall not be mounted on the ground.

19. The definition of “Light manufacturing” shall be the full description of permitted uses in Section 12-25.12 of the Inglewood Municipal Code.

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.

Key

P = Permitted

N = Not Permitted

S = Special Use Permit Required

Figure 6.3b Permitted and Prohibited Uses

7 FAIRVIEW HEIGHTS DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

7.1 Purpose and Applicability

The development and design standards and guidelines for Fairview Heights are intended to provide property owners, merchants and their designers with basic development and design criteria that are intended to reinforce the desired character of the Urban Design Form and Districts, through the design of appropriate buildings and their environs.

These Development Standards and Design Guidelines shall apply to all properties located within the TOD Overlay Zone boundaries.

7.2 Interpretation

The Development Standards given in Figure 7.3 are obligatory; development applications that seek to violate any of these standards must pass through the variance process (Section 6.9).

The Economic and Community Development Department Director or his/her designee may interpret design guidelines (Sections 7.8) and prototype standards (Appendix A) for specific projects with some flexibility, consistent with the purpose of the district. Variations may be considered for projects with special design characteristics during the City's design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

7.3 Development Standards and Guidelines Not Listed

Any issue or standard not specifically covered in this Specific Plan shall be subject to the Municipal Code and Citywide Design Guidelines. In cases where development standards or guidelines set forth in this Plan are inconsistent with the Municipal Code, the standards of this Plan shall prevail.

7.4 Site Plan Review

All new construction and all additions or remodeling of structures outside the R-1, R-2 and R-2A zones, except

for purely interior changes and the installation of super graphic wall signs, shall require site plan review pursuant to the provisions of Section 12-39.50 to 12-39.57 of the Municipal Code.

7.5 Design Review

The TOD Mixed Use 1 and TOD Mixed Use 3 zones are hereby added to the "D" Supplemental Design Review Zone. Applicants in these zones must undergo the design review process described in Chapter 12, Article 14 of the Inglewood Municipal Code.

7.6 Development Standards for TOD Mixed Use 1, TOD Mixed Use 3, TOD Mixed Use 4, R-3 and C-N zones

Figure 7.3 contains the Development Standards for the above listed zones.

7.7 Development Incentives

There are several development incentives available, including:

Affordable Housing Density Bonus

Pursuant to Sections 12-128 through 12-133 of the Inglewood Municipal Code, the City offers a density bonus for the construction of affordable housing. The regulations surrounding the bonus are shown in Figures 7.1 and 7.2.

The bonus applied to densities in the ordinance should be translated into stories in Fairview Heights; e.g. 20% density bonus becomes a 20% increase in maximum height, rounded to the nearest story.

In recognition of the fact that implementing a density bonus often requires variances from other physical development standards, the ordinance offers development standard reductions or waivers based on the affordability level and share of affordable units in accordance with Section 12-132. These development standard reductions or waivers are:

Type of Housing Unit	Amount of Units Required for Bonus	Density Bonus Provided to Developer	Additional Density Bonus that May Be Available to Developer
Very low income	5%	20%	2.5% bonus for every 1% above 5% (maximum bonus of 35%)
Lower income	10%	20%	1.5% bonus for every 1% above 10% (maximum bonus of 35%)
Senior housing development	Minimum of 35 units	20%	None available
Moderate income common interest development	10%	5%	1% bonus for every 1% above 10% (maximum bonus of 35%)

Figure 7.1. Affordable Housing Density Bonus Table

- Increase allowable height by five percent (5%) with a maximum fifteen percent (15%) increase allowed and no restriction on number of stories.
- Reduce required private open space area to sixty square feet per unit.
- Reduce required side yard setback by ten percent (10%) with a maximum thirty percent (30%) decrease allowed (minimum three-foot side yard required or other minimum specified by zone).
- Reduce required rear yard setback by 10% with a

maximum thirty percent (30%) decrease allowed (minimum five-foot rear yard required).

- Allow ancillary mixed-use zoning on a residentially zoned site (commercial must be compatible with surroundings).
- Allow tandem parking for parking spaces assigned to specific dwelling units.
- Reduce parking requirement.
- Other incentives specified by Government Code 65915 et seq.
- Other incentives proposed by the developer or the City that result in identifiable, financially sufficient, and actual cost reductions.

Parcel Consolidation Incentive

The combination of an increase in the minimum lot size combined with a high height limit in the TOD Mixed-Use 1 zone should facilitate the assembly of actionable sites in order to achieve the type of development described in Section 7.8.

Property owners within the TOD Mixed-Use 1 zone who do not meet the minimum lot size but would like to develop their properties may do so only up to their current height and with current uses. The new parking standards, however, will apply to these properties.

Affordability Level	Number of Incentives		
	1	2	3
Very low-income	5% of units	10%	15%
Low-income	10%	20%	30%
Moderate income common interest development	10%	20%	30%
One of above plus child day care facility	One additional incentive (Section 12-130D)	N/A	N/A

Figure 7.2. Development Standard Reductions or Waivers (Incentives) offered for Affordable Housing

Zoning District	Maximum Height ^{1 2}	Minimum Lot Size	Public Street Setback	Public Alley Setback	Parking Requirements ^{3 4 5 6}	Additional Development Standard Modifications
TOD Mixed-Use 1 Industrial Triangle	6 stories or 90'	80,000 sf	0'	0-2'	General Commercial ⁷ 2 spaces/1,000 sf Restaurant 4 spaces/1,000 sf Residential 1 space/du No required visitor parking	
TOD Mixed-Use 3	5 stories or 75' ⁸	None	0-5'	0-2' or more if required for parking access	General Commercial ⁷ 2 spaces/1,000 sf Restaurant 4 spaces/1,000 sf Residential 1 space/du No required visitor parking Parking may be met by purchasing zoning credits for publicly-available parking along Redondo Boulevard, between the tracks and north side of street	
TOD Mixed-Use 4	4 stories or 50' ⁹	None	0-10'	Follow appropriate prototype requirements	General Commercial 2.5 spaces/1,000 sf Restaurant 5 spaces/1,000 sf	Uncovered parking is permitted depending on prototype guidelines.
C-N	3 stories or 40'	None	0-5'	Follow appropriate prototype requirements	Commercial parking requirement may be met by on-street parking immediately abutting development. Residential 0-1 bedroom units: 1 space/du	Parking aisle width may be reduced to 20' when necessary.
R-3	3 stories or 40'	None	10-20'	Follow appropriate rear yard and prototype requirements	Residential 2+ bedroom units: 1.5 spaces/du; 0.5 spaces/du of the requirement may be met through unrestricted on-street parking immediately abutting development Visitor parking 0.1 spaces/du for developments of 20+ units	Minimum side yard may be reduced to 4' when applying the single-family and 2- to 4-plex prototype.
R-1, R-2A	Citywide standards apply					
M-1	Citywide standards apply				30% reduction on Citywide requirements	

1. Corner towers and other architectural elements shall be allowed above the height limit provided that they do not exceed 15' in height and 50 feet in any lateral dimension, consist of an accent to the building massing, and number no more than two per building.
2. Among the maximum height given in stories and the maximum height given in feet, the more restrictive condition shall apply.
3. All parking requirements are off-street and residential parking is fully enclosed unless specifically stated otherwise.
4. All square footages refer to gross floor area.
5. Where commercial uses are permitted, buildings of less than 1,500 square feet, with commercial uses, primary entrance onto the street and transparent windows are exempt from parking requirements in all zones.
6. The following minimum parking requirements shall apply to all zones: Senior Independent Housing 0.5 off-street spaces/bedroom; Night Clubs, Theaters 7 spaces/1,000 sf; Colleges, Trade Schools, etc. 7 spaces/1,000 sf of classroom area plus General Commercial requirement for office area. All other uses shall be subject to a 30% reduction in minimum parking requirements based on the Citywide requirement given in the Inglewood Municipal Code Sections 12-43 to 12-47.
7. General Commercial includes the following categories of uses: General Business, Retail or Wholesale; Auction Houses; and Bakeries, Confectioneries, Take-out Restaurants, and the like.
8. The height limit shall be a maximum of 3 stories or 33.5' including parapets and roof forms in the closest 25' of the property to the rear alley, and 4 stories or 43.5' in the closest 50' of the property to the rear alley. Open air balconies/patios located within 25' of property line, above second story, and overlooking the alley to be enclosed with a minimum 5.5' high wall.
9. The height limit shall be 2 stories or 25' in the closest 20' of the property to the rear alley abutting an R-2A zone and 3 stories or 40' in the closest 35'.

Figure 7.3 Development Standards

7.8 Macro Form Considerations

The Plan's Design Guidelines are composed of Macro and Micro Form Considerations. Figure 7.4 shows the Macro Form Considerations for The New Downtown Inglewood. Macro Form Considerations refer to the overall district- or planning area-wide urban design features that must be respected by individual developments in order to achieve the community vision, and the design guidelines that pertain to the major, large development sites identified in Section 5.3. These Macro Form Considerations form the starting point for the design process for sites and buildings in the planning area in order for developers and the City to establish a collaborative relationship toward achieving the vision.

This Section begins with a description of the key large-scale urban design features of the plan, supplementing Section 5.1 in the Concept Plan, and proceeds with a description of the design guidelines for key transit-oriented development sites.

Redondo Boulevard Pathway to Park

Redondo Boulevard is classified as a "Primary Pedestrian Promenade" in the Concept Plan in Section 5.3, where its recommended streetscape design is discussed. Because it is a pathway into Vincent Park and the primary face of the neighborhood to those traveling on the Crenshaw/LAX Line, the street and buildings along it should convey a green image, as well as the historic nature of the neighborhood. All buildings should front directly onto Redondo Boulevard with no setback except for a small retail entry setback or dining setback. While commercial, residential and institutional uses are permitted on the first floor, all buildings should engage the street at pedestrian level. Commercial buildings should have a shopfront frontage. Institutional buildings should retain high transparency on the ground floor, and first-floor residential units should either utilize pedestrian-friendly entries such as stoops and entry terraces, with windows and landscaping, or place common amenities such as gyms on the first floor with high transparency.

Other Active Frontage Streets

West Boulevard is classified as an Active Frontage street. All developments constructed along it should face onto West Boulevard. Blank walls should be avoided, and all types of uses should provide a medium to high level of transparency onto the street. Building massing should be broken up regularly in keeping with the fine-grained nature of the buildings along the Inglewood side of the street.

Hyde Park Boulevard is classified as an Active Frontage street between Marlborough Avenue and Park Avenue. This is an area that is envisioned to consolidate its function as a pedestrian-friendly, neighborhood-serving commercial area with small neighborhood services such as corner stores, markets, daycare centers and professional offices. Buildings shall be oriented toward pedestrians and include parking in the rear of properties or on parcels in the P-1-zoned area immediately behind. Residential uses are also permitted along this stretch in the row house prototype, in which case they should utilize pedestrian-friendly entries such as stoops and entry terraces with windows and landscaping.

Inglewood Gateway Element








The corner of Florence Avenue and West Boulevard is the entry point for people entering Inglewood from the east along Florence Avenue. Development at this corner should be unique in its architecture and express the identity and creativity of the City of Inglewood. Public art can be incorporated into the gateway element, or the architecture itself can be considered artistic. Due to its location next to the Metro station and on a major boulevard and the design flexibility that this site allows, it is an ideal site for an institutional use such as a trade college or public building.

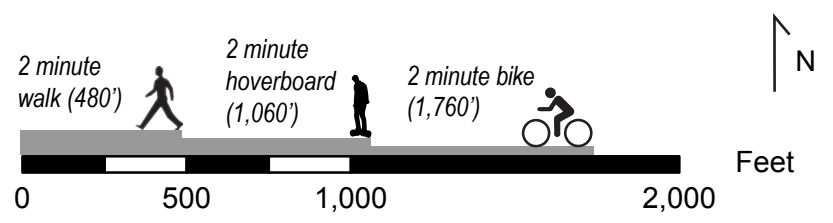
Neighborhood Preservation Area

The majority of Fairview Heights should be preserved in its building character and uses as single- and two-family homes.

FIGURE 7.4

Fairview Heights Macro Form Considerations

-  Fairview Heights Plan Boundary
-  Crenshaw/LAX Line
-  Primary Pedestrian Promenade with Parking
-  Fairview Heights Metro Station Area Macro Form Guidelines Site
-  View Angle for Major Sites Drawings
-  Active Street Frontage
-  Inglewood Gateway Development
-  Parking Lot
-  Park



Fairview Heights Metro Station Area

Figures 7.5 and 7.6 and the adjoining photos illustrate the Macro Design Guidelines for the Fairview Heights Metro Station Area.

The Fairview Heights Metro Station Area is intended to provide an attractive, neighborhood compatible Gateway to the City of Inglewood and the Fairview Heights Metro Station

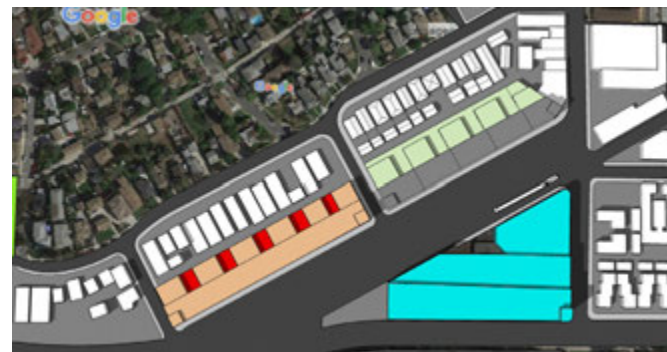
Figure 7.6 contains the detailed design guidelines for the Fairview Heights Metro Station Area.

The requirements of the Design Guidelines are summarized as follows:

- A. The structure on this triangular site is to be an Iconic design whether for the preferred use of a significant institution such as an educational facility or for a mixed-use project of residential and retail. The structure is to be the tallest facing Florence Avenue and step down in scale along West Boulevard.
- B. All buildings fronting on Redondo Boulevard are to step down in scale from a three to five story frontage facing Redondo to a mix of one and two story building elements facing the alley to the north of Redondo which is adjacent to the one and two story single family residences immediately to the north.
- C. The Redondo Boulevard Parking Courtyard is to provide parking for the Metro Station and the retail uses along Redondo Boulevard or for the alternative use of institutional. The Parking Courtyard is to be constructed primarily of permeable materials such as “grass-crete” to both facilitate ground water recharge and to create a “green” Parking Courtyard.
- D. Corner Towers to add variety and rhythm to the linear buildings fronting Redondo Boulevard.
- E. “Placita” small plaza to be located as public transition space to West Boulevard.
- F. Wide sidewalks to be provided for outdoor dining and street fairs along Redondo Boulevard
- G. Redondo Boulevard and the Parking Courtyard are to

be designed as a unified, Green Corridor providing a pleasant setting for the Metro Station and adjacent developments to the north and south as well as a beautiful, new entry to Centinela Park.

- H. The Gateway Development is to include a Pedestrian Plaza that connects to the Metro Station platform.
- I. The Gateway Development will require an integrated Parking Structure, which is to be accessed from West Boulevard.



A Unique Gateway Development



D 3- to 5-story Residential or Residential over Retail



E Corner Towers

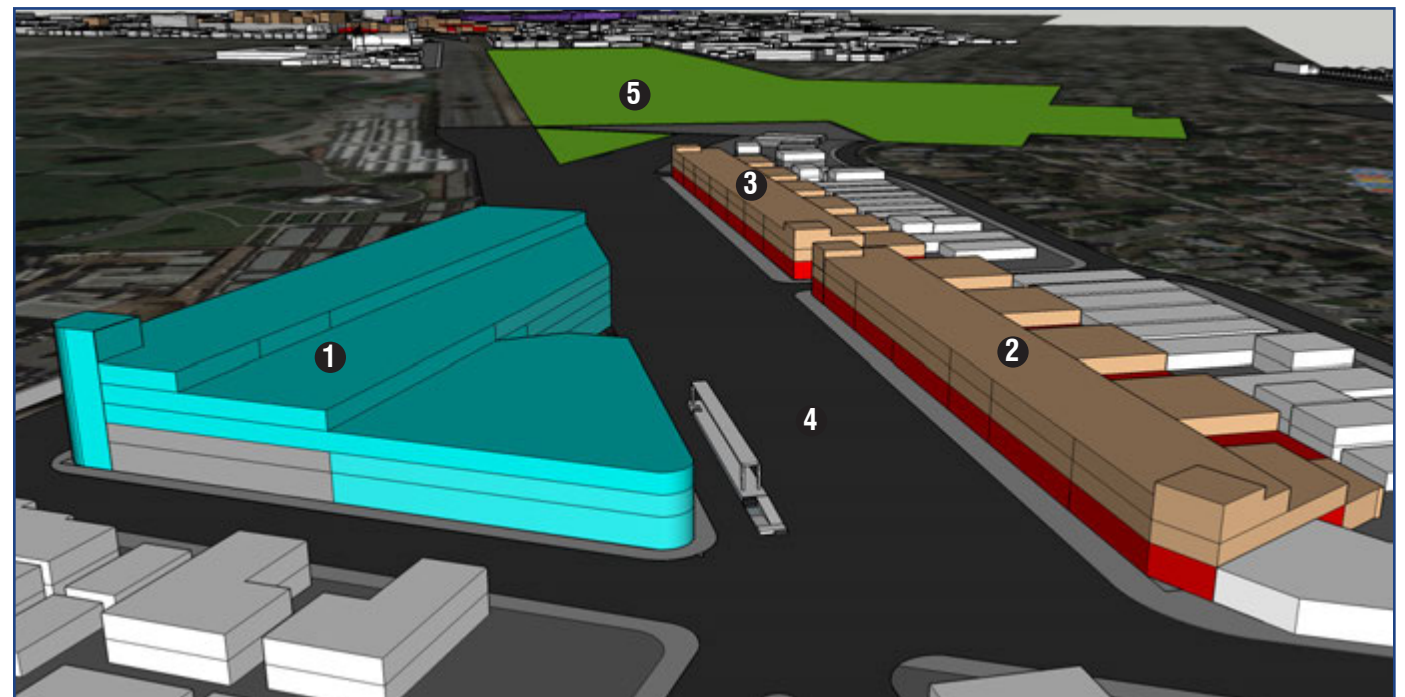


Figure 7.5 Land use diagram for Fairview Heights Metro Station Area

- 1** Gateway Structure to City of Inglewood and Fairview Heights Metro Station
- 2** Mixed-Use Retail with Residential above immediately adjacent to Station
- 3** Mixed-Use Retail with Residential above near Station and Vincent Park
- 4** Redondo Boulevard corridor providing Metro and Retail Parking plus gateway to Vincent Park
- 5** Vincent Park

F Sidewalk and Active Frontage



G Green Street and Parking



Inglewood Gateway development with unique and attractive architecture, tallest heights toward Florence Avenue and prominent corner at Florence and West **A**

Development steps back to maximum of two stories adjacent to residential; residential parking access taken off of or adjacent to alley **B**



Commercial, visitor and transit parking served by on-street parking **C**

3- to 5-story residential over retail **D**

Corner towers **E**

"Placita" located on corner bulb-out as public entry space from West Boulevard **F**

Triangle parcel parking garage incorporated into massing and accessed from West Boulevard **I**

Pedestrian plaza providing Metro station access to gateway development **H**

Green street and parking area provides an inviting frontage and connection to Vincent Park **G**

Wide sidewalk with outdoor dining, active residential or retail frontage **F**

Figure 7.6 Concept drawing of Fairview Heights TOD

8 IMPLEMENTATION ACTION PLAN

8.1 Introduction

The Implementation Action Plan Inglewood identifies major steps that can be taken to make the revitalization of Downtown and enhancement of Fairview Heights a reality. The Plan seeks to implement the overall community vision to create light rail transit oriented districts that combine a mix of employment and residential uses and complement other developing districts within Inglewood.

8.2 Adopt the Concept Plan and Zoning

Adoption of the Concept Plan and Zoning, in conjunction with certification of a Program EIR, will make the Plan and Zoning enforceable policy and zoning documents.

8.2.1 Establish a Stakeholders Action Plan Implementation Committee

The Stakeholders Action Plan Implementation Committee, like the Stakeholders Advisory Committee, could be appointed by the Mayor from volunteers. Consideration should be given to transforming the current Advisory Committee into an Implementation Committee by expanding its responsibilities.

8.2.2 Create and Implement a Marketing Program

It is recommended that the City take the lead in creating and implementing a Marketing Program. The purposes of the Marketing Program would be to inform the community of the plans for Downtown and Fairview Heights, to attract private investment by property owners, investors and developers and to support grant applications. Elements of a Marketing Program could include brochures, web site information, social media outreach, physical representations including drawings and three-dimensional models, and what to see and do in Inglewood – particularly the exciting Arts and Cultural activities. Additionally, a physical presence for a Marketing Display and Meeting Place in Downtown could be considered.

8.2.3 Incentivize Land Assemblage

Explore a variety of approaches to incentivize the assemblage of land through zoning and parking provisions that encourage the creation of more efficient parcel sizes and at key locations, particularly the Macro Design

Guidelines Sites. Additionally, undertake a feasibility study related to publicly owned and available land assets to test development interest that is compatible with the community vision, such as the potential reconfiguration or relocation of the City's public yard in TechTown or for parcels adjacent to the Downtown transit station and along the Market Street corridor.

8.3 Combine Grants and Developer Contributions for Immediate Local People Mover Connections between the Metro Station, Downtown, the Forum, Hollywood Park and the NFL Stadium

Using existing transit technologies and/or advanced technology systems to make the connections noted above will provide multiple benefits. These include reduced automobile congestion, improved air quality, and integration of Inglewood's activities and places to achieve greater economic benefits through greater utilization. Cost estimates per mode are provided in Section 2.10.

Since the NFL stadium will require better linkages to public transit for many of their visitors, it is possible the City could negotiate a development impact fee or exaction that would go toward a significant portion of the shuttle system's capital costs. A list of other financing sources can be found in Figure 8.1.

The Los Angeles County Board of Supervisors adopted a motion on January 28, 2016 to expeditiously facilitate a Feasibility Study, if the Measure M sales tax initiative passes, to fund a South Bay Transit Corridor Rail Project focusing on an alignment extending from Inglewood to the City of Torrance, potentially along Prairie Avenue on the west side of the future NFL stadium and Hollywood Park development. However, while this is a long-term transit solution, it will take a number of years to develop. For the immediate implementation of better linkages with the future NFL stadium that is to be in operation in 2019 and Hollywood Park development that is already underway, it is recommended that Inglewood in cooperation with Metro, and with a study grant, develop the plan for an effective, intermediate shuttle system – such as a fleet of

pleasantly designed, double-decker buses – that could be operational within a few years and that will ensure that the development of Downtown and Hollywood Park proceed in a complementary fashion from Day One.

8.4 Create Enhanced Infrastructure Financing Districts for Downtown and TechTown

Since redevelopment agencies were dissolved in 2012, legislation was passed to create an enhanced infrastructure financing district (EIFD) that can fund a variety of infrastructure projects with Inglewood's allocation of the basic 1 percent property tax increment within the district. The property tax increment of school districts is not allowed and other jurisdictions or agencies can allocate some or all of their increment, but only on a voluntary basis. EIFD's are also authorized to combine property tax increment funding with other permitted funding sources, such as the increase in property tax revenues in-lieu of vehicle license fees. While the property tax increment and related revenues can be used for financing bonded indebtedness, in order for the district's public finance agency to issue bonds, however, a 55 percent voter approval is required from registered voters within the district. Figures 8.2 and 8.3 show estimates of bonding capacity that could be achieved based on the Concept Plan defined herein. It is important to create these Districts as soon as possible in order to maximize the capture of the increased property values in Downtown and TechTown.

Though the EIFD is the preferred method of raising funds for public infrastructure investment, establishing a community revitalization area under the recently approved AB 2 should also be evaluated. However, the AB 2 style financing district is more limited in that it has to meet certain disadvantaged community criteria and may not be as widely applicable geographically.

8.5 Create A Range of Market Rate and Affordable Housing Units

Successful revitalization of the TOD areas will require a range of housing prices and types and this will be important in encouraging successful development that

creates a livable, economically sustainable and jobs-housing balanced urbanization pattern.

8.5.1 Encourage a Balance of Owner- and Renter-Occupied Housing Development

Rental housing is an important part of the vitality of the TOD area, but proactive steps should be taken to encourage owner-occupied housing as a part of the mix due to owners' longer tenure and higher level of investment in the neighborhood.

8.5.2 Consider the Establishment of an Inclusionary Zoning Policy

Within the context of the City's Housing Element, and to mitigate displacement that may result from revitalization, the Plan recommends that the City study the establishment of an inclusionary zoning policy within the TOD Planning Areas, if not Citywide, with appropriate economic incentives and subsidies that will facilitate the development of affordable housing. This study should determine the appropriate percentage of units to be required to be affordable at different income limits in service of the following goals:

- Increase the amount of market rate housing available
- Increase the amount of affordable housing available

8.6 Prepare Comprehensive Parking Management Plan and Secure Sites for Parking District Needs

The Downtown parking district is an important component of the Plan, supporting the process of revitalization. The City should fund a detailed parking management district plan that examines the short-term and long-term on-street and off-street parking requirement under various buildout scenarios. Additionally, the City should secure control of sites for parking at the beginning of the process before they are developed, and in order to encourage properties to initiate redevelopment.

8.6.1 Create a Parking District for Downtown and TechTown

Creation of a Parking District for Downtown and TechTown will have two important implications. First, the supply of

parking can be used as a major incentive for attracting new development in terms of allowing property owners and/or developers to purchase parking zoning credits at attractive rates. As Downtown revitalizes and TechTown emerges, the prices of the zoning credits can be adjusted upward as appropriate. Second, the supply of parking can be made more attractive for all users of the parking structures and lots by means such as physical upgrades, improved maintenance, integration of public art, etc.

The Parking District can be administered either directly by the City or through an entity such as a Parking Management District or some combination thereof. Over the long-term, the District could develop and manage the supply and pricing of both on- and off-street parking facilities.

8.6.2 Create New Parking Facilities – North & South Market Place Areas

The City should prepare plans for a high quality Surface Parking Facility in the North and South Market Place areas for construction in conjunction with the relocation of the Bus Transfer Station to the Metro Station. The City should also obtain Concept Design Plans and Costs for the Parking Structures. These initial Plans should be followed by subsequent, more detail schematic, design development and construction documents to further refine costs and be ready to meet property owner/developer interest in North and South Market Place. Explore the possibility of a Metro Call for Projects grant and the use of a portion of the funding from a future Enhanced Infrastructure Financing District.

8.7 Establish Business Improvement Districts for Downtown and TechTown

Establishment of property-based Business Improvement Districts per the provisions of state law enables designated areas to implement marketing and promotion, enhanced security and maintenance and minor capital and beautification improvements with a positive vote of the property owners representing a majority of the assessed value within the proposed district. Both Downtown and TechTown would be much more competitive in the region were these Districts to be successfully implemented. It is

recommended that a task force of key property stakeholders be established in each potential district to explore the types of desired programs, budget and allocation criteria before being put to a property owners' vote.

8.8 Create a Downtown/TechTown Arts District

Creation of such an Arts District will both enhance the experience of working, shopping and living in Downtown and will make the Downtown and TechTown more interesting and thus more attractive for investment. The Arts District can be administered by the City and a Business Improvement District in consultation with the Arts Commission.

Transportation Link Funding Sources

1. Measure R/M
2. Metro Call for Projects
3. Special Assessments
4. Community Facilities District (CFD) Special Tax
5. Enhanced Infrastructure Financing District
6. Community Revitalization and Investment Act (AB 2)
7. Offsite Development Impact Fee Requirements for Possible NFL Stadium
8. Cap and Trade
9. Gas Taxes
10. Federal and State Grants
11. Naming Rights and Other Contributions
12. Surplus Property Sales
13. Federal Grants
 - Surface Transportation Program
 - Congestion Management and Air Quality Improvement Program
 - 5307 (Urbanized Area Formula Program)
 - 5309 (Bus and Bus Related Equipment and Facilities Program)
 - Transportation, Community and Systems Preservation Program
14. State Grants
 - Caltrans Grants
 - Active Transportation Program
 - Cap and Trade Grants
 - Strategic Growth Council

Figure 8.1 Transportation Link Funding Sources

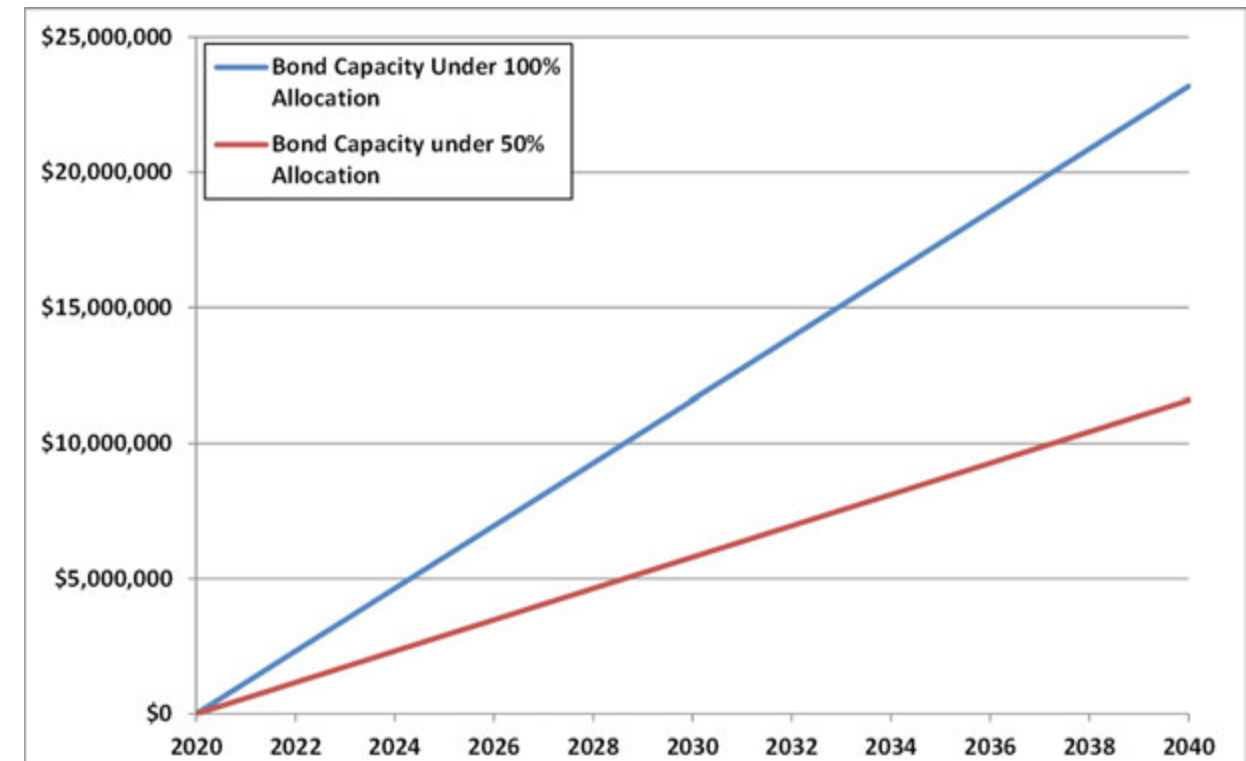


Figure 8.2 Projected 20-year Bond Capacity with EIFD - Downtown

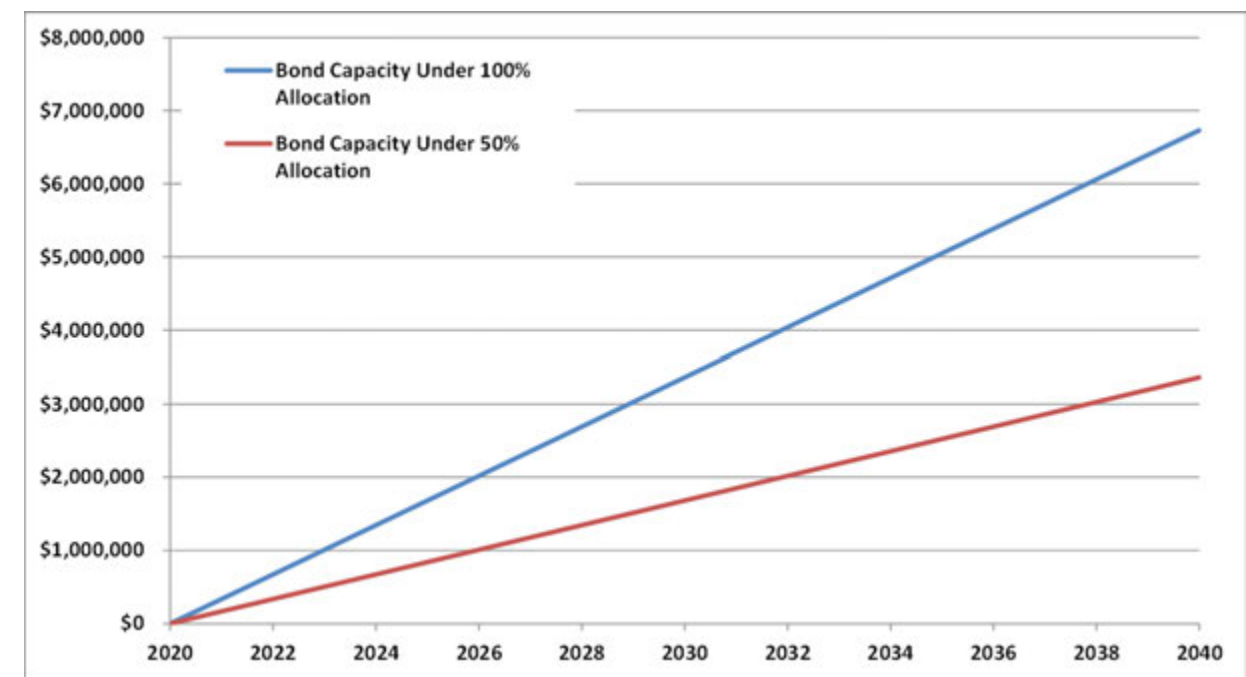


Figure 8.3 Projected 20-year Bond Capacity with EIFD - TechTown

8.8.1 Acquire Small Downtown Properties as Permanent Arts Facilities

It is recommended that the City, either on its own, or in collaboration with non-profit organizations, acquire one small, property in each of the six blocks facing Market Street between Regent Street and Hillcrest Boulevard. Acquiring properties now will enable the City to guarantee the long-range presence of artists and cultural activities in Downtown. Further, there could be many opportunities for exhibiting art by Inglewood's established artists, emerging arts and fledgling artists and Inglewood High School and Crozier Middle School art students. These art galleries could also offer small musical or poetry performances.

8.8.2 Create Inglewood Plaza in North Market Place

The City should prepare Preliminary Landscape Plans and associated Preliminary Costs for the construction of Inglewood Plaza. These Landscape Plans should be prepared in coordination with refinements to the layouts contained in this Concept Plan and be in compliance with the Design Guidelines and Development Standards.

Using these Preliminary Landscape Plans the City should apply for open space, carbon tax and other appropriate grants to help fund Inglewood Plaza. Funds from the Enhanced Infrastructure Financing District could also be used in the future for this project.

8.8.3 Establish a Public-Private Partnership to Restore the Fox Theater and its Environs

Restoration of the Fox Theater can be of very significant symbolic and economic value for the Downtown. The Fox can be used by many public and private groups for activities related to the performing and visual arts as well as a wide array of community events, drawing residents and new visitors to Downtown.

City staff working closely with the owner of the Fox Theatre property should explore various financing approaches that may be implemented that will help offset some of the relatively high costs of redevelopment, which include the asbestos removal. Another option may be to integrate the

Fox Theatre property into a larger development with one or more of the adjacent properties with the possible use of transfer of development rights.

8.9 Submit Grant Applications for the Green Boulevards Network

Grant applications can be submitted to various appropriate sources such as Metro Call for Projects, the California Strategic Growth Council, and Cap-and-trade funds. The Green Boulevards have been conceived to be exemplary "Complete Streets" program accommodating all modes of traffic, "Healthy Streets" through provision of nearly five miles of protected bike lanes and "Green Streets" because of the way the separate bicycle paths are defined by drainage swales which also facilitate gray water filtration and ground water recharge.

8.10 Apply for Grants to create enhanced Daylighted Streams in both Techtown and Vincent Park

These Daylighted Streams are unique in that they both functionally implement and express the historic drainage patterns that are memorialized in Vincent Park. They could also combine grants related to Urban Greening and Transportation as both have related Class 1 bikeways and pedestrian walkways adjacent.

8.11 Fix the Intersection of La Brea Avenue and Queen Street

The intersection of La Brea Avenue and Queen Street at the vehicular entrance to City Hall and the Police Department is a spot of major traffic safety concerns. The City should identify funding to improve this intersection and thereby fill in the missing link in the Queen Street Primary Pedestrian Promenade. Intersection redesign (restriping and moving signal lights and traffic signs) may be done in an initial phase, while the existing City Hall entry driveway can be repurposed as funds become available.

8.12 Support Business Retention

Local and existing businesses give Inglewood its unique character. Efforts should be made to retain existing businesses, particularly longstanding businesses that are important to the community.

8.12.1 Develop a City Policy to Encourage Developers and Property Owners to Keep Long-Term Inglewood Businesses on the Same Sites, after their Subject Properties are Redeveloped

When redevelopment occurs of properties where long-term Inglewood businesses are located, this City policy would encourage new developers and property owners to retain or restore these businesses on the same sites.

8.12.2 Where original site location is not possible, Develop a City Policy to Encourage the Relocation of Long-Term Businesses to New Sites within Inglewood

When long-term businesses cannot be restored to their original site, this City policy would encourage relevant actors to identify suitable sites for relocating the business within the City of Inglewood.

8.13 Support Job Opportunities for Inglewood Residents

This Plan is projected to create thousands of jobs in the planning areas.

8.13.1 Continue to Require a 35% Local Hiring Goal for all City-associated Developments

The City would continue to require that all City-associated developments have and pursue a goal of hiring 35% Inglewood residents.

8.13.2 Continue to Require a 30% Minority Business Enterprise (MBE)/Disadvantaged Business Enterprise (DBE) Goal for all City-associated Developments

The City would continue to require that all City-associated developments have and pursue a goal of contracting 30% Minority Business Enterprises (MBEs) or Disadvantaged Business Enterprises (DBEs).

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A APPENDIX A: FORM-BASED BUILDING PROTOTYPES

A.1 Introduction

Form-based prototypes are specific building types that are either encouraged or discouraged in historic multi-family residential or mixed-use neighborhoods. Their intent is to ensure that development proceeds in a contextually-sensitive manner, utilizing historic building forms that complement the street, promote pedestrian activity, and reinforce the character of the neighborhood. They augment the Development Standards in Figures 4.3 (Downtown) and 7.3 (Fairview Heights) by defining specific building characteristics based on a number of standard forms.

The form-based prototypes are meant to give planners, property owners and prospective builders a menu of options to select from when designing or approving a project. Not all prototypes may be applied to all sites; see Section A.2.

A.2 Applicability

Form-based prototypes apply only to the areas outlined in Figures A.2 (Downtown) and A.3 (Fairview Heights). All projects within these areas must utilize one or more of the form-based prototypes. Particular prototypes are permitted in accordance with particular zones in accordance with Figure A.1. Additionally, the selection of a prototype should take into account the considerations in Section A.4.

A.3 Interpretation

The Economic and Community Development Department Director or his/her designee shall determine whether projects comply with the requirements of this Appendix. The specific guidelines under each prototype may be interpreted with some flexibility as long as the project fulfills the overall function and design strategy of the prototype, and it is complementary to its surroundings.

At the conclusion of this Appendix, an Undesirable Prototype is also provided in order to illustrate elements of design that should not be incorporated in developments

should additional flexibility be given to any developer in the manner in which the form-based prototypes are applied.

A.4 Prototype Selection Considerations

When choosing the adequate prototype for a site, actors should take into account the following criteria, in addition to other relevant characteristics:

- Lot size** – Most prototypes need a certain minimum width and depth to be functional and attractive. The prototypes on the following pages are displayed in perhaps their most common lot configuration.
- Parking access** – Some prototypes, in particular the Commercial Block, Residential Edge Block and Row House prototypes, are greatly facilitated by the presence of an alley off of which to take parking access. These prototypes may become impractical depending on the lot configuration if an alley does not exist or a rear driveway cannot be created. Other prototypes are shown with parking access from driveways, but they can be easily adapted for parking access from alleys.
- Uses of adjacent properties** – Those selecting prototypes should be sensitive to the potential conflicts created by different prototypes and uses to adjacent uses.
- Prevailing setback** – Prototypes should be chosen to comply with the prevailing setback on the block or, for larger projects, the street. The Commercial Block and Row House prototypes are designed to be implemented in areas with prevailing setbacks of 0-5', while other prototypes should be implemented in areas with prevailing setbacks of at least 10'. Section A.6 gives the formula for determining the prevailing setback.
- Built form of adjacent properties** – Prototypes selected should be comparable in major characteristics such as height, façade articulation and building depth with their neighbors.
- Block character** – Prototypes and design shall complement the architectural style and community character of its environs.

Figures A.4 through A.19 describe the defining features of each building prototype.

Prototype	Zone	MU-3	MU-4	C-N	R-3	R-4
Single Family					•	
2- to 4-plex					•	
Bungalow Court			•		•	
Garden Court			•		•	•
Row House		•	•	•		•
Commercial Block		•	•	•		
Residential Edge Block		•	•	•		
Residential Block						•

Figure A.1 Prototype Applicability by Zone

A.5 Parking and Driveway Guidelines

Minimum parking requirements are given on a per-zone basis for Downtown and Fairview Heights in Figures 4.3 and 7.3, respectively. Parking may or may not be required to be enclosed, depending on the prototype.

Per Inglewood Municipal Code Section 12-52, the minimum driveway width for single or one-way driveways is 10' and double or two-way driveways is 20'. It is encouraged that 2' of this width be a planted strip of low groundcover. The planting should still allow fire trucks to drive over it in case of emergency. Shared driveways are also permissible, provided that each lot has free access to its own parking spaces.

For residential driveways serving ten or less units, the use of permeable pavers such as decomposed granite, gravel or grasscrete is encouraged. Along with improving groundwater recharge and runoff quality, permeable pavers decrease the aesthetic impact of driveways.

Only when necessary, the minimum parking aisle width (turning radius into spaces) may be reduced to 20' in the MU-4, N-C and R-3 zones.



Residential examples of driveways with permeable pavers

A.6 Setbacks for Prototypes

The front setback shall be determined by the following method:

- In the MU-3 and C-N zones, the setback shall be 0-5'.
- In the MU-4 zone, the setback shall be 0-10'.
- In the R-3 and R-4 zones, the front setback should be within the prevailing setback for the block, which shall be determined by the following:

Where lots comprising 40% or more on the frontage on one side of a street between intersecting streets are developed with buildings having an average front yard with a variation of not more than six feet, the prevailing setback shall be this range of six feet. Where this condition is not met, the prevailing setback shall be the simple mean of front yards of residential properties, plus or minus three feet.

In the R-3 and R-4 zones, the existing side and rear yard setbacks (Inglewood Municipal Code Section 12-21.5 and 12-22.4) apply except that the minimum side yard setback may be reduced to 10% of the width of the lot, not less than three feet and up to a maximum of five feet when using the Single Family or 2- to 4-plex Prototype.

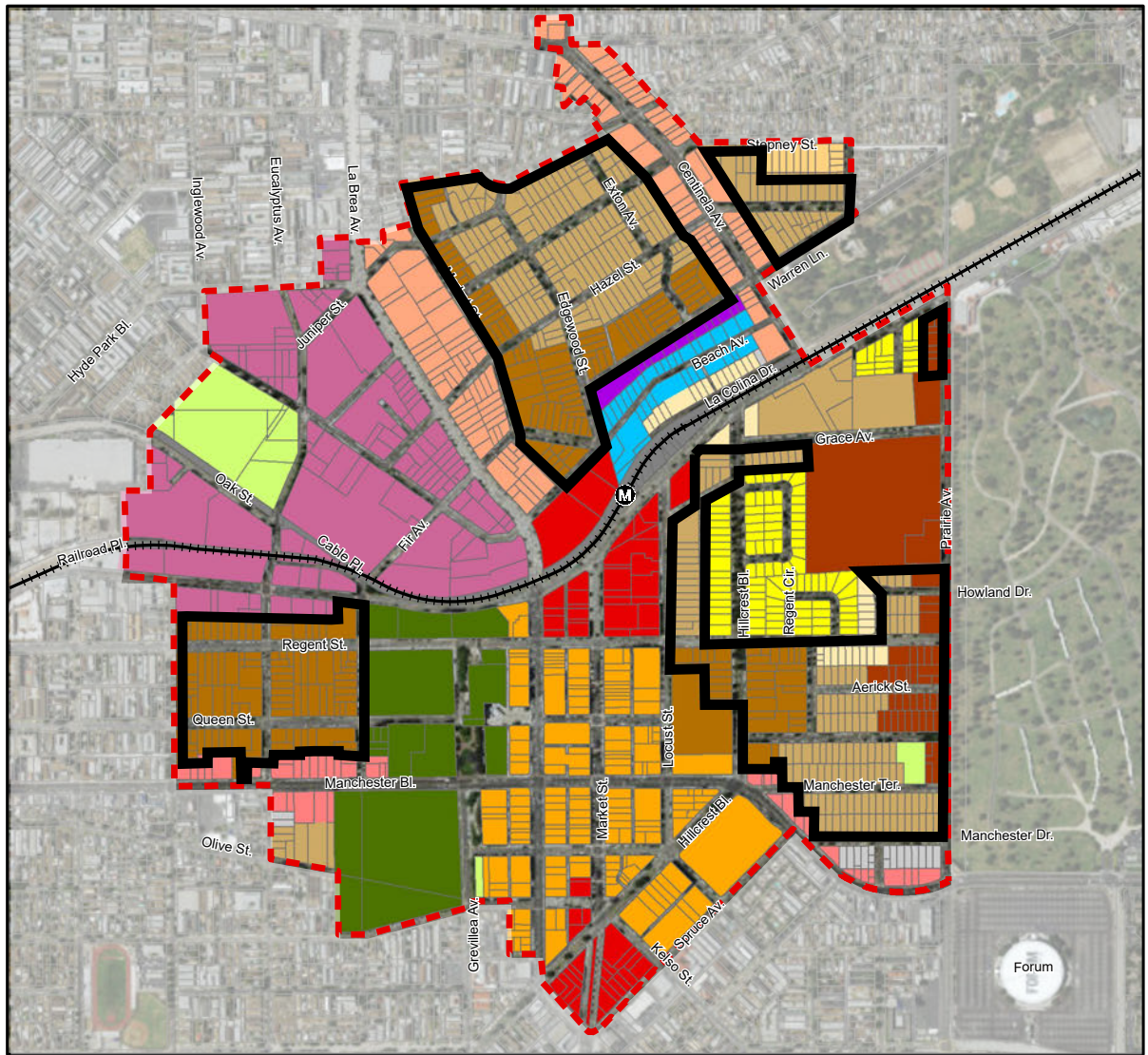


FIGURE A.2 Downtown
Prototype Applicability Map

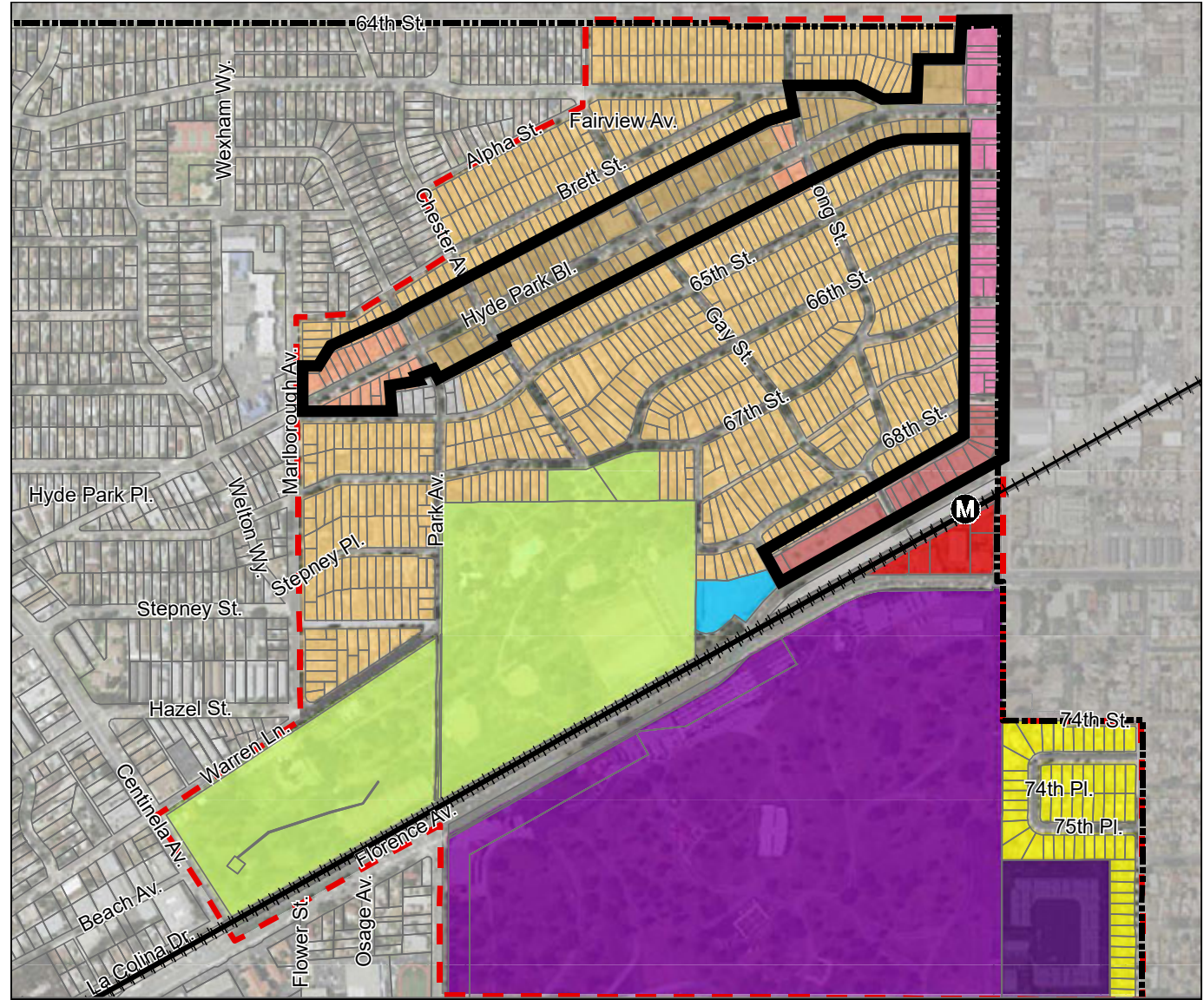
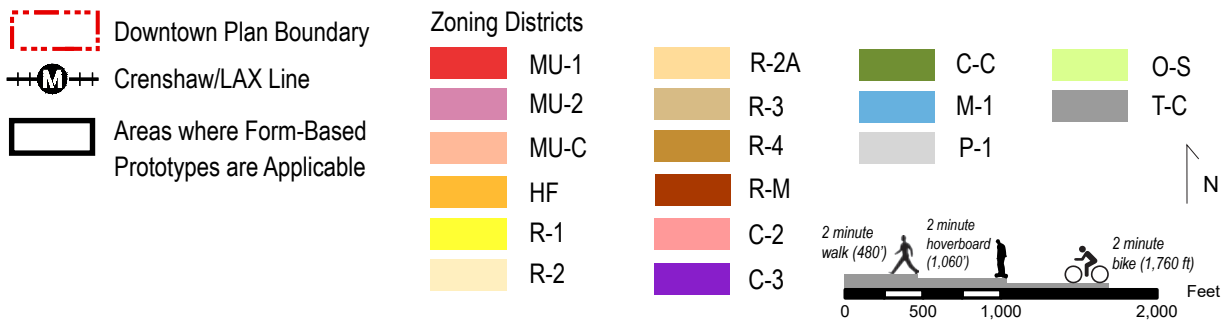
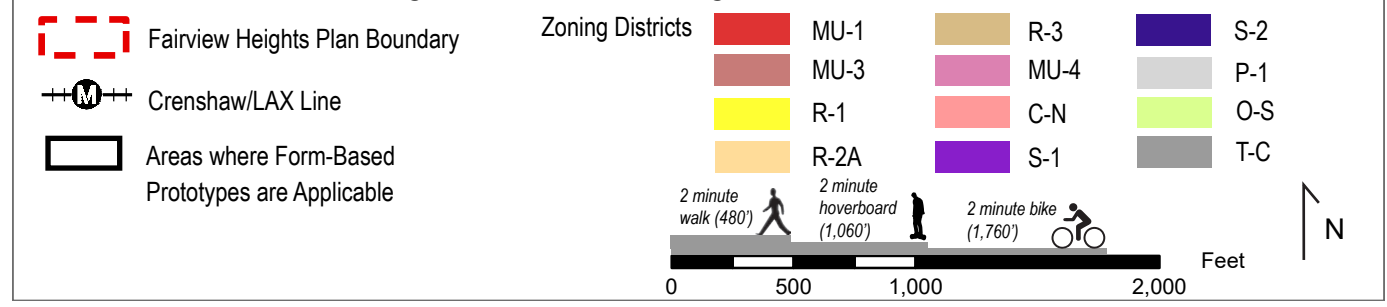


FIGURE A.3 Fairview Heights
Prototype Applicability Map



Single Family (with or without Granny Flat)

Detached building with one dwelling unit



Figure A.4 Features of Single-Family Prototype

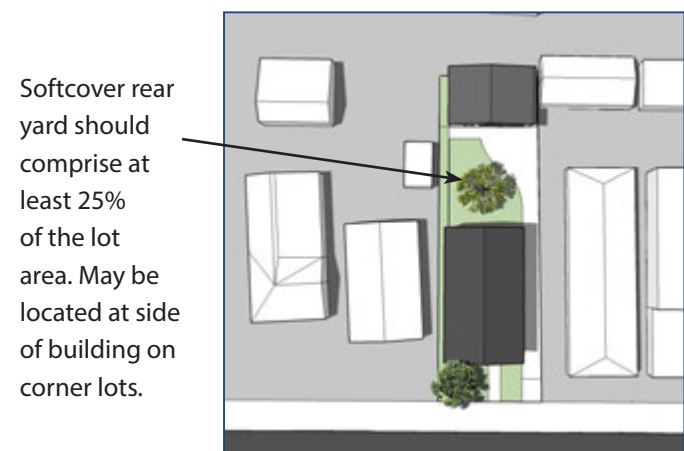


Figure A.5 Plan View of Single-Family Prototype



Examples of Single-Family Prototype and Granny Flat

2- to 4-plex

Detached building with two to four dwelling units that is similar to single-family house in design

Variations in massing encouraged; roof styles should be in character with context

Yard frontage type, porches encouraged

Primary access walkway directly from the street



Figure A.6 Features of 2- to 4-plex Prototype

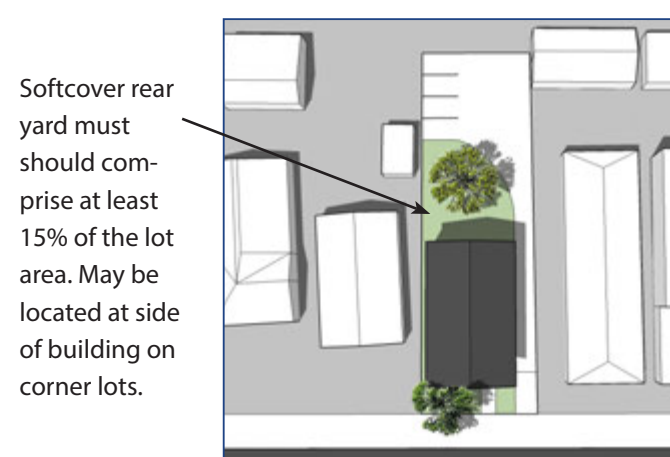


Figure A.7 Plan View of 2- to 4-plex Prototype



Examples of 2- to 4-plex Prototype

Bungalow Court

A series of mostly detached buildings with one dwelling unit each arranged around a central courtyard

Landscaped shared courtyard with a minimum dimension of 30'

Pitched roofs if in keeping with neighborhood

Units closest to street access directly from sidewalk



Main access to interior units provided from sidewalk through courtyard

Front units can project into courtyard to define central courtyard and define entry

Yard frontage type, prevailing setback

Figure A.8 Features of Bungalow Court Prototype

Parking accessed from driveway or rear alley

Enclosed off-street parking. Uncovered permitted only where hidden from street.



Figure A.9 Plan View of Bungalow Court Prototype



Examples of Bungalow Court Prototype

Row House

An attached building with housing on its own lot, in an array of multiple houses in the same configuration

Single-family rowhouse example

Two-family rowhouse example; first-floor unit and second- and third-floor unit

Stoop frontage type
0-5' setback from public street

Area next to stoop should be landscaped

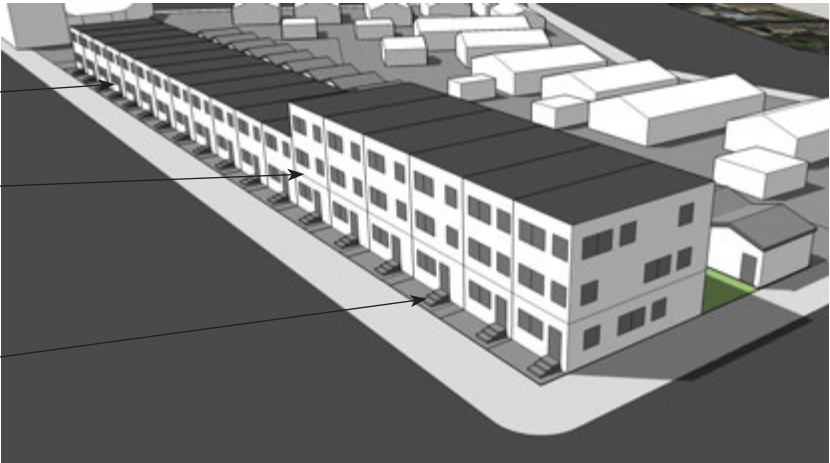


Figure A.10 Features of Row House Prototype

Parking accessed through existing or new rear alley

Parking provided in enclosed garage

Rear yard open space should comprise at least 15% of lot area

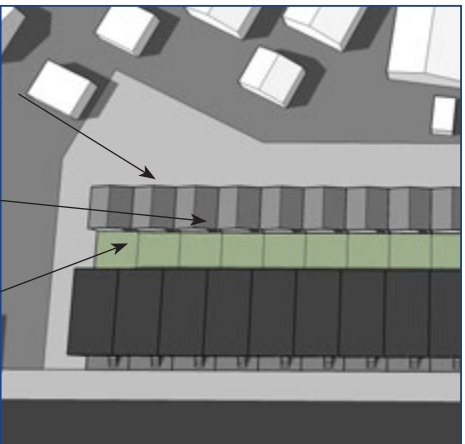


Figure A.11 Plan View of Row House Prototype



Examples of Row House Prototype

Garden Court

Apartments or condominiums arranged around a central courtyard



Second-floor units accessed through walkways around courtyard and mostly hidden from street; may also be accessed from stairways leading to courtyard

Figure A.12 Features of Garden Court Prototype

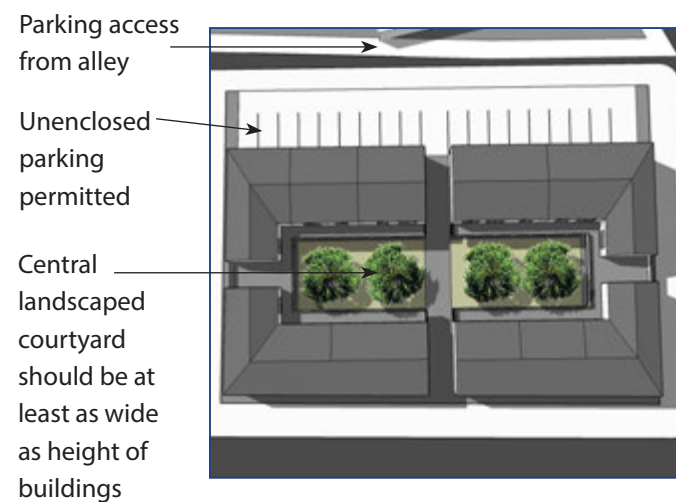


Figure A.13 Plan View of Garden Court Prototype



Examples of Garden Court Prototype

Commercial Block

Pedestrian-friendly commercial or mixed-use building



Figure A.14 Features of Commercial Block Prototype

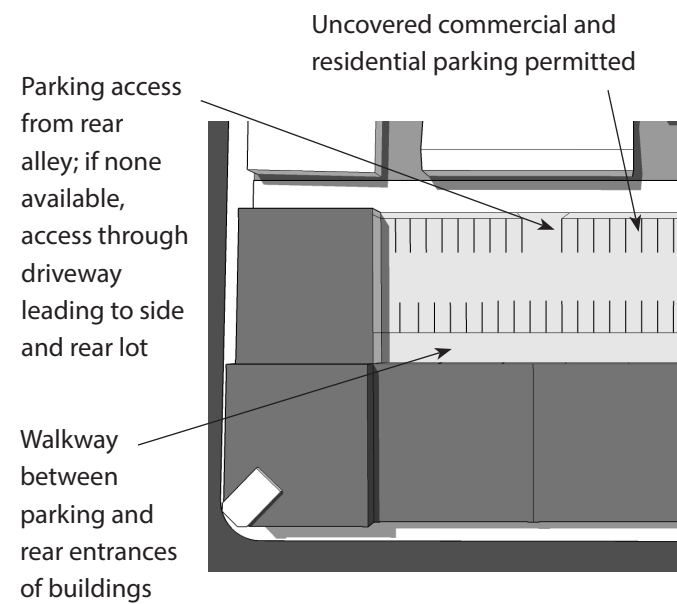


Figure A.15 Plan View of Commercial Block Prototype



Examples of Commercial Block Prototype

Residential Edge Block

Attached multi-story mixed-use or residential building with frontage on a commercial street and low-density residential rear adjacency



Figure A.16 Features of Residential Edge Block Prototype

Residential Block

Block apartment or condominium building

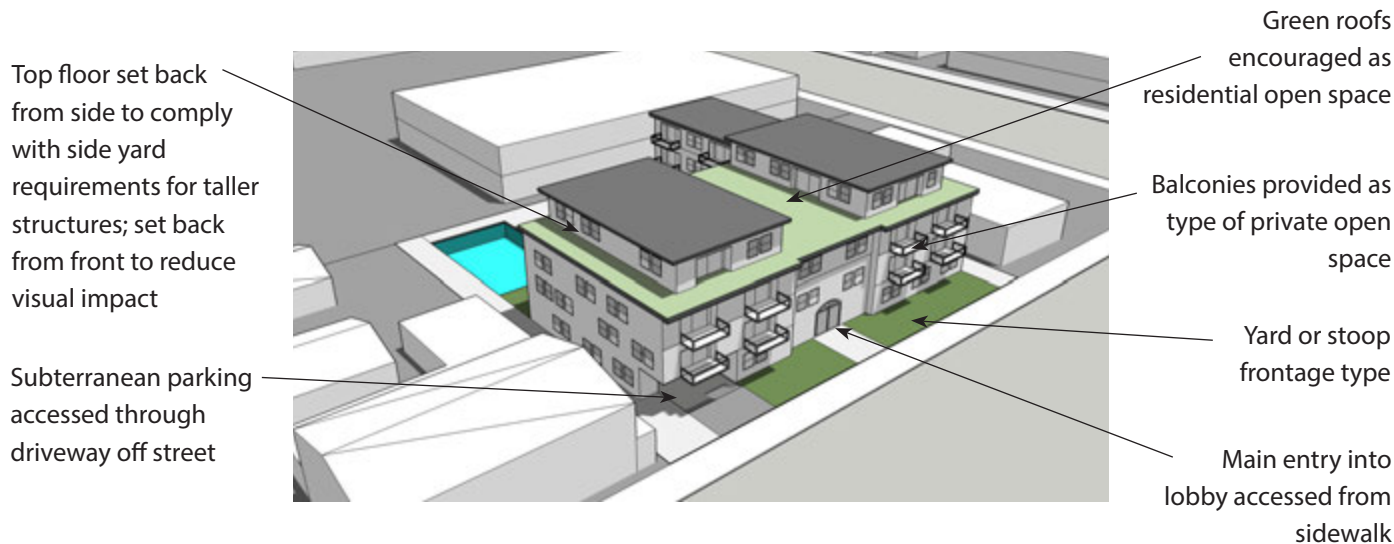


Figure A.18 Features of Residential Block Prototype

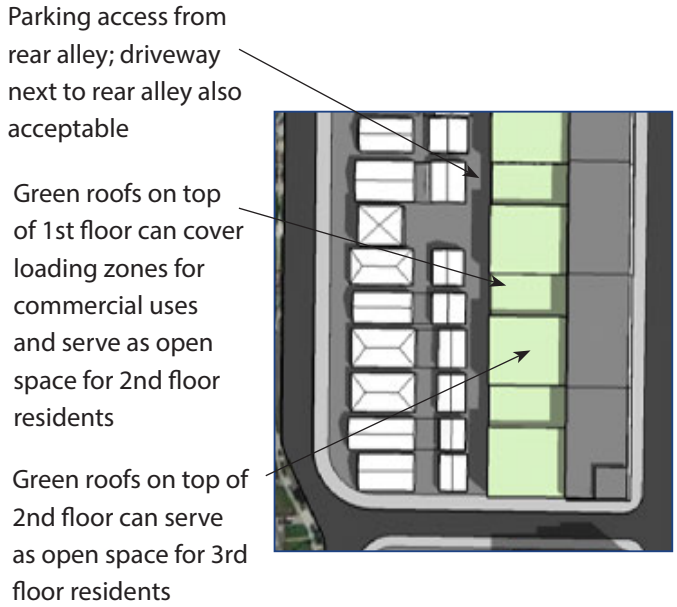


Figure A.17 Plan View of Residential Edge Block Prototype

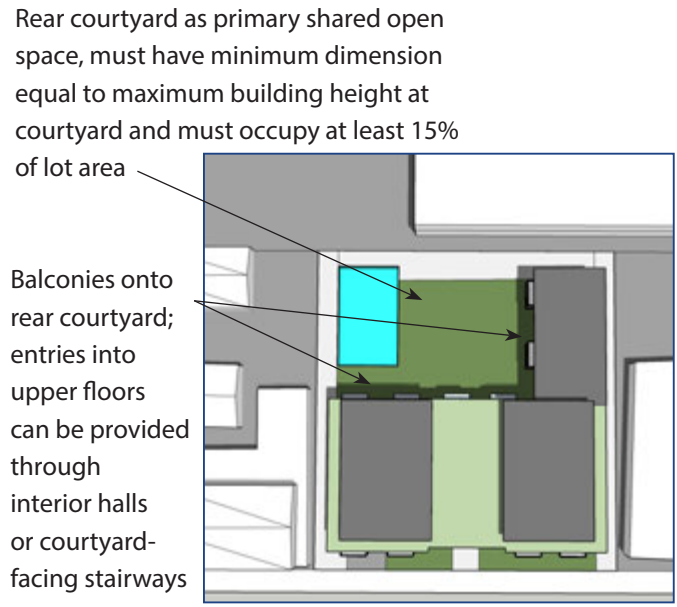


Figure A.19 Plan View of Residential Block Prototype



7.10 Undesirable Prototypes

Some examples of undesirable prototypes are given in the adjoining photos. Some of the most common features of undesirable residential building prototypes are:

- Lack of entries and windows onto the street; blank walls that negate the street
- Front yards, fences and/or setbacks that are inconsistent with the neighborhood
- Block-like massing
- Roof types inconsistent with the context (e.g. flat roofs in a neighborhood of pitched roofs)
- Access to upper-floor units provided by walkways exposed to the street
- Unit access provided from driveway or driveway side
- Lack of open space except for front yard setback, which is not as usable as rear yards or interior courtyards



Examples of Undesirable Residential Prototypes



Figure A.20 Features of Undesirable Box Prototype