

# CRENSHAW/IMPERIAL

## Transit Oriented Development Plan and Design Guidelines

INGLEWOOD, CA





### City Council

James T. Butts, Mayor  
 George Dotson  
 Alex Padilla  
 Eloy Morales, Jr.  
 Dionne Faulk

### Planning Commission

Larry Springs, Chair  
 Patricia Patrick  
 David Rice  
 Aide Trejo  
 Cheryl Shaw-Williams

### Plan Consultants

The Arroyo Group  
 with  
 Stanley R. Hoffman Associates  
 Iteris, Inc.  
 JMC<sup>2</sup>  
 Productivity Consulting  
 Metis Environmental Group

### Photo Credits

Crenshaw/Imperial Plaza  
 NewMark Merrill (cover, top center)

### City Staff

Artie Fields, City Manager  
 Christopher E. Jackson Sr., Economic and Community  
 Development Department Director  
 Mindy Wilcox, AICP, Planning Manager  
 Bernard McCrumby, Senior Planner  
 Eddy Ikemefuna, MPL, Senior Planner  
 Arturo Salazar, MPA, Planner  
 Marissa Fewell, Planner  
 Angel Leon-Martell, Assistant Planner  
 Christine Rivera, Assistant Planner  
 Sean May, Planning Technician

### Public Outreach Venues

Faithful Central Bible Church  
 U.S. Veterans Initiative/  
 Cloudbreak Communities  
 Airport Plaza Shopping Center  
 Inglewood Public Library

### Stakeholders Advisory Committee

Former Councilman Ralph Franklin  
 Councilman Eloy Morales, Jr.  
 Planning Commissioner Aide Trejo  
 Former Planning Commissioner Erick Holly  
 Maxine Toler, Around the Block Club  
 Anne La Rose, Inglewood Historic Preservation Alliance  
 Marc Little, Faithful Central Bible Church  
 Peter Postlmayer, Cloudbreak Communities  
 Zach Norman, Local Business Owner  
 Maria Smietan, Alliance  
 Jim Patton, Newmark Merrill

# TABLE OF CONTENTS

<b>Chapter 1: Citywide Overview</b>	<b>2</b>	<b>Chapter 3: Concept Plan</b>	<b>8</b>	<b>Chapter 5: Development Standards and Design Guidelines</b>	<b>24</b>	<b>Chapter 6: Implementation Action Plan</b>	<b>42</b>
1.1 New Potentials from Metro.....	2	3.1 TOD Plan Area Urban Design Districts.....	8	5.1 Purpose and Applicability.....	24	6.1 Introduction.....	42
1.2 Citywide TOD Framework.....	2	3.2 Urban Design Framework.....	10	5.2 Interpretation.....	24	6.2 Establish a Stakeholders Action Plan Implementation Committee.....	42
<b>Chapter 2: Plan Overview</b>	<b>4</b>	3.3 Street Trees.....	14	5.3 Development Standards and Guidelines Not Listed.....	24	6.3 Update the City’s Capital Improvement Program.....	42
2.1 TOD Plan Area.....	4	3.4 Arts Framework.....	14	5.4 Site Plan Review.....	24	6.4 Pursue Regional, State and Federal Infrastructure Funding Sources.....	42
2.2 Purpose.....	4	3.5 Sustainability.....	16	5.5 Design Review.....	24	6.5 Establish a Property-Based Business Improvement District and Develop a Marketing Program.....	43
2.3 Applicability.....	4	3.6 Equity and Public Benefit.....	17	5.6 Development Standards.....	24	6.6 Create a Range of Market Racte and Affordable Housing Units.....	43
2.4 Planning and Decision-Making Process.....	5	<b>Chapter 4: Zoning</b>	<b>18</b>	5.7 Overlay Applicability and Phased Development.....	24	6.7 Solicit Crenshaw Boulevard/I-105 Freeway On-Ramp Redesign from Caltrans.....	44
2.5 Planning Area Context.....	5	4.1 Introduction.....	18	5.8 Development Incentives.....	24	6.8 Support Job Opportunities for Inglewood Residents.....	44
2.6 Overview of Potentials and Needs.....	6	4.2 Zoning Districts.....	18	5.9 Design Guidelines Framework.....	26	6.9 Establish an Enhanced Infastructure Financing District for the Planning Area.....	44
2.7 TOD Plan Vision.....	6	4.3 Permitted and Prohibited Uses.....	18	5.10 Gateway Center Design Standards.....	27	6.10 Update the Development Impact Fee (DIF) Schedule for the TOD Planning Area.....	45
		4.4 Land Uses Not Listed.....	18	5.11 Southeast Corner.....	28	6.11 Submit Grant Applications for the Crenshaw Green Boulevard.....	45
		4.5 Interpretation.....	20	5.12 Southwest Corner.....	30	6.12 Study Creating and Extending Local Historic Designation to Brolly Hut.....	45
		4.6 Non-Conforming Uses and Structures.....	20	5.13 Northeast Corner.....	32	6.13 Brand Area with Signage and Streetscape Improvements.....	45
		4.7 Special Use Permits.....	20	5.14 Street Frontages Standards for New Zoning Districts.....	34	6.14 Monitor Fiscal Performance of Increase in TOD Plan Area Public Revenues.....	45
		4.8 Variances and Adjustments.....	20	5.15 Mixed-Use and Multi-Family Residential Design Guidelines.....	36		
		4.9 Change of Zoning Regulations.....	20	5.16 Signage Guidelines.....	40	<b>Appendix A: Form-Based Building Prototypes</b>	<b>46</b>
		4.10 Planned Assembly Developments.....	20	5.17 Low-Density Residential Edge Conditions.....	41	A.1 Introduction.....	46
						A.2 Applicability.....	46
						A.3 Interpretation.....	46
						A.4 Prototype Selection Considerations.....	46
						A.5 Parking and Driveway Guidelines.....	46
						A.6 Setbacks for Prototypes.....	46
						A.7 Undesirable Prototypes.....	51

**LIST OF FIGURES**

**Chapter 1: Citywide Overview**

1.1 Future Metro System Connections ..... 2  
 1.2 Stakeholder Comments ..... 3  
 1.3 City of Inglewood TOD Plan Framework ..... 3

**Chapter 2: Plan Overview**

2.1 Crenshaw/Imperial Planning Area..... 4  
 2.2 Planning and Decision-Making Process ..... 5  
 2.3 Stakeholder/Community Outreach Photos ..... 6

**Chapter 3: Concept Plan**

3.1 Urban Design Districts ..... 9  
 3.2 Urban Design Framework ..... 11  
 3.3 Reconfigured Freeway On-Ramp and Gateway  
 Park..... 12  
 3.4 Crenshaw Boulevard Cross-Section ..... 13  
 3.5 Recommended Street Trees ..... 14  
 3.6 Arts Framework ..... 15  
 3.7 Sustainability ..... 17

**Chapter 4: Zoning**

4.1 Zoning Districts ..... 19  
 4.2 Permitted and Prohibited Uses ..... 22-23

**Chapter 5: Development Standards and Design Guidelines**

5.1 Phased Development Example, SE Corner..... 24  
 5.2 Parcel Consolidation Incentive Table..... 24  
 5.3 Development Standards ..... 25  
 5.4 Design Guidelines Framework..... 26  
 5.5 Gateway Center Design Standards ..... 27  
 5.6 Southeast Corner Urban Design Framework ..... 28  
 5.7 Southeast Corner Macro Design Guidelines ..... 29  
 5.8 Southwest Corner Urban Design Framework ..... 30  
 5.9 Southwest Corner Macro Design Guidelines ..... 31  
 5.10 Northeast Corner Urban Design Framework ..... 32  
 5.11 Northeast Corner Macro Design Guidelines..... 33  
 5.12 Frontage Type Applicability by Zone ..... 34  
 5.13 Surface Parking Design Standards ..... 35  
 5.14 Examples of Frontage Types ..... 35  
 5.15 Low-Density Residential Edge Conditions Map 41  
 5.16 Low-Density Residential Edge Conditions  
 Standards ..... 41

**Chapter 6: Implementation Action Plan**

6.1 Summary Implementation Action Plan ..... 42  
 6.2 Capital Improvement Costs..... 43  
 6.3 Capital Improvement Projects ..... 43  
 6.4 Selected Funding Sources and Programs ..... 44

**APPENDIX A - FORM-BASED BUILDING PROTOTYPES**

A.1 Prototype Applicability by Zone..... 46  
 A.2 Features of Single Family Prototype..... 47  
 A.3 Plan View of Single Family Prototype..... 47  
 A.4 Features of 2- to 4-plex Prototype..... 47  
 A.5 Plan View of 2- to 4-plex Prototype..... 47  
 A.6 Features of Bungalow Court Prototype ..... 48  
 A.7 Plan View of Bungalow Court Prototype..... 48  
 A.8 Features of Row House Prototype..... 48  
 A.9 Plan View of Row House Prototype ..... 48  
 A.10 Features of Garden Court Prototype ..... 49  
 A.11 Plan View of Garden Court Prototype ..... 49  
 A.12 Features of Commercial Block Prototype ..... 49  
 A.13 Plan View of Commercial Block Prototype ..... 49  
 A.14 Features of Residential Edge Block Prototype .. 50  
 A.15 Plan View of Residential Edge Block Prototype . 50  
 A.16 Features of Residential Block Prototype..... 50  
 A.17 Plan View of Residential Block Prototype..... 50  
 A.18 Features of Undesirable Box Prototype..... 51

# CITYWIDE OVERVIEW

## 1.1 New Potentials from Metro

The completion of the Metro Crenshaw/LAX Line and LAX People Mover will tie the City of Inglewood into the regional transportation system as never before, opening up new potentials for economic, community and cultural development. Once these two transit lines are operational, Inglewood will be only a 35-minute ride from Downtown Los Angeles, 37 minutes from Santa Monica, and 8 minutes from the Central Terminal Area at LAX at any time of day. Future transit lines built with Measure M funds will connect Inglewood directly with West Hollywood, Hollywood, Westwood, Venice and Playa Vista.

As traffic volumes and congestion continue to increase throughout the Los Angeles area, Inglewood's public transit connections will become more valuable, and the City will become more attractive as a location for housing, employment and recreation.

The Inglewood Transit Oriented Development (TOD) Plans (Downtown and Fairview Heights, Westchester/Veterans and Crenshaw/Imperial) put in place regulations, standards, guidelines, and strategies for land use, urban design, transportation, and economics. These regulations are put in place to take advantage of the potential of neighborhoods close to transit. They are meant to revitalize neighborhoods, maximize transit ridership, and create benefits for the local public. Appropriately planned transit-oriented districts can have a more efficient use of land area and natural resources, improved air quality, reduced vehicle miles traveled, increased transit ridership, improved economic development, attraction of private investment, safer streets, and a stronger sense of place.

## 1.2 Citywide TOD Framework

A summary of comments from stakeholder interviews conducted across the TOD Planning process can be found in Figure 1.2. Interviewees included former councilmembers, current councilmembers, planning commissioners, residents, property owners, community leaders, and real estate developers. These stakeholders were asked to share their thoughts about various TOD plans. Stakeholders were asked to share their impressions of the TOD areas currently, their hopes for what they would like to see the area become, and their concerns for the areas. Feedback from these stakeholders was folded back into the various TOD plans.

Per the stakeholder and community vision for transit-oriented development in Inglewood, each of the four station areas serves as gateways into the City for transit riders, drivers, pedestrians and cyclists. However, each area has a unique role within the City: Fairview Heights as a historic neighborhood, Downtown as a vibrant yet historic gathering place for the City, Westchester/Veterans as a creative and industrial mecca, and Crenshaw/Imperial as a complete neighborhood hub for the southern part of the City. Together, the four TOD Plan areas demonstrate the commitment of Inglewood to creating a balanced and prosperous city.

As shown on Figure 1.3, these station areas should relate to each other and also to the City's entertainment area, which includes the Forum, Hollywood Park, and Clippers Arena, through adequate walking, biking, transit connections, and with urban design interventions which guide travelers easily from one area to another. The contemplated Green Boulevards in each TOD Plan and proposed transit link constitute a beginning to these connections.



FIGURE 1.1 Future Metro System Connections

- Inglewood TOD Plan Areas
- Metro System at Completion of Crenshaw/LAX Line in 2019
- Future Metro System - Measure R- and M-funded projects (conceptual alignments and stations)
- Proposed Inglewood Transit Connector/Potential Transit Link

Map not to scale.

Travel Time	
Westchester/Veterans to...	
Downtown Inglewood	2 min
LAX Terminal 1	8 min
Downtown L.A. (7th/Metro Ctr.)	37 min
Santa Monica (via Crenshaw/LAX Line)	39 min
Crenshaw Green Line Station to...	
LAX Terminal 1	14 min
Downtown L.A. (7th/Metro Ctr.)	34 min
Long Beach	36 min

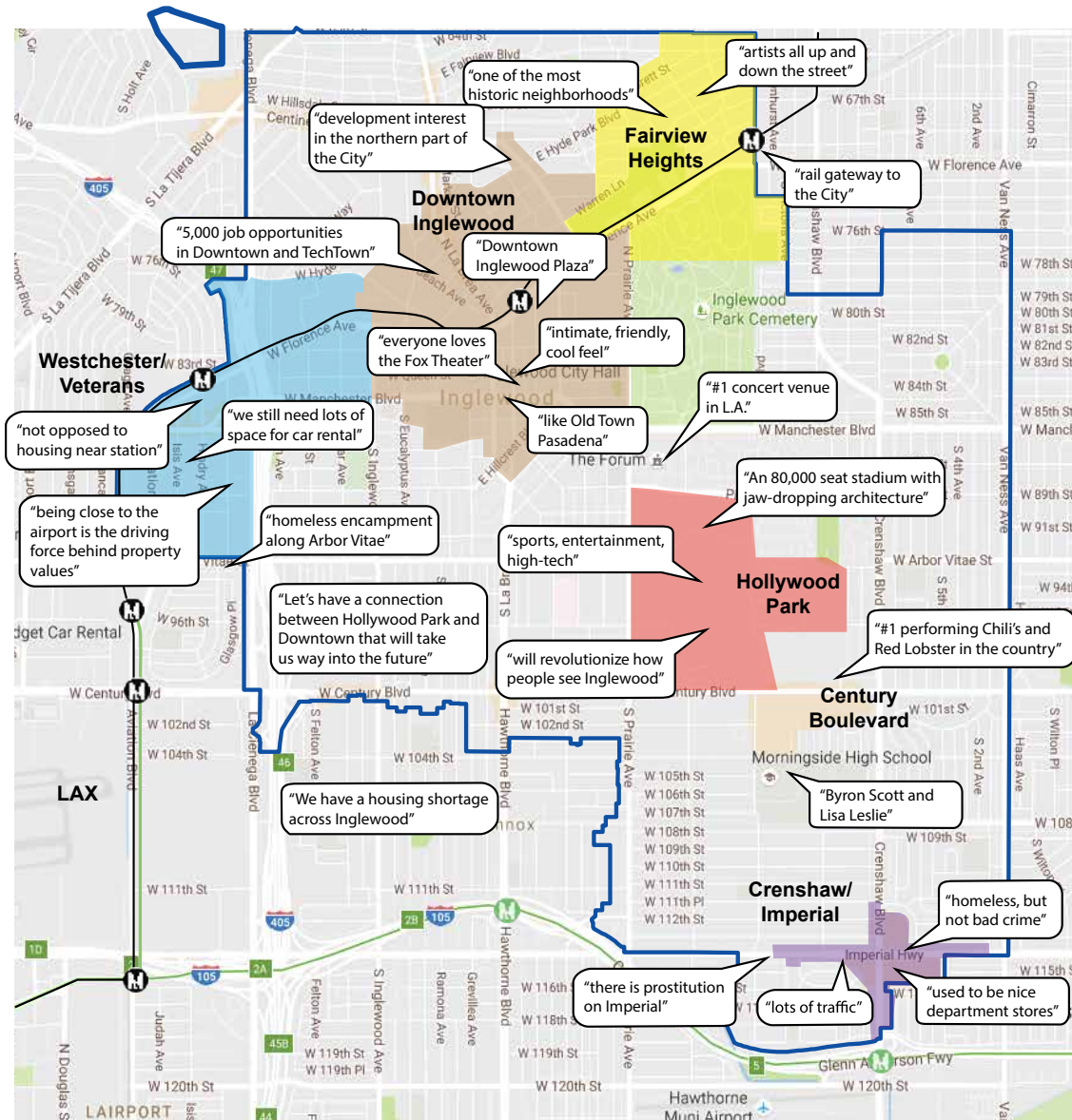


FIGURE 1.2  
**Stakeholder Comments**

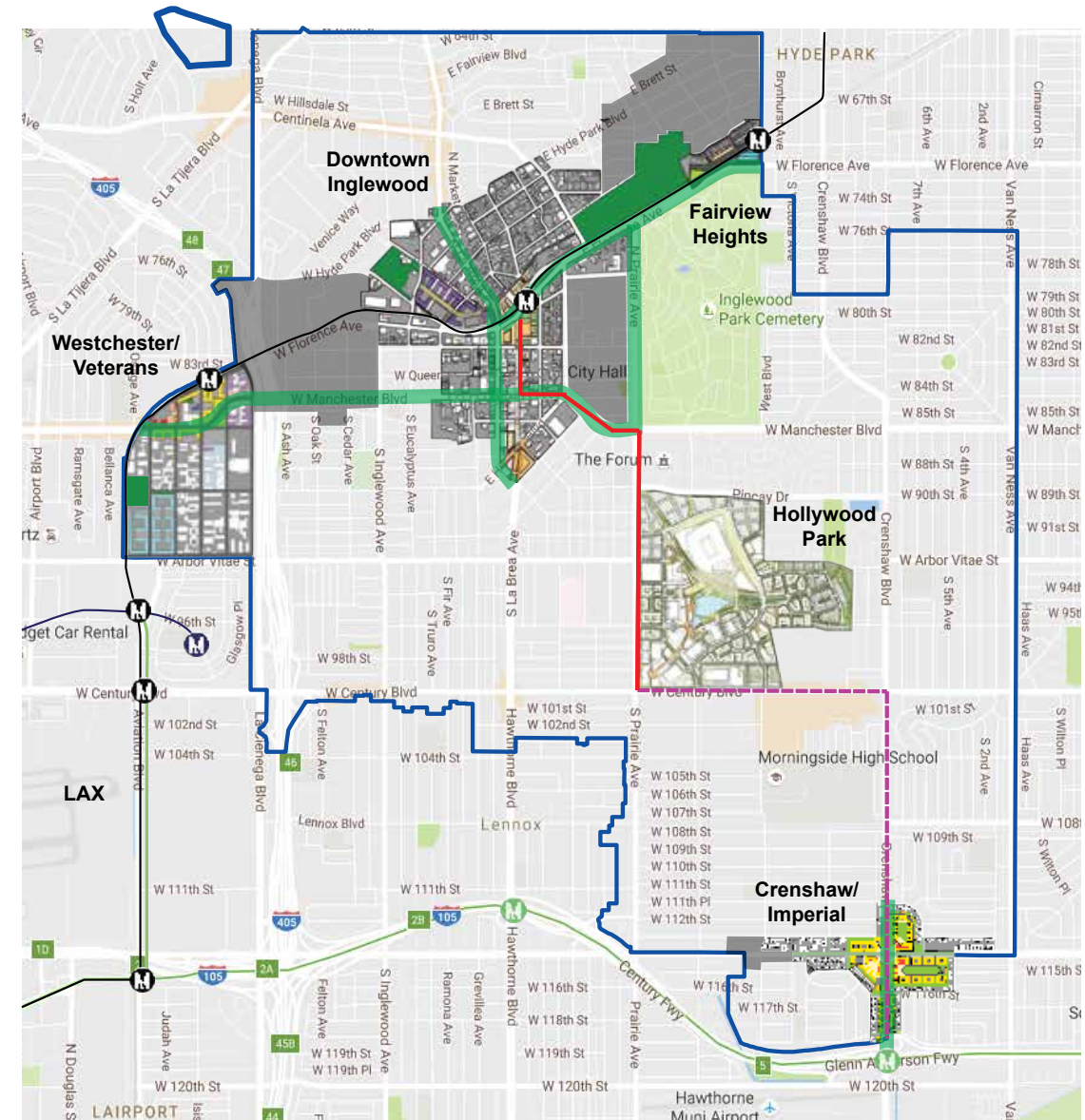
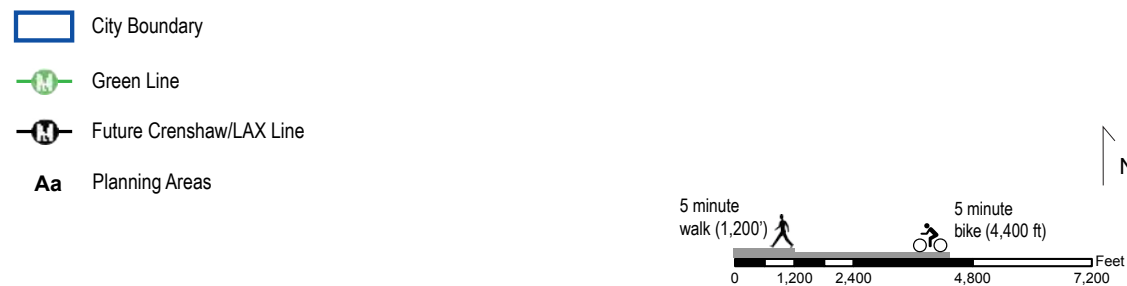
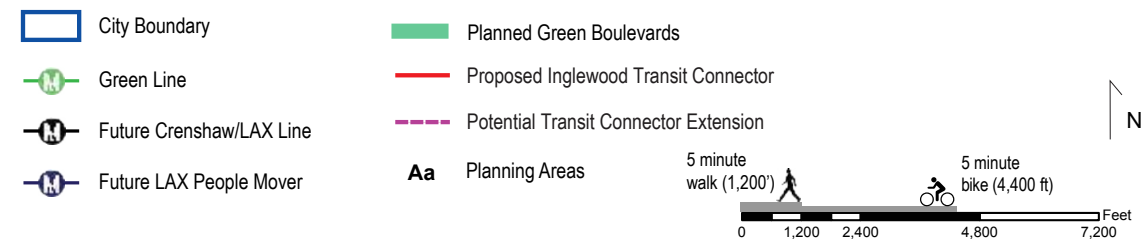


FIGURE 1.3  
**City of Inglewood  
TOD Plan Framework**



# 2 PLAN OVERVIEW

## 2.1 TOD Plan Area

Figure 2.1 indicates the location of the Crenshaw/Imperial TOD Plan area, which consists of roughly 103 acres in the southern part of the City of Inglewood. Most of the TOD Plan area lies within one-half mile of Crenshaw Station on the Metro Green Line, located in the median of the 105 freeway at Crenshaw Boulevard.

## 2.2 Purpose

The purpose of the TOD Plan is to explain and implement the City's vision for the improvement of the Crenshaw/Imperial area.

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

## 2.3 Applicability

The TOD Plan is comprised of a Concept Plan (Chapter 3), and Zoning, development standards and design guidelines, hereafter "TOD Zoning" (Chapters 4 and 5). Both the Concept Plan and TOD Zoning are 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 both the Concept Plans and TOD Zoning in making recommendations for project approvals.

Adoption of the Concept Plan establishes the contents of Chapter 3 as City policy and a guiding document for future action led by the City of Inglewood, other government agencies and private actors.

Adoption of the TOD Zoning applies zoning designations, and in some instances an Overlay, for the planning area, which incorporate all of the standards for land use and development set forth in Chapters 4 and 5 of this document. The regulations of these Zones and Overlay 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 and Overlay, the standards and regulations of these Zones and Overlay shall prevail and supersede the applicable provisions of the Municipal Code.

The TOD Zoning 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 Concept Plans or TOD Zoning shall be subject to Chapter 12 of the Inglewood Municipal Code.

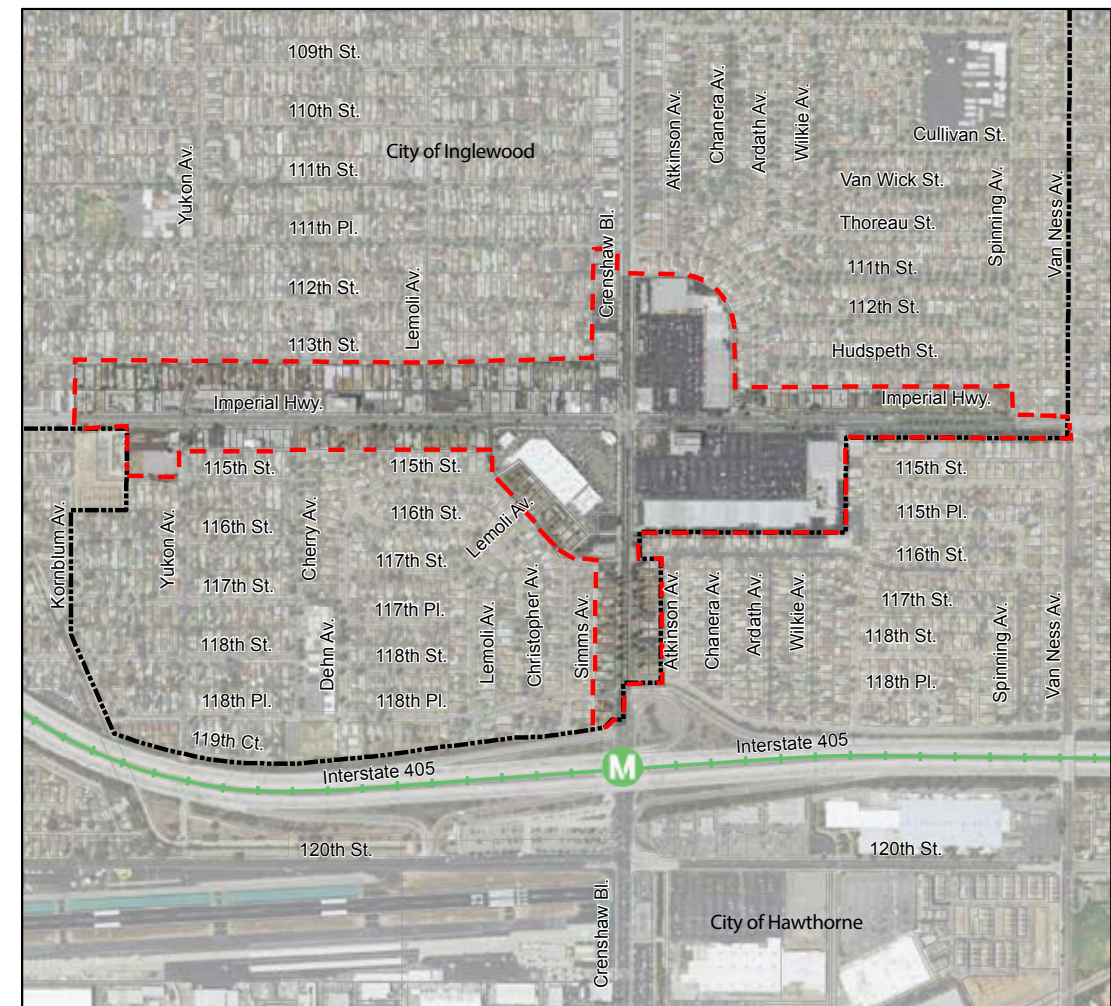


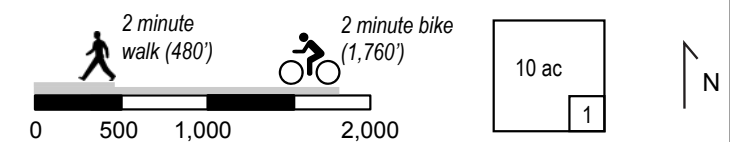
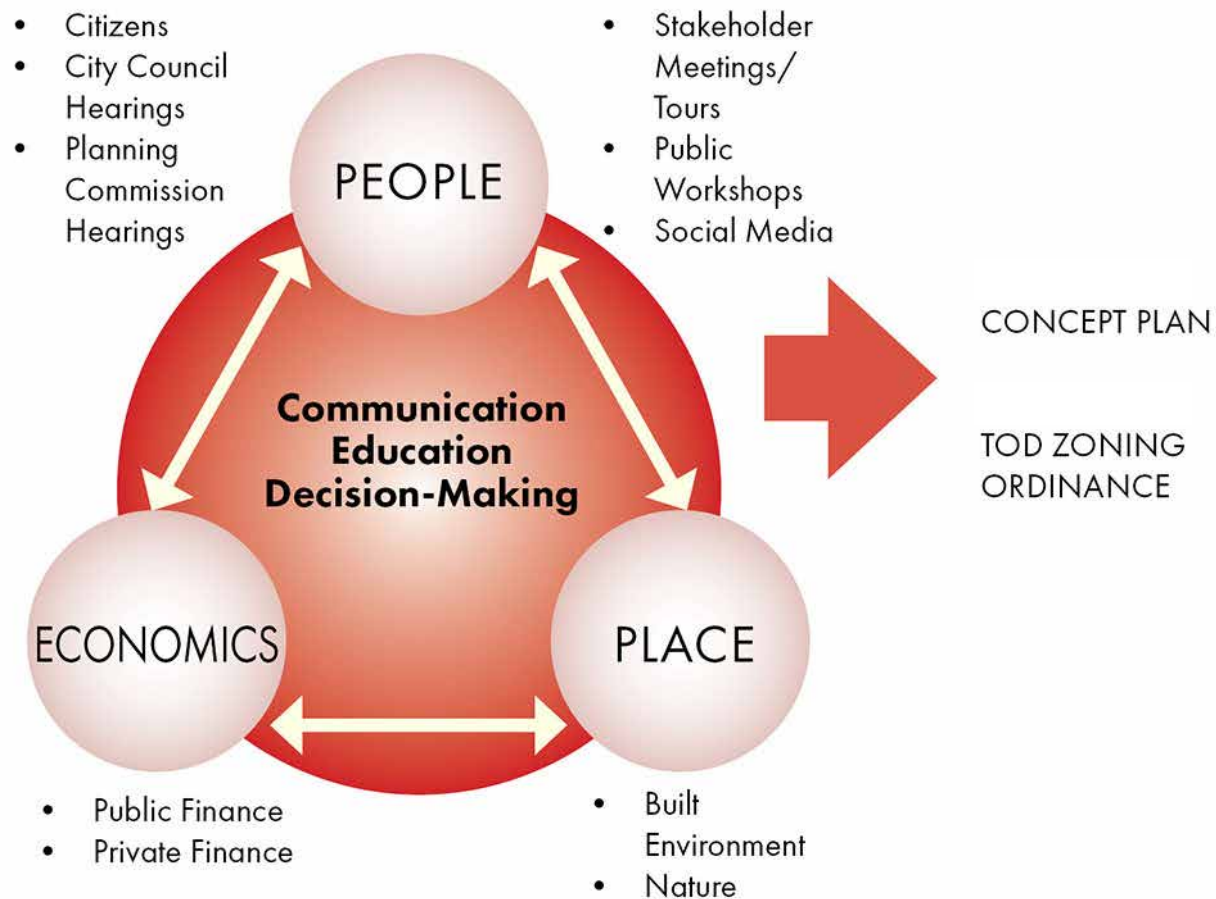


FIGURE 2.1 Crenshaw/Imperial Planning Area

-  City of Inglewood Boundary
-  Crenshaw Station Planning Area
-  Metro Green Line







**Figure 2.2** Planning and Decision-Making Process

### 2.4 Planning and Decision-Making Process

As illustrated in Figure 2.2, the Planning and Decision-Making Process for the creation and adoption of the TOD Plan 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 Bennett/Kew Elementary School
- Stakeholder Interviews
- Stakeholder Advisory Committee Meetings
- Outreach Events and Interviews around Bennett/Kew Elementary School

Figure 2.3 shows photos of these events.

### 2.5 Planning Area Context

As described in Chapter 1, the Planning Area is located approximately one and a half miles southeast of Hollywood Park via Century and Crenshaw Boulevards.

The planning area is bordered on the southwest, south and southeast by the City of Hawthorne, within whose jurisdiction the freeway right-of-way, including on- and off-ramps and the Metro Station, lies. South of the freeway, the City of Hawthorne includes retail, industrial and airport uses. This area of Hawthorne has seen significant employment growth in recent years from Tesla and SpaceX.

The creation of a LAX People Mover by 2023, combined with the completion of the Metro Crenshaw/LAX Line in 2021, will link the TOD Plan area much closer to the airport travel employment hub, with a public transit travel time of eight minutes to the Central Terminal Area.

### 2.6 Overview of Potentials and Needs

Major potentials and needs for the TOD Plan area include:

- The City’s place in the region is changing as Hollywood Park, the Clippers Arena, the Crenshaw/LAX Line, and development of surrounding areas open up new accessibility and economic potentials.
- The planning area needs to be better connected to Crenshaw Station. The current pedestrian and bicycle connections to the station are unsafe.
- The large shopping centers on the southwest, southeast and northeast corners of Crenshaw Boulevard and Imperial Highway have large parking areas and land area which can become mixed-use developments, providing the neighborhood with more housing options, more open space and better-quality commercial tenants.
- The strip commercial uses on Imperial Highway need improvement, as they are a source of concern for the community.

### 2.7 TOD Plan Vision

The Crenshaw/Imperial Transit Oriented District will be:

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



Figure 2.3 Photos of community outreach and stakeholder input activities

INTENTIONALLY LEFT BLANK

## 3.1 TOD Area Urban Design Districts

Figure 3.1 Urban Design Districts illustrates the overall structure of proposed Districts for the Crenshaw/Imperial TOD Plan. It should be noted that this Plan is long-range and that the changes envisioned could take many years to realize.

A key factor in the long-range potential for this plan is the single ownerships of the northeast, southeast and southwest corners. If the current evolution of retailing experiences and retail demand continues, then this area will be well positioned to address these changes through the addition of medium and higher density residential to complement the retail that remains in demand.

The proposed Districts include:

1. The **Gateway Center District** is comprised of mixed uses, combining retail and residential, around all four corners of the Crenshaw/Imperial Intersection.

This District serves as a shopping, open space and public facilities resource for the surrounding neighborhoods which are primarily in the City of Inglewood. It also serves as the Southern Gateway to the City of Inglewood.

2. The **South Gateway Corridor District** comprises medium density residential uses within walking and bicycling distance of both the Metro Green Line Station located in the 105 Freeway median to the south and the retail uses of the Gateway District located to the north.

3. The **East Gateway Corridor District** is comprised of lower to medium density residential uses which provide support for the retail uses of the Gateway Center District.

It provides a secondary City Gateway at the eastern boundary of Inglewood as well as a Gateway to the Gateway Center District.

4. The **West Gateway Corridor District** is a Mixed-Use Corridor comprised of retail, residential, education and office uses. Like the Gateway Center District it also provides retail and service uses to the adjacent Inglewood neighborhoods to the north and south as well as to the residential uses in the corridor.



South Gateway Corridor District Vision



East Gateway Corridor District



Gateway Center District Vision











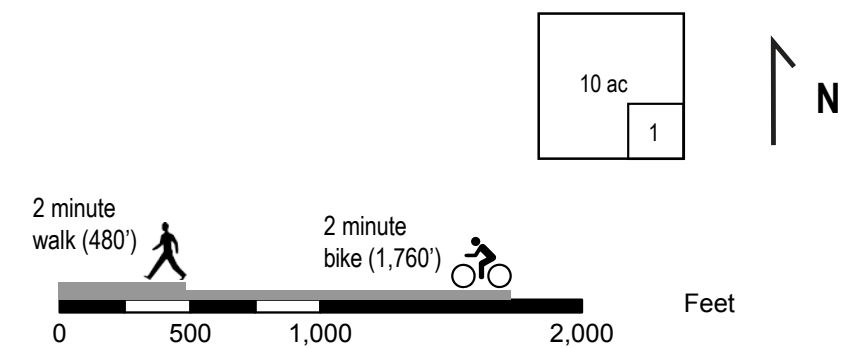
West Gateway Corridor District Vision



FIGURE 3.1

### Urban Design Districts

-  City of Inglewood Boundary
-  Planning Area Boundary
-  Metro Green Line
-  Potential Community Center Area
-  Gateway Center District (Crenshaw/Imperial)
-  South Gateway Corridor District
-  East Gateway Corridor District
-  West Gateway Corridor District



### 3.2 Urban Design Framework

Figure 3.2 illustrates the major elements of the Urban Design Framework and the accompanying photos illustrate the character of these elements.

In particular, it defines the components which make the Gateway Center both a useful and attractive district for the surrounding neighborhoods and create an iconic new Southern Gateway to the City of Inglewood.

These components are:

1. The **City Gateway/District Center Focal Plaza** creates both a grand entry space to the City of Inglewood and entry plazas to the development around all four corners of the Crenshaw/Imperial intersection.

As illustrated in the photograph opposite and further described in the Design Guidelines, this District Center Focal Plaza is of sufficient size to fulfill its dual roles as a grand Gateway to Inglewood and as smaller gateways to all four corners of development.

These Gateway Focal Plazas are also of sufficient size to accommodate areas for outdoor dining, sitting and small events that can be comfortably buffered from the street edge traffic by both distance and design elements such as low walls and landscaping.

2. The **Public/Private Open Spaces** create amenities for the mixed retail and residential uses at each corner but also become an important source of recreation space for the surrounding neighborhoods.

As further described in Section 5.9, these will be primarily constructed and maintained by the private sector but have a requirement for public access during appropriate daytime hours.

3. The **Ring Open Space** has several key functions. First, it buffers the surrounding single family residents from the higher density mixed uses. Second, it provides walking and bicycling paths for both the residents of the new, mixed use developments and the residents of the adjacent single-family neighborhoods. With over a mile of paths surrounding the developments at the four corners, the Ring Open Space will be a significant resource for a healthy community through safe, protected and attractive pedestrian and bicycle paths.



The **Public/Private Open Spaces** will be constructed, maintained, and secured by private developers with a requirement that they are publicly accessible during daytime hours.



The **City Gateway/District Center Focal Plaza** will be created by street facing plazas on all four corners of the Crenshaw/Imperial Intersection.



The **Ring Open Space** provides space to buffer higher density mixed use from nearby single family residences. The Ring Open Space includes pedestrian pathways, sitting and small play areas as well as bikeways, which can be shared with low-speed roads. Abutting homeowners might open gates from their properties onto the Ring Open Space for easy access.



FIGURE 3.2

### Crenshaw/Imperial Urban Design Framework

- City of Inglewood Boundary
- Crenshaw Station Planning Area
- Green Line
- District Center
- Green Boulevard
- City Entry
- District Center Gateway
- City Gateway/  
District Center Focal Plaza
- City Gateway - Inglewood/Hawthorne
- Gateway Park
- Ring Open Space
- Ring Open Space Street Connections
- Public/Private Open Spaces
- Modified Freeway Entrance
- Traffic Signals/Pedestrian Crossings**
  - New
  - Existing

Feet  
 2 minute walk (480') 1 minute bike (880')

4. The **Open Space Connectors** provide pathways between the Gateway Focal Plazas, the Public-Private Open Spaces, the Ring Open Spaces and to the sidewalks fronting Crenshaw Boulevard and Imperial Highway.

These Open Space Connectors have three functions. First, they provide functional access for shoppers to easily reach all retail spaces by foot. This will enable the Gateway District to function as a “park once” district thus reducing trip making. Second, they provide access to the open space amenities for residents both within the Gateway Center and the surrounding neighborhoods. Third, they create a variety of travel potentials to create an interesting environment in which to live or to visit.

The Open Space Connectors are intended to provide direct pedestrian connections to the signalized mid-block crossings on Crenshaw Boulevard and Imperial Highway.

The Open Space Connectors may take the form of pedestrian walkways, additional open space or connectors, sidewalks on internal streets beyond what is shown on Figure 3.2 may be added.



The **Open Space Connectors** interconnect the Public/Private Open Spaces with both the Ring Open Space and the Crenshaw Boulevard and Imperial Highway streetscapes.

5. The **Crenshaw Green Boulevard** provides both a spatial and pedestrian/bicycle connection from the Metro station to the south and to the residential and retail uses of the Gateway Center District.

As illustrated in Figure 3.4, the Crenshaw Boulevard cross section maintains all travel lanes and the beautiful, stately existing Pine trees as well as the planted medians and parkways.

Bicycles are accommodated within shared lanes within the existing frontage road to the south of 116th Street and on a separate cycletrack to the north of 116th street.

6. The **Gateway Park** is created by correcting the unsafe, existing freeway configuration to eliminate uncontrolled conflicts between pedestrians and freeway accessing cars (see Figure 3.3).

The reconfigured freeway intersection provides adequate and safer access to both the Cities of Inglewood and Hawthorne. The Gateway Park enables Inglewood and Hawthorne, where the Gateway Park land is located, to collaborate in creating iconic signage and public art to announce the arrival to both of these important cities.



Public art should be an important aspect of the **Gateway Park**.



Figure 3.3 Reconfigured Freeway On-Ramp and Gateway Park

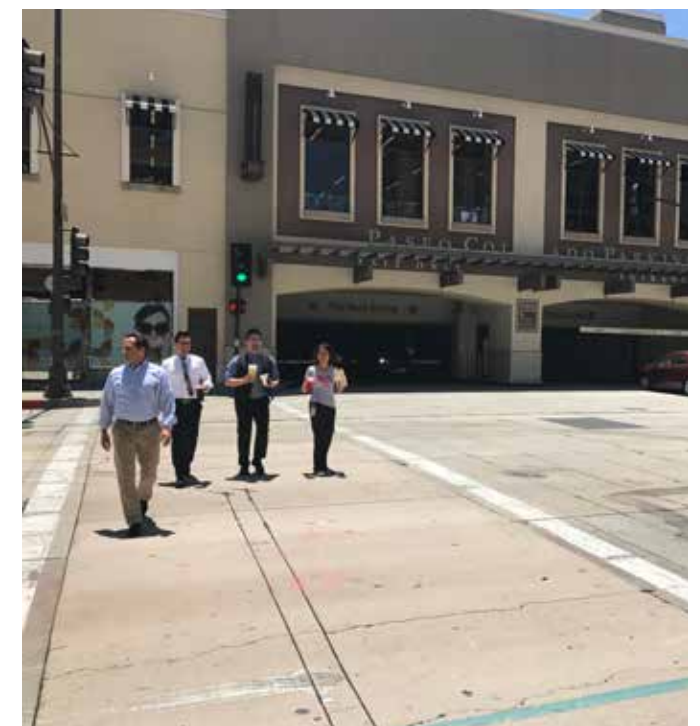
7. **City and District Center Gateways**  
Appropriate signage announcing entry into the District Center from the north, east, south and west are recommended with potentials illustrated in the Design Guidelines section.

These signs should be thematically related to the existing and emerging network of Inglewood signage.

8. **Traffic Signals/Pedestrian Crossings**  
The integration of existing and new pedestrian crossings with existing and new traffic signals will allow for safe passage of both pedestrians and cyclists across Crenshaw Boulevard and Imperial Highway and the efficient access of automobiles into the new, mixed use projects.



Signs and banners should identify **District Center Gateways**.



**Crosswalks with traffic signals** will facilitate pedestrian safety and access to mixed-use parking.



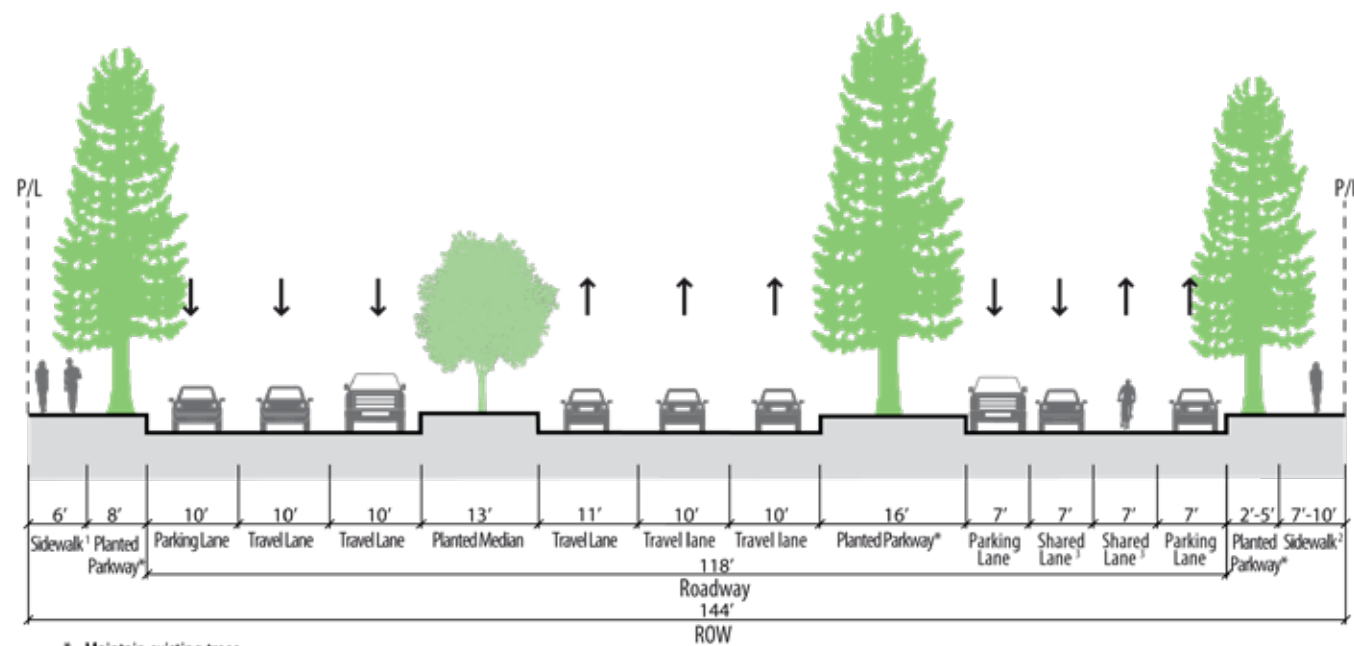


Figure 3.4a Crenshaw Boulevard Cross-Section (South of 116th Street)

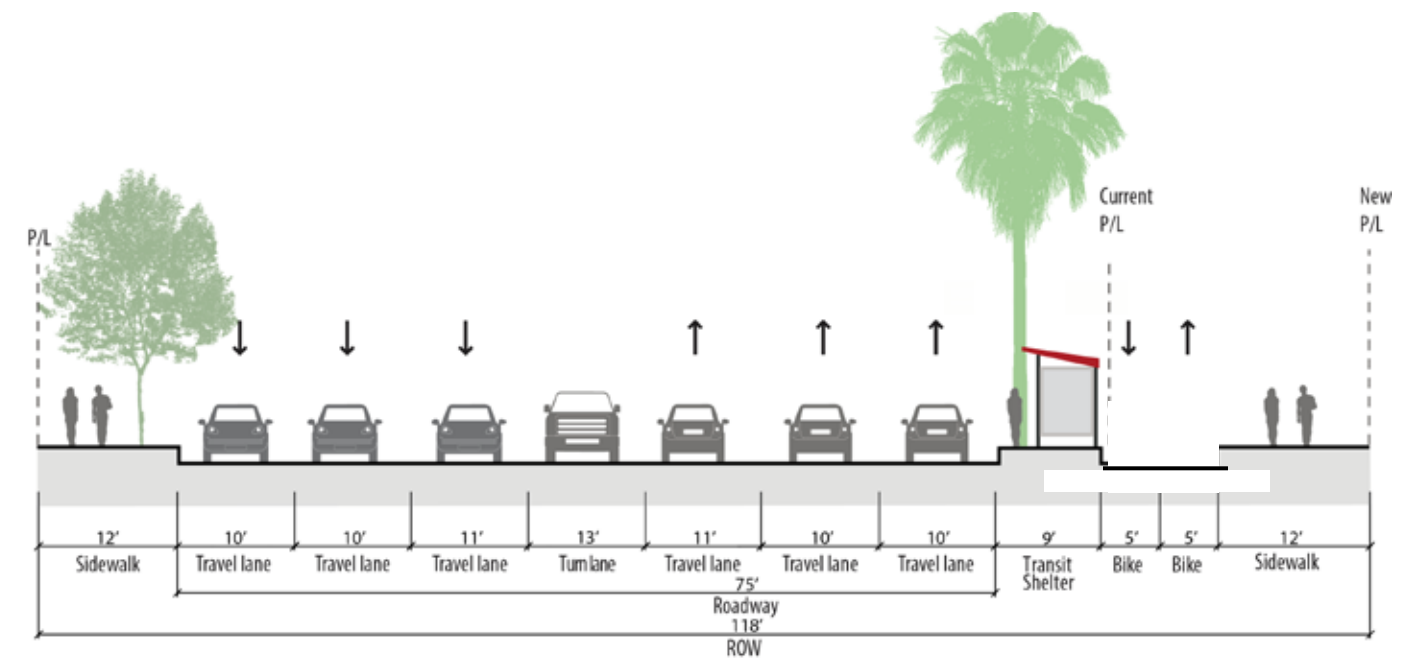


Figure 3.4b Crenshaw Boulevard Cross-Section (North of 116th Street)



Figure 3.4c Bike sharrows and Champion Mile pedestrian pathway markings added to existing frontage road.



Figure 3.4d Crenshaw Boulevard currently exists as a dramatic green street.

### 3.3 Street Trees

Figure 3.5 shows the recommended street trees in the TOD Plan area. These street tree species are recommendations and are subject to change as determined by the Public Works Department. Increasing tree canopy is an important goal to make the Gateway District more pedestrian-friendly.

The existing Canary Island Pines on Crenshaw Boulevard should be preserved with the addition of Brisbane Box in the median, while the District Gateway streets and Ring Open Spaces should have tree palettes that are both related to and distinguishable from each other.

### 3.4 Arts Framework

Inglewood has a continually growing, vibrant community of artists. Public Art is emerging throughout the City.

The Crenshaw/Imperial Gateway District provides numerous potentials for public art as illustrated in Figure 3.6. This area should be identified as another unique Arts District within the City that uses the visual and performing arts to create a place that is special for residents and those arriving in Inglewood. Following are suggested potentials for these various components of a Crenshaw/Imperial Arts District.

In Inglewood, public art projects are processed by the Parks and Recreation Department who sends eligible projects to the Inglewood Arts Commission for approval. Following approval from the Inglewood Art Commission, only art which is funded through the Percent for Arts Program will go to the Inglewood Planning Commission for approval as required by the Inglewood Municipal Code.

#### 1. Focal Plaza Public Art

A public artist(s) should be commissioned by developers, with inputs from the Inglewood Arts Commission, with the task of creating public art that both distinguishes and integrates the four corner plazas of the Crenshaw/Imperial intersection. This public art could be both partially implemented in the short term for all four corners with the artist anticipating longer range potentials as each of the

four corners is developed. Bridging spaces separated by moving traffic and pedestrians could be a major theme and light and sound could be amongst the artist's design pallet elements.

#### 2. Public/Private Open Spaces Art

Public Artists should be commissioned by the developers, with inputs from the Inglewood Arts Commission, of each corner to create Inglewood themed art that reinforces the identity of each open space. Potentials for Inglewood themes could be defined with the broader Inglewood community through public workshops. Potentials could

include historical events, sports and music themes, themes related to the current or past natural environment of Inglewood, etc. Following approval from the Inglewood Art Commission, art which is funded through the Percent for Arts Program will go to the Inglewood Planning Commission for approval as required by the Inglewood Municipal Code.

#### 3. Ring Open Space Public Art

Public Artists should be commissioned by the developers, with inputs from the Inglewood Arts Commission, to create smaller, intimate works of art both in the ground

planes of the walking and bicycle paths as well as small, sculptural elements at resting places along the Ring Open Space with Public Works Department review.

#### 4. Green Boulevard Street Art

Public Artists should be commissioned by the developers, with inputs from the Inglewood Arts Commission, to streetscape art along both Crenshaw Boulevard and Imperial Highway. Potentials include artist designed, substitute street furniture elements including benches, bike racks, bus shelters, street signage, lighting features, etc. Alternatively, a unified design typology for street furniture in the district can be developed.

#### 5. City and District Gateways Art

Public Artists should be commissioned by the Inglewood Arts Commission to create Inglewood-themed public art at both the City's eastern Gateway on Imperial Highway and the north, south, east and west entries to the District Center.

This public art should be meaningful to view at a variety of circulation speeds including autos, pedestrians, bicyclists and public transportation.

The City Gateway should be somewhat larger in size than the District Gateways. The District Gateways should be larger in size than the Street Art previously described.

Light and Sound could be unique elements of the City and District Gateways Art.

#### 6. Gateway Park Art

The public art for the Gateway Park should relate to the interesting stories of both Inglewood and Hawthorne. This public art should be commissioned by both Inglewood and Hawthorne and could tell stories with themes related to the music, sports, technology or other distinctive aspects of each City's history and culture.



Figure 3.5 Recommended Street Trees



Examples of artist designed bike racks.



Focal Plaza Public Art



Example of Ring Open Space Public Art



Gateway Park Art

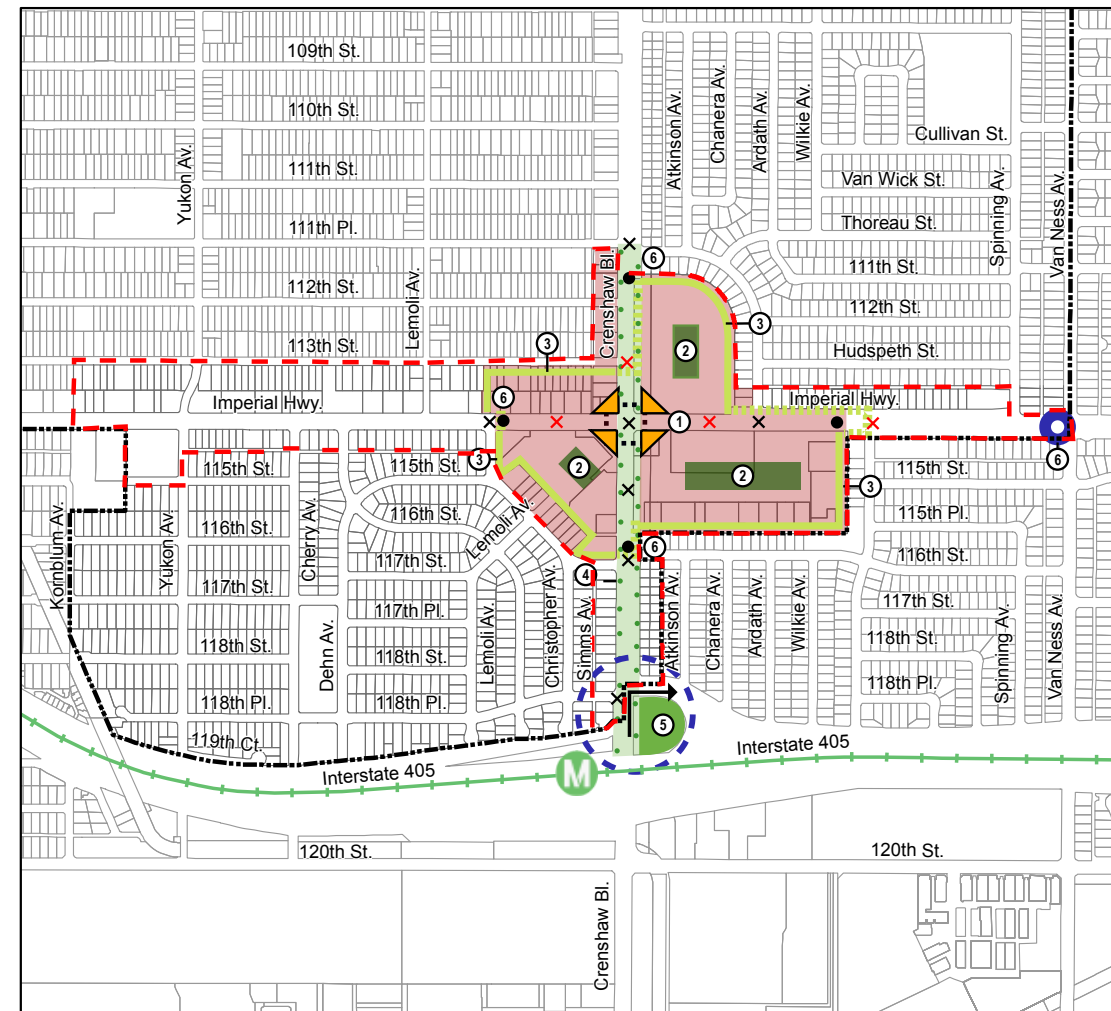
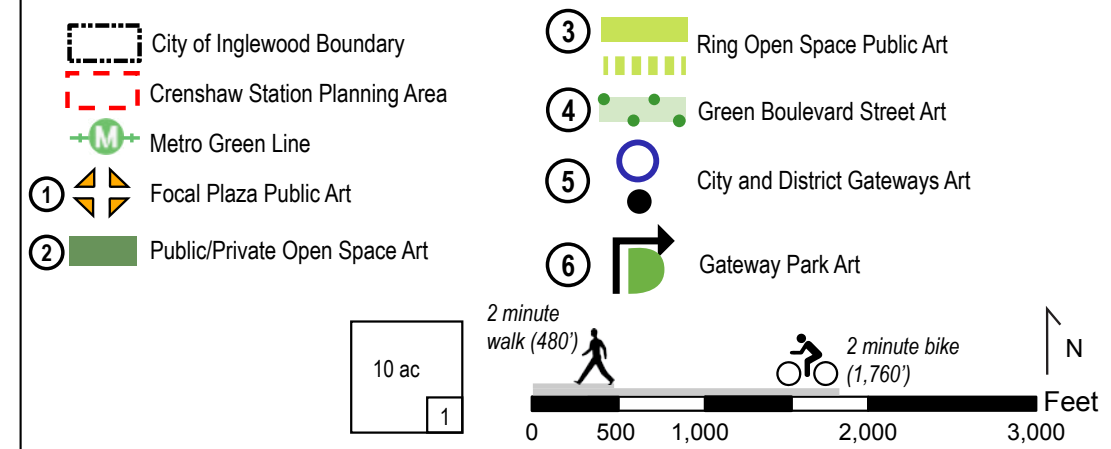


FIGURE 3.6 Arts Framework



### 3.5 Sustainability

The community desires a sustainable environment within the Crenshaw/Imperial TOD area. Potential elements of the Concept Plan that can contribute to a sustainable environment include:

#### Open Spaces

The Open Spaces afford opportunities for ground water recharge in both the plaza and soft surface areas. The various plazas of within the Concept Plan can facilitate groundwater recharge through utilization of permeable paving materials and direction of surface water runoff to either the soft surface areas of the interior Public/Private Open Spaces and the Ring Open Space.

The Public/Private Open Spaces are of sufficient size that creation of water retention land forms may be possible and this is encouraged. The Ring Open Space offers major potentials for groundwater recharge.

Drought tolerant landscaping should be used within all open spaces.



Groundwater recharge potentials in Ring Open Space

#### Streetscapes

Crenshaw Boulevard is designated as a Green Boulevard. The Green Boulevard contains landscaped medians to the south of 116th Street. North of 116th Street, drainage swales can be placed between the automobile and bicycle lanes in areas where no transit shelter is required.

Drought tolerant landscaping should be used within the medians and drainage swales of the Crenshaw Green Boulevard.



Example of Drought Tolerant Medians



Green Boulevard Bioswale with Soft Edge to Bike Lane Side

#### 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.



Examples of Green Roofs



#### 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.



### 3.6 Equity and Public Benefit

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 average. The TOD Plan seeks to improve the Crenshaw/Imperial planning area for the benefit of the citizens of Inglewood; therefore, the City intends to be proactive in assuring that the benefits of growth accrue to the current population. This section calls out some of the major TOD Plan outcomes and policies that will benefit the existing population and promote social equity.

#### Open Space Creation

Inglewood has approximately 100 acres of parks, or about 1 acre per 1,000 residents. This compares unfavorably to the Los Angeles County service planning goal of 4.0 acres of local parkland per 1,000 residents. There are no existing parks in the planning area. However, through the Corner Plazas, Interior Public/Private Open Spaces, and Ring Open Space, the TOD Plan has the potential to create up to 16 acres of publicly-accessible open space.

Among the open spaces to be created, the Ring Open Space will in particular help to address Inglewood's obesity epidemic. According to the 2011 L.A. Health Survey, 79.1% of residents in the South Los Angeles area, including Inglewood, were overweight or obese. One contributing factor was that 38.9% of adults and 69.5% of children did not meet recommended daily exercise amounts. Existing residents of Inglewood will take advantage of the one-mile loop to walk, run or bicycle.

#### Safe Pathways for Walking and Biking

A 2013 UC Berkeley study found that Inglewood had the sixth-highest pedestrian injury and fatality rate among 56 mid-sized California cities. In the TOD Plan area, there were twelve collisions between motor vehicles and pedestrians or bicycles between January 1, 2015 and November 31, 2016. These collisions disproportionately affect low-income residents of Inglewood; while 12% of the overall population took public transit, walked or biked to work in 2015, among the lowest-income residents (below \$10,000

annually), this figure was 28%. Part of the TOD Plan's vision is to create a pedestrian-, cyclist- and transit user-friendly gateway to the City of Inglewood. The Plan carries this out through the Crenshaw Green Boulevard, which connects to the Metro Green Line, and pedestrian-friendly District Center.

#### Affordable Housing

From a regional perspective, the substantial additional housing opportunities in the TOD Plan will help to mitigate the current affordable housing crisis. However, as development comes to Inglewood, there is concern that local rents will increase beyond the point of affordability for many residents. For this reason, 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.

#### Job Creation

The Plan recommends that the City 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.

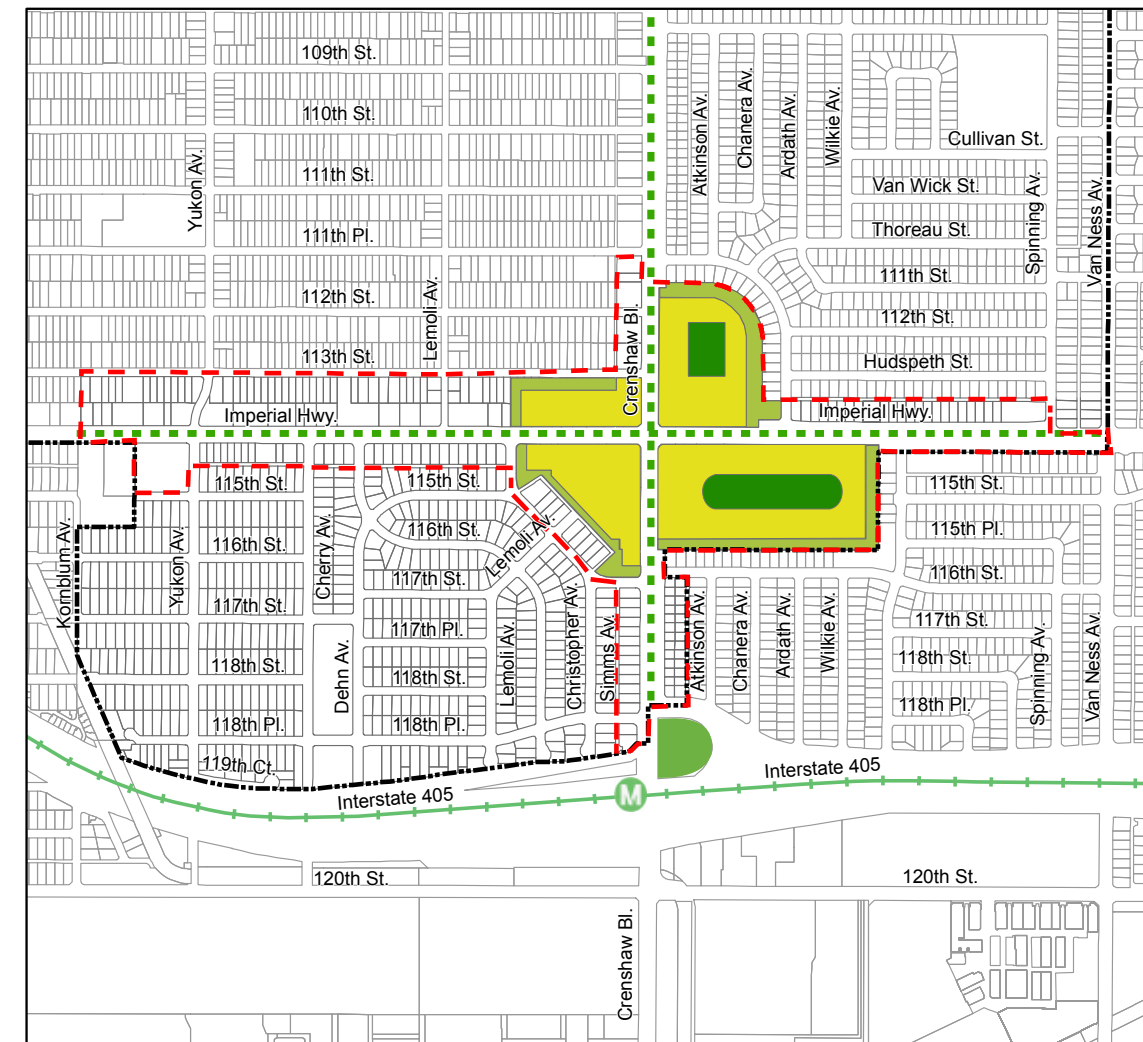
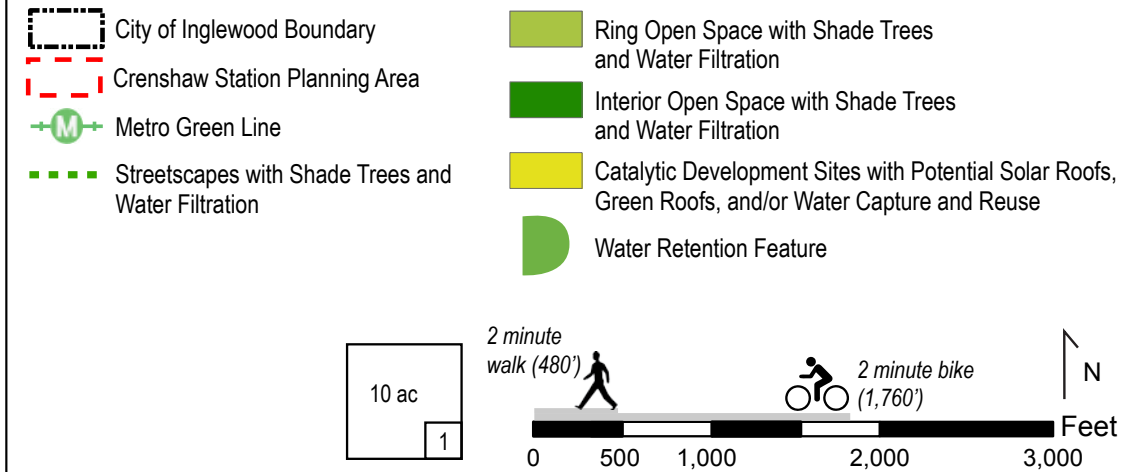


FIGURE 3.7 Sustainability



# 4 ZONING

## 4.1 Introduction

Chapter 4 contains the zoning for the Crenshaw/Imperial area. 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 5. The basis for this zoning includes:

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

These zoning regulations support the community's vision for the Crenshaw/Imperial TOD Plan area by providing flexibility to create a vibrant and upgraded district center, encouraging flexible, sensitive redevelopment along Imperial Highway, and preserving existing neighborhoods.

## 4.2 Zoning Districts

The Zoning Districts are:

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

**TOD Mixed Use 1A Overlay (MU-1A)** is an overlay zone which provides for residential/retail mixed-use development opportunities suitable for the center of the South Inglewood Gateway District. Property may be developed under the standards of this overlay zone or under the base zoning at the applicant's choice.

**TOD Mixed-Use Corridor (MU-C)** 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. The zoning and development standards mirror the same zone in The New Downtown and Fairview Heights TOD Plan and Design Guidelines.



*C-2 General Commercial*



*TOD Mixed Use 1A Overlay*



*TOD Corridor Mixed-Use*

**R-4 Residential Multiple Family** provides for higher-density multiple-family residential development in a single-use context. There are no changes to the zoning or development standards for this zone in this plan except to apply form-based prototypes in this zone (see Appendix A).

**R-3 Residential Multiple Family** provides for multiple-family residential development in harmony, in scale, and character with historic single-family uses. There are no changes to the zoning or development standards for this zone in this plan; except to apply form-based prototypes in this zone (see Appendix A).

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

## 4.3 Permitted and Prohibited Uses

Figure 4.2 lists the land uses that are permitted, permitted with a special use permit, and prohibited for each zoning district in the TOD Plan area. There are no changes to R zones.

## 4.4 Land Uses Not Listed

Determinations about land uses needs additional space not expressly listed in Figure 4.2 shall be made in accordance with Section 12-3.1 of the Inglewood Municipal Code.



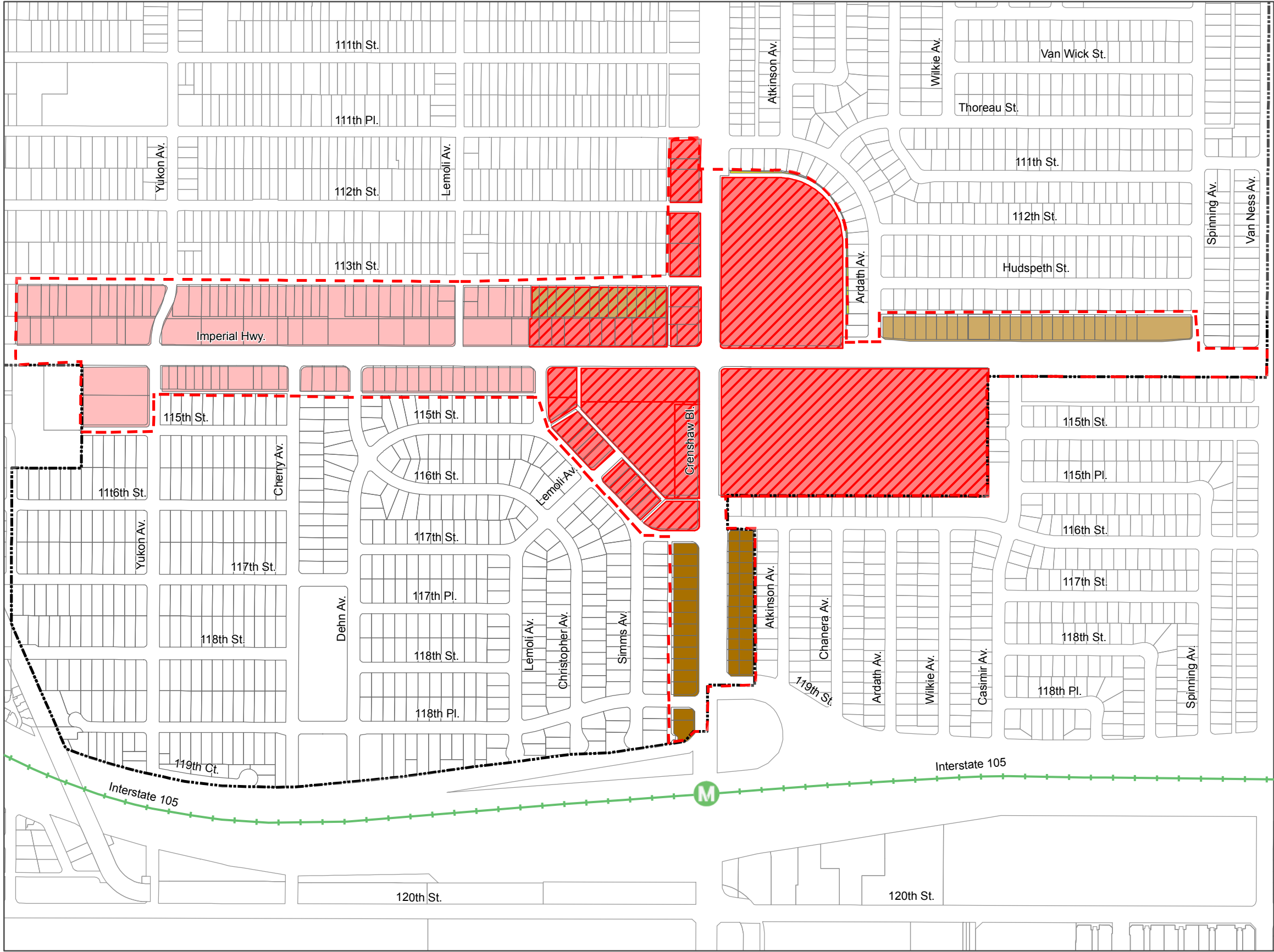
*R-4 Residential Multiple Family*











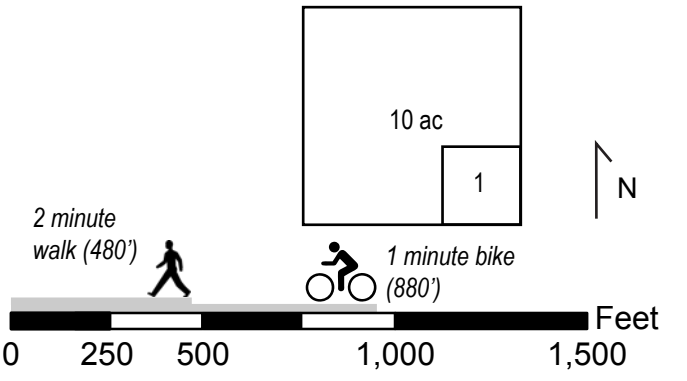
*R-3 Residential Multiple Family*

FIGURE 4.1

# Crenshaw/Imperial Zoning Districts



-  City of Inglewood Boundary
-  Crenshaw Station Planning Area
-  Green Line
-  C-2 (General Commercial)
-  MU-C (TOD Corridor Mixed Use)
-  R-3 (Residential Multiple Family)
-  R-4 (Residential Multiple Family)
-  MU-1A (TOD Mixed Use 1A Overlay)



#### 4.5 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.

#### 4.6 Non-Conforming Uses and Structures

Any existing use or structure 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.

#### 4.7 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 Chapter 12, Article 25.

#### 4.8 Variances and Adjustments

An adjustment or variance from the development standards contained in Figure 4.3 may be granted pursuant to the procedures set forth in the Municipal Code in Chapter 12, Articles 26 and 26.1.

#### 4.9 Change of Zoning Regulations

Amendments to any City of Inglewood zoning regulations, including this Plan, shall be carried out in accordance with the procedures set forth in Chapter 12, Article 27 of the Municipal Code.

#### 4.10 Planned Assembly Developments

A Planned Assembly Development approval may be granted pursuant to the requirements and procedures set forth in Chapter 12, 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.



INTENTIONALLY LEFT BLANK

Use		Zone	
		MU-1A	MU-C
Residential	Dwelling units	P	P
	Accessory Dwelling Units <sup>1</sup>	P	P
	Senior independent housing <sup>2</sup>	P	P
	Live-work units in new structures <sup>3</sup>	P <sup>4</sup>	P
	Live-work units in existing structures	P	P
	Institutional transitional housing	N	N
	Emergency shelter for the homeless	N	N
	Residential caretaker's unit	N	N
	Group Home with 7 or more residents <sup>5</sup>	S	S
	Group Home with 6 or less residents <sup>6</sup>	P	P
	Fraternities and sororities	N	S
Commercial	General retail, including sales of goods, non-pawn jewelry stores, neighborhood services, finance and insurance establishments, restaurants and food arcade, bakeries, etc. <sup>7</sup>	P	P
	Farmers Market	P	N
	Sales of distilled spirits for off-site consumption <sup>7</sup>	S	S
	Sales of beer and wine for off-site consumption <sup>7</sup>	S	S
	Bars, nightclubs, tasting rooms, and similar establishments with alcohol sales for on-site consumption	S	S
	Bars, restaurants, nightclubs, and similar establishments with beer and wine sales for on-site consumption	P	P
	Restaurants and similar establishments with distilled spirits for on-site consumption	S	S
	Hookah Lounges or Smoke Shops	S	S
	Professional offices	P	P
	Beauty salons, barbershops and tanning salons <sup>8</sup>	N	P/S
	Tattoo parlors	S	S
	Shopping centers <sup>9</sup>	P	P
	Specialty merchandise mart	S	S
	Auction halls	N	S
	Hotels	P <sup>10</sup>	P <sup>10</sup>
	Check Cashing Service	S	S
	Rent-to-own	S	S
	Pawn shops	N	N
	Gymnasiums and studios	P	P
	Thrift, antiques or collectibles stores	S	S
Swap meets and flea markets	N	N	
Plant nurseries	N	N	
Drive-throughs	S	S	
Newsstands	P	P	
Recreational	Arcades and recreational activities geared to children 12 or younger	S	S
	Arcades and recreational activities geared to persons 13 and older	S	S
	Pool halls	S	S
	Large entertainment facilities: movie theaters, bowling alleys	S	N

**Notes**

- ADUs are permitted in residential zones as well as any zones with single-family homes.
- “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.
- See Chapter 12, Article 17.4 of the Inglewood Municipal Code for the definition and relevant standards. Additionally, all live-work units must be located on the ground floor.
- Commercial space must be at least 50% of the unit size and located on the ground floor. Not permitted within the Required Retail Frontage area (Figure 5.6). Subject to Live Work regulations in Article 17.4.
- Includes group homes, community care facilities, halfway houses, and orphanages.
- Includes group homes, community care facilities, halfway houses, and orphanages.
- Regulations governing the sale of alcohol are given in Section 12-24 of the Inglewood Municipal Code.
- Regulations governing these uses are given in Section 12-24 (6) 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.
- Shopping centers must comply with all Design Guidelines relevant to the applicable zone/district. Developments of multiple retail outlets, each of which fronts directly onto the sidewalk, shall be considered “Retail sales” and not “Shopping centers.”
- Hotels with 100 or more rooms are permitted in the C-2, MU-1A and MU-C zones. Hotels with less than 100 rooms shall require a Special Use Permit in these zones and shall be subject to Section 12-16 (Hotel and Motel Regulations of the Inglewood Municipal Code). Includes hostels. Hotels that charge by the hour are prohibited.

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 4.2a Permitted and Prohibited Uses**

Use		Zone	
		MU-1A	MU-C
Civic	Religious assembly	P	P
	Non-religious assembly <sup>11</sup>	P	P
	Daycare facilities and nursery schools (no age limitation)	P	P
	Private K-12 schools	P	P
	Trade schools and colleges <sup>12</sup>	S	S
	Public and quasi-public facilities	P	P
	Group counseling and tutoring	S <sup>13</sup>	S <sup>13</sup>
Medical	Medical offices <sup>14</sup>	P	P
	Mortuaries	N	S
	Convalescent homes	N	S
	Veterinary offices/Pet Grooming	N	P
	Veterinary hospitals/Kennels	N	N
Automobile	Parking lots and structures	P	P
	Vehicle storage	N	N
	Car Rentals	N	N
	All types of automobile servicing and repair	N	N
	Automobile showrooms	P	P
	Automobile sales (new or used)	N	N
	Automobile service stations	N	S
	Automated car washes and trailer rental ancillary to service stations	N	S
Industrial	Wireless telecommunication facilities <sup>16</sup>	S	S
	Emergency ambulance dispatch	N	N
	Delivery and distribution	N	N
	Welding	N	N
	Furniture storage	N	N
	Commercial/cloud kitchens <sup>17</sup>	N	N
	Frozen food locker plants	N	N
	Urban Agriculture	P	P
	Brewery	N	N
	Artist Studios	P	P
	Self Storage Facility	N	N
	Light manufacturing <sup>18</sup>	N	N
	Building materials storage yard	N	N
	Public utility service yard or electric receiving or transforming station	N	N
	Heavy manufacturing	N	N
Shooting range	N	N	

Notes

11. Examples of non-religious assembly uses are live theaters and social clubs.
12. Allow for 12-21 (11) Adult school allowance.
13. 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.
14. Acupuncture and chiropractor facilities shall be subject to Special Use Permit approval in those instances where they allow on-site massage or acupressure therapy.
15. This type of automobile work is subject to the definition and conditions imposed in Section 12-24.
16. Wireless telecommunication 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 City of Inglewood TOD Plan area, which includes the C-2 zone. No new wireless telecommunication facilities may be permitted.
17. Commercial/cloud kitchens are commercial facilities purpose-built to produce food specifically for delivery.
18. 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 Chapter 12, Article 1 of the Inglewood Municipal Code.

Key

- P = Permitted
- N = Not Permitted
- S = Special Use Permit Required
- A = Permitted as Ancillary Use

Figure 4.2b Permitted and Prohibited Uses

## 5.1 Purpose and Applicability

The development and design standards and guidelines for Crenshaw/Imperial 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 Crenshaw/Imperial planning area.

## 5.2 Interpretation

The Development Standards given in Figure 5.4 are obligatory; development applications that seek to violate any of these standards must pass through the variance process (Section 4.8).

The Economic and Community Development Department Director or designee may interpret design guidelines (Sections 5.8 through 5.16) 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 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 applicants.

## 5.3 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.

## 5.4 Site Plan Review

All new construction and all additions or remodeling of structures outside the R-1 and R-2 zones, except for purely interior changes and the installation of super graphic

wall signs, shall require site plan review pursuant to the provisions of Chapter 12, Article 18 of the Municipal Code.

## 5.5 Design Review

The TOD Mixed Use 1A overlay zone is hereby added to the “D” Supplemental Design Review Zone. Properties in this zone must undergo the design review process described in Chapter 12, Article 14 of the Inglewood Municipal Code.

## 5.6 Development Standards for TOD Mixed Use 1A, TOD Mixed Use Corridor, R-3 and R-4 zones

Figure 5.4 contains the Development Standards for the above listed zones.

## 5.7 Overlay Applicability and Phased Development

The TOD Mixed Use 1A Overlay is an optional overlay zone whose permitted uses and standards can be chosen instead of those of the base zone. The applicant shall clearly state the zone for which he or she intends to apply.

Properties may elect to develop a portion of their sites under the overlay, while retaining other portions under the base zone. When this is the case, each portion of the site must comply with the standards of the effective zone for each portion; however, parking, open space and low impact development resources may be shared across the entire site.

Figure 5.1 provides an example of how a first phase of the development shown in Figure 5.6 could be implemented, utilizing existing parking areas as a shared resource between existing (C-2) and new (MU-1A) development.



Figure 5.1 Phased Development Example, SE Corner

## 5.8 Development Incentives

There are several development incentives available, including:

### Affordable Housing Density Bonus

Pursuant to Chapter 12 Article 33 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 5.2. The bonus applied to densities in the ordinance should be translated into stories in TOD Plan Zones which do not have density limits; 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, as well as parking relaxations, based on the affordability level and share of affordable units in accordance with Section 12-132. The City of Inglewood is in compliance with all state law regarding density bonuses. As state law is updated, check the City of Inglewood Municipal Code as well as State Law to confirm the most recent density bonus regulations for affordable housing.

### Parcel Consolidation Incentive

In order to encourage the consolidation of small parcels into developable sites, the following maximum heights shall apply to the MU-1A overlay zone:

Lot Size	Height Limitation
< 20,000 square feet	4 stories
> 20,000 square feet	As indicated on Figure 5.6

Figure 5.2 Parcel Consolidation Incentive Table

Zoning District	Maximum Height <sup>1,2</sup>	Public Street Setback <sup>3</sup>	Block Interior and Alley Setback	Minimum Parking Requirements <sup>4,5,6,7</sup>	Additional Development Standard Modifications
TOD Mixed-Use 1A Overlay	4-10 stories 55'-128' Per Figure 5.5	0-10' 0' minimum 10' maximum	No requirement	General Commercial <sup>8</sup> 2 spaces/1,000 sf Restaurant 4 spaces/1,000 sf Residential 1 space/du. Any additional parking spaces must be “unbundled” (offered as an option for purchase separately from the rent or purchase price) No required visitor parking	
R-3	3 stories or 40'	Prevailing <sup>9</sup>	Follow appropriate side yard and prototype requirements No rear yard setback requirement when alley in rear	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 <sup>10</sup> 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.
R-4	4 stories or 55'	20'			All parking must be located in an above-ground or subterranean structure, or screened from view from any public street.
TOD Corridor Mixed-Use	4 stories or 55'	0-5' 0' minimum 5' maximum	0-2' 0' minimum 2' maximum	General Commercial 2.5 off-street spaces/1,000 sf (minimum) Restaurant 5 spaces/1,000 sf (minimum) 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	
C-2	Citywide standards apply				

**Figure 5.3** Development Standards

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. Where one number is given, that number is the required setback. Where two numbers are given, the lower number is the minimum setback, and the higher number is the maximum setback.
4. All parking requirements are off-street and residential parking is fully enclosed unless specifically stated otherwise.
5. All square footages refer to gross floor area.
6. Buildings of less than 1,500 square feet, with commercial uses, a primary entrance onto the street, and transparent windows are exempt from parking requirements in all zones.
7. 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.
8. General Commercial includes the following categories of uses: Professional Office; General Business, Retail or Wholesale; Auction Houses; and Bakeries, Confectioneries, Take-out Restaurants, and the like.
9. A definition for the prevailing setback is given in Section A.6.
10. Unrestricted on-street parking means that parking which is available to the public at all times except for weekly street cleanings.

**5.9 Design Guidelines Framework**

The Design Guidelines Framework is shown in Figure 5.5. The TOD Plan's Design Guidelines can be divided into Macro and Micro Form Considerations. In this case, Macro Form Considerations refer to the district-level urban design features that transcend the level of individual properties, or individual properties that are important enough in the Urban Design Framework to merit their own, individualized design guidelines. Micro Form Considerations, on the other hand, describe design features of individual developments.

**Macro Form Considerations**

The Gateway Center Design Standards (Section 5.9) implement the Concept Plan descriptions of the District Center, Gateway Plaza/Corner Plazas, Public/Private Open Spaces, and Ring Open Space.

Macro Sites Guidelines for the Southeast (Section 5.10), Southwest (Section 5.11) and Northeast (Section 5.12) corners of Crenshaw Boulevard and Imperial Highway follow. Each of these sections illustrates how the Concept Plan should be implemented on each corner.

The Macro Form Considerations apply to properties developed under the MU-1A overlay zone. Properties utilizing the base C-2 zone are not subject to these standards and guidelines. Projects which present a phased transition from the C-2 to MU-1A zones must show how a roughly proportional amount of the final open space is built out at each phase.

**Micro Form Considerations**

Street Frontages Standards (Section 5.13) regulate building interfaces with the street in the MU-1A, MU-C, R-3 and R-4 zones. Properties developed under the C-2 base zone are exempt.

Mixed-Use and Multi-Family Residential Design Guidelines (Section 5.14) cover a variety of issues relating to building and site design. They apply to all properties developed

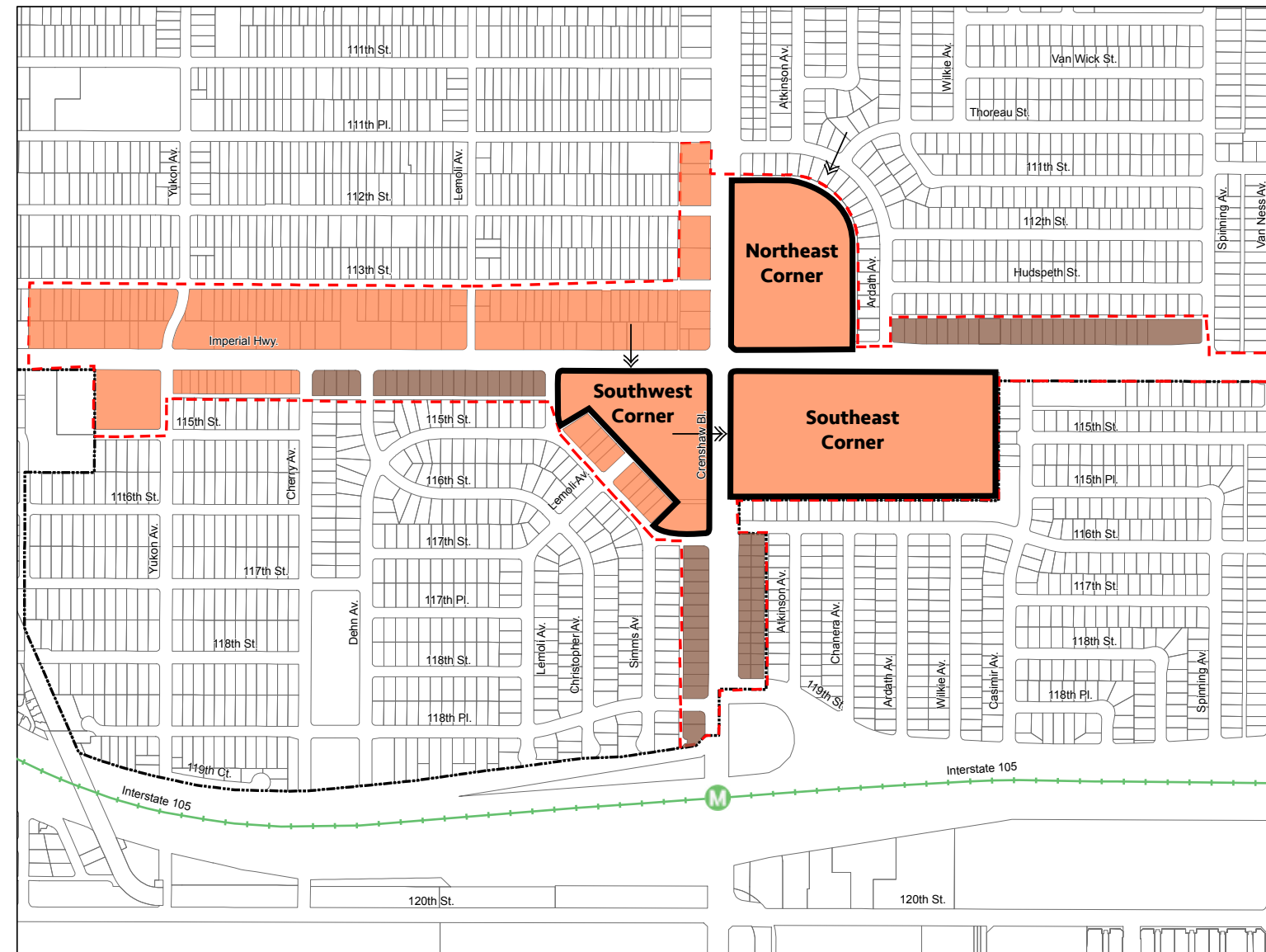


FIGURE 5.4

**Design Guidelines Framework**

- City of Inglewood Boundary
- Crenshaw Station Planning Area
- Green Line
- Macro Form Guidelines Sites
- Macro Sites Names
- View Angle for Macro Sites Drawings
- Mixed-Use and Multi-Family Residential Design Guidelines District
- Areas where Form-Based Prototypes are Applicable

under the MU-C or MU-1A overlay zones. Properties developed under the C-2 base zone are exempt.

Signage Guidelines (Section 5.14) give guidance on appropriate types of public and private signage throughout the planning area.

Low-Density Residential Edge Guidelines (Section 5.16) regulate the development envelope in MU-1A, C-2 or

R-4 zoned properties adjacent to one- and two-family residential districts.

Form-Based Prototypes are described in Appendix A. These are a menu of building forms that developers may choose from when developing properties in the R-3 and R-4 districts which seek to ensure harmony in the character of these neighborhoods.

### 5.10 Gateway Center Design Standards

The Gateway Center Design Standards are represented in Figure 5.6. These design standards implement the design vision and the open space types from the concept plan in Chapter 3.

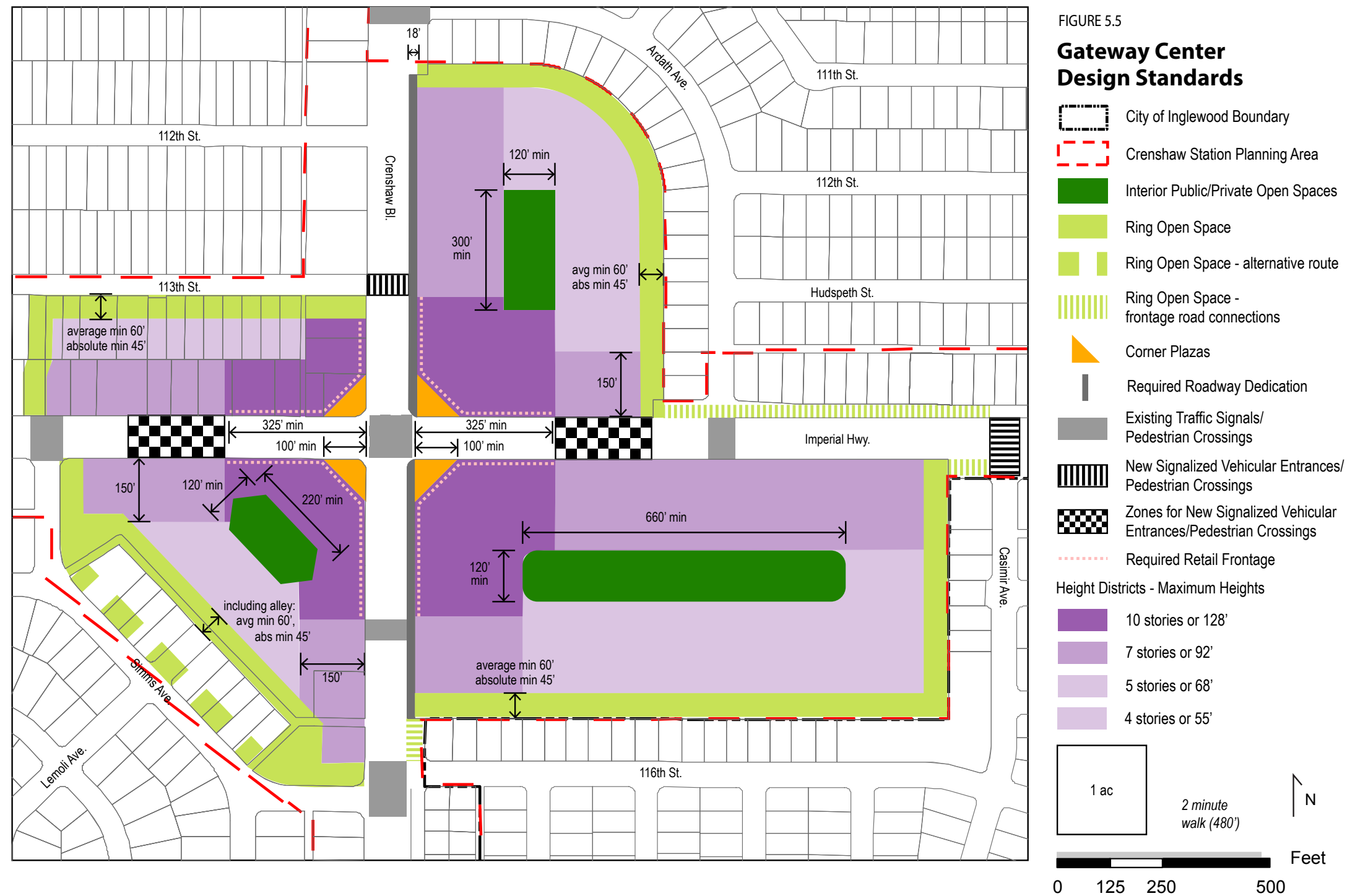
Property owners on the northeast and southeast corners must dedicate to the City 18' of land adjacent to Crenshaw Boulevard for road widening to accommodate an expanded sidewalk and two-way cycletrack.

The Figure shows the minimum dimensions for the Interior Public/Private Open Spaces, Ring Open Space and Corner Plazas which will be constructed on private property. Construction and maintenance are the responsibility of the property owner. These open spaces should be open to the public during daylight hours, and whenever abutting businesses are open. The only exception is the Interior Public/Private Open Spaces, which may include elements which are permanently restricted to residents of the development such as pool, lounge or barbecue areas. However, the Public/Private Open Spaces should not be constituted entirely of such areas, but rather have a balance of publicly-accessible areas and residents-only areas.

The Zones for New Signalized Vehicular Entrances/ Pedestrian Crossings show areas within which traffic signals may be located.

Within the areas marked Required Retail Frontage, buildings should conform to the Shopfront frontage type (Section 5.13) and accommodate retail establishments or other public-serving uses on the ground floor.

Height Districts govern the maximum heights of structures. Maximum permitted heights increase toward the corner and decrease toward the surrounding residential neighborhoods. Height districts allow for appropriate density while providing a transition between heights as buildings move closer towards residential neighborhoods.



**5.11 Southeast Corner**

Figures 5.7 and 5.8 illustrate the Macro Design Guidelines for a prototypical Southeast Corner development.

The Southeast Corner prototype is intended to form part of a new Gateway District at the intersection of Crenshaw Boulevard and Imperial Highway by providing ground level retail, housing, and both public and private open spaces.

Figure 5.8 contains the detailed design guidelines for the Southeast Corner.

The requirements of the Design Guidelines are summarized as follows:

- A. Corner Plazas should be constructed to create a unified and welcoming feel for the Gateway District.
- B. Interior Public/Private Open Space shall be constructed to provide a balance of publicly and privately accessible spaces.
- C. Interior Plaza Space should be provided as part of the Public/Private Open Space to allow for outdoor dining and other amenities.
- D. Interior roads should be constructed to provide vehicular access for the residential and parking structures as well as double as a service road, freeing up the Ring Open Space from vehicular traffic.
- E. The Ring Open Space will be constructed to provide a buffer between the Southeast Corner development and the low density residential structures as well as provide an area for active and passive recreation.
- F. A widened sidewalk shall be provided to allow for ground level retail and outdoor dining on Crenshaw Boulevard, as well as the addition of a protected cycle track.
- G. Tallest building heights shall be constrained to the corner of Crenshaw Boulevard and Imperial Highway as specified in Figure 5.6

- H. Step down structures are encouraged to provide roof deck views towards the interior open space as well as provide a transition from single family residential structures.
- I. The addition of Green Roof Decks can be used to maximize the amount of private open space while also providing views towards the interior open space as well as the Hollywood Hills and San Gabriel Mountains to the north.

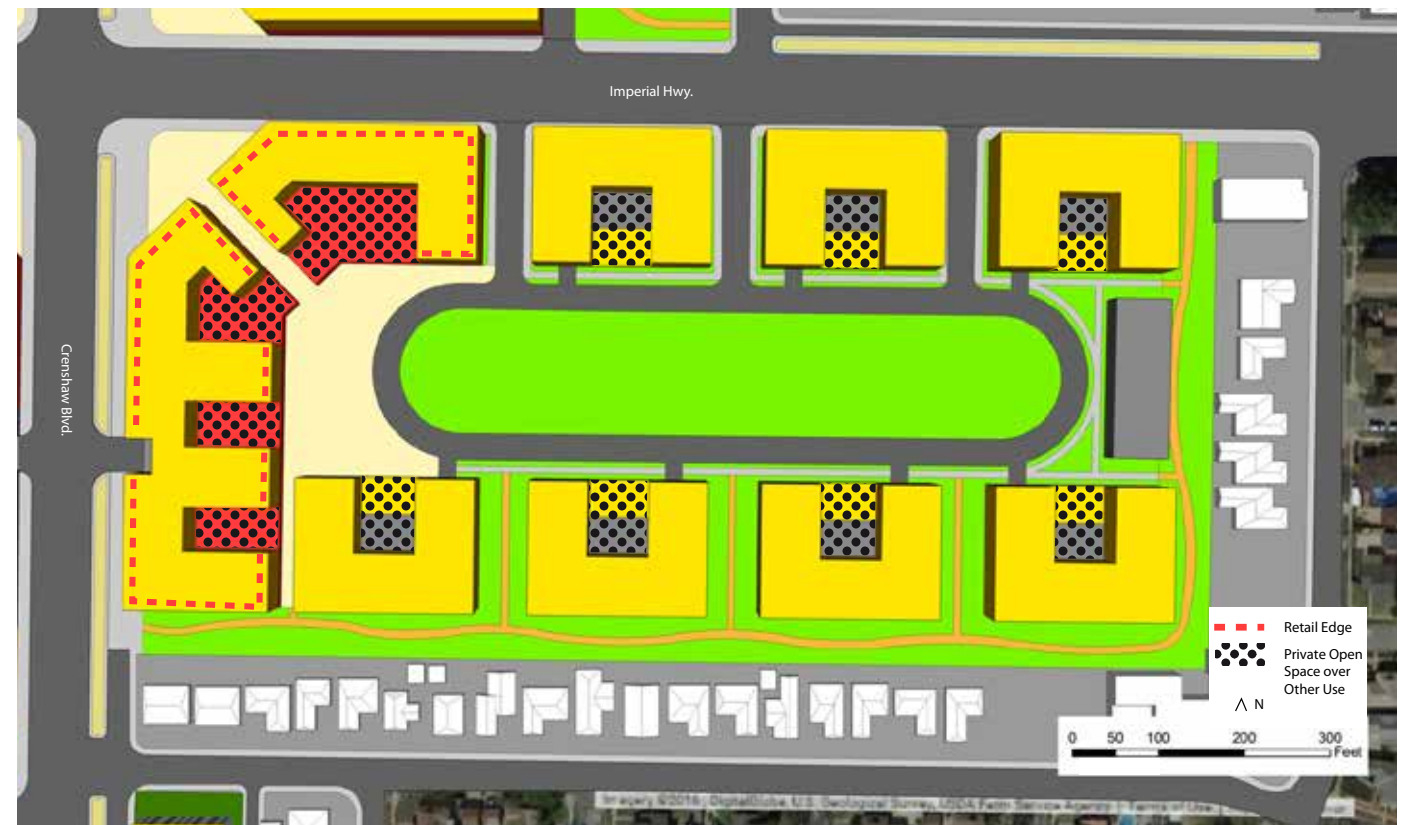
**A** Corner Plaza



**G** Interior Plaza Space with Patio Dining



**B** Interior Public/Private Open Space



**Figure 5.6** Southeast Corner urban design framework



**D** Interior Road



**G** Tallest Heights at Corner



**I** Green Roof Decks

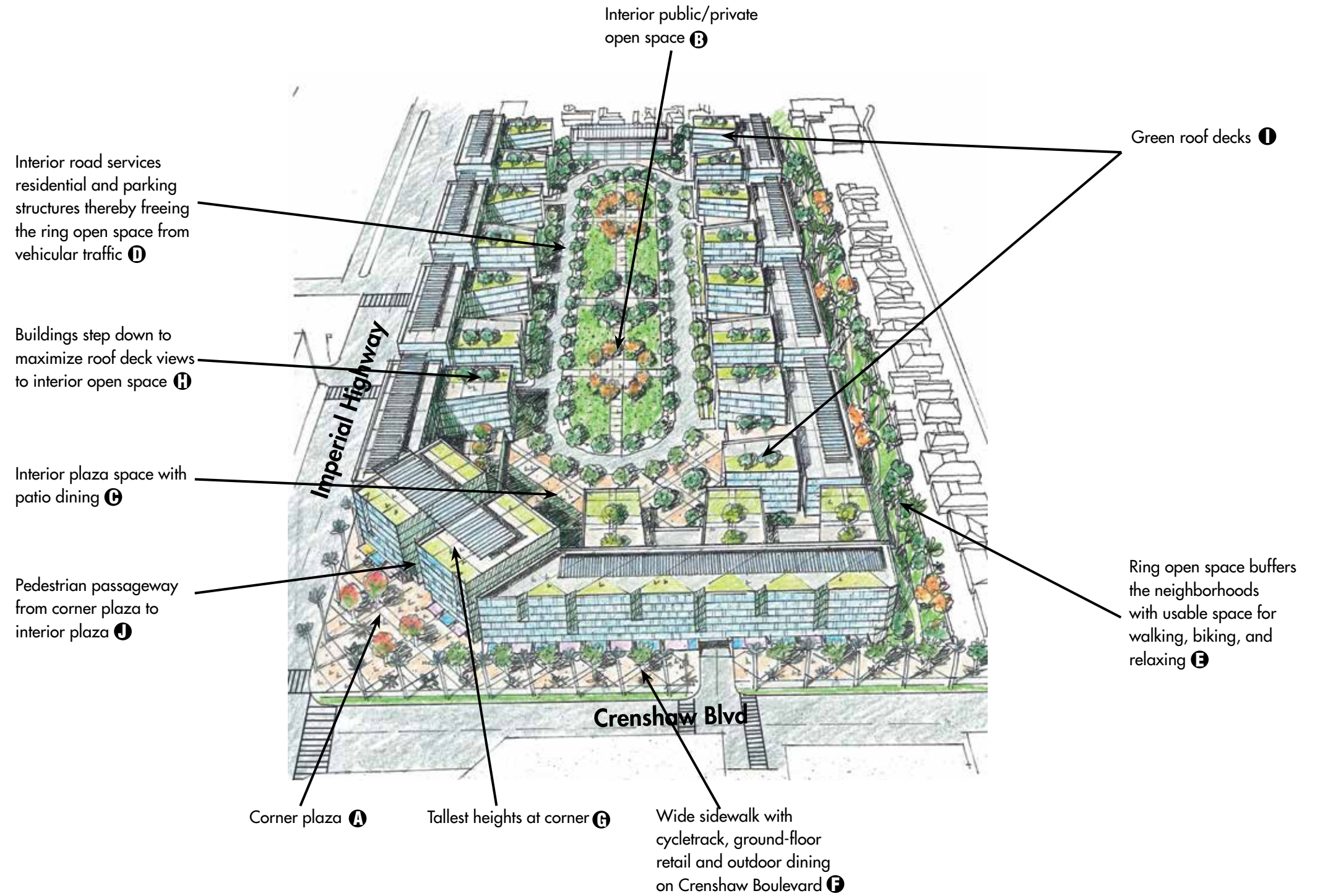


Figure 5.7 Southeast Corner Macro Design Guidelines

**5.12 Southwest Corner**

Figures 5.9 and 5.10 illustrate the Macro Design Guidelines for a prototypical Southwest Corner development.

The Southwest Corner prototype is intended to form part of a new Gateway District at the intersection of Crenshaw Boulevard and Imperial Highway by providing ground level retail, housing, and both public and private open spaces. The lots on the northeast side of Simms Avenue between 115th and 116th Streets may or may not be considered a part of this Macro Site, depending upon if these lots are assembled with the shopping center at the corner in a unified development.

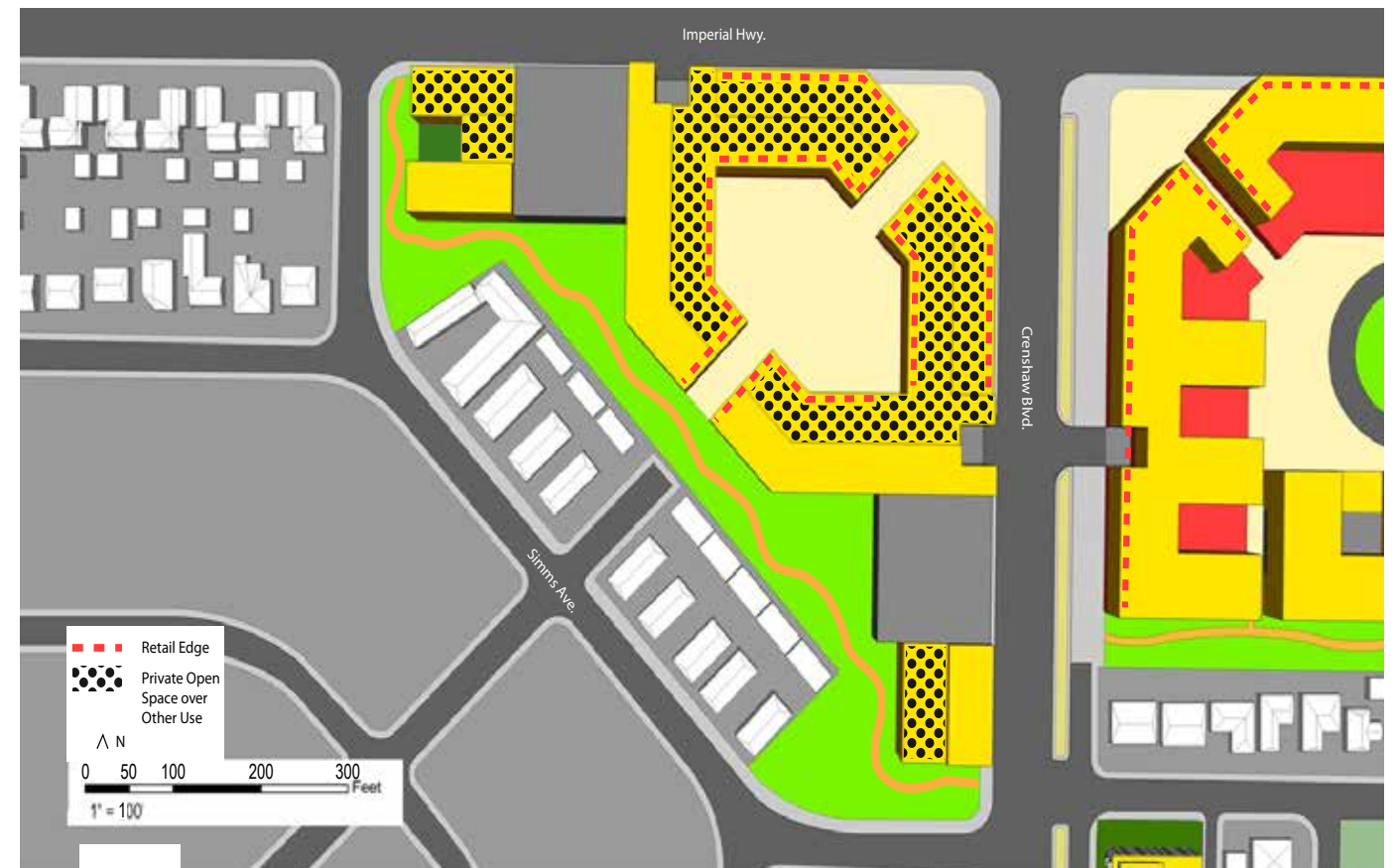
Figure 5.10 contains the detailed design guidelines for the Southeast Corner.

The requirements of the Design Guidelines are summarized as follows:

- A. Corner Plazas should be constructed to create a unified and welcoming feel for the Gateway District.
- B. Interior Public/Private Open Space shall be constructed to provide a balance of publicly and privately accessible spaces as well as provide a space for outdoor dining, public arts performances, and other amenities.
- C. The Ring Open Space shall be constructed to provide a buffer between the Southwest Corner development and the low density residential structures as well as provide an area for active and passive recreation while linking the other sites.
- D. Pedestrian passageways should be provided to connect the interior open space plaza to both the Corner Plaza on Crenshaw/Imperial towards the other developments as well as the end of Lemoli Avenue towards the residential neighborhood to the Southwest, outside the planning area.

- E. Parking structure entrances on Crenshaw/Imperial should be located near existing and proposed crosswalks with traffic signals.
- F. Step down structures are encouraged to provide and preserve views towards the Hollywood Hills and San Gabriel Mountains in the north and/or away from low-density residences in the residential neighborhood to the Southwest, outside the planning area.
- G. Solar and green roofs, or a combination of the two, are encouraged to provide sustainability benefits for the Southwest Corner development such as insulation and passive cooling, heat island effect and pollution mitigation, and reduced energy costs.

**B Interior Public/Private Open Space Plaza**



**Figure 5.8** Southwest Corner urban design framework

**D** Pedestrian Passageways connecting interior open space to Crenshaw/Imperial and Lemoli Ave.



**E** Parking Structures located at pedestrian crossings



**F** Green/Solar Roofs

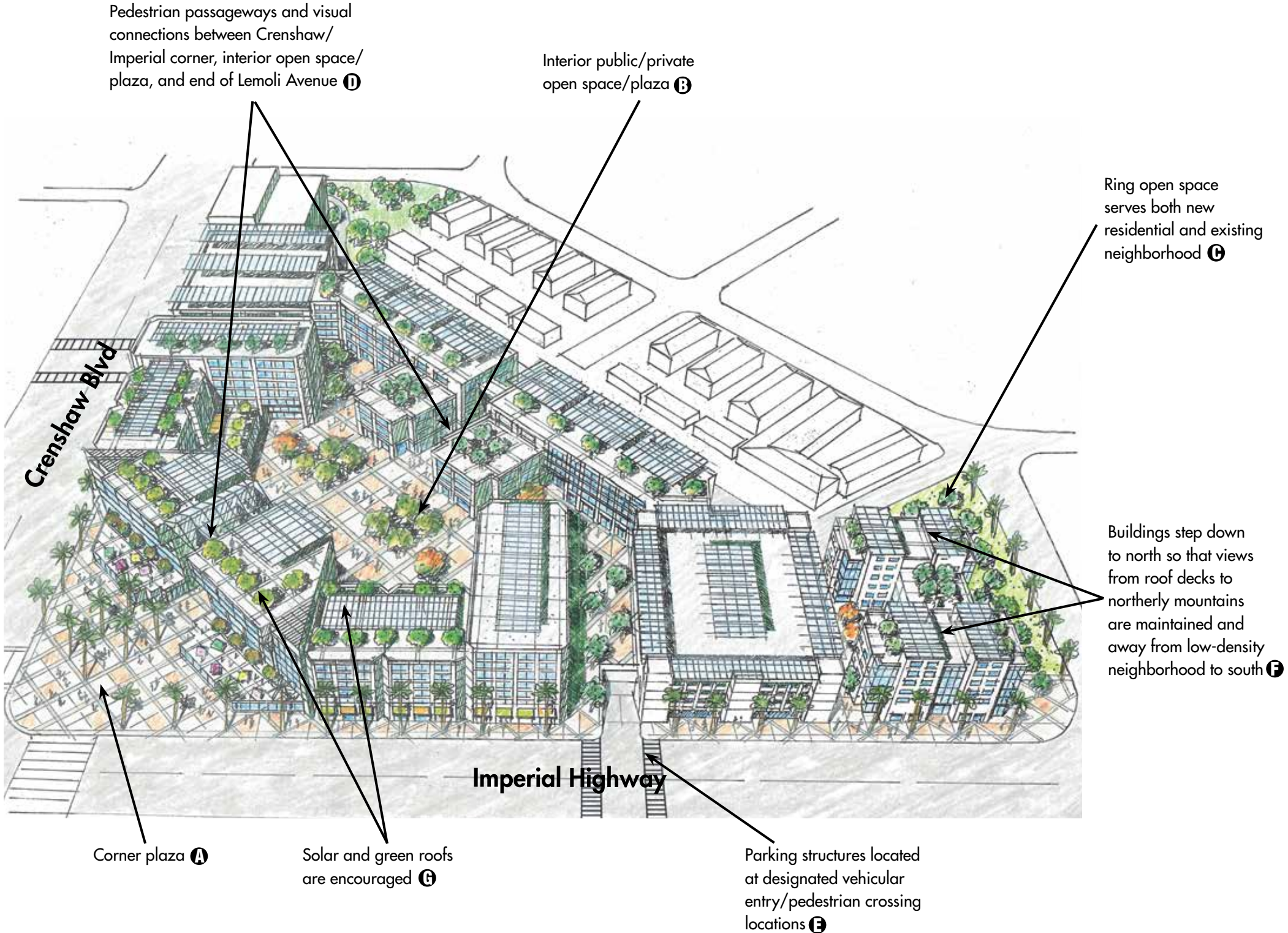


Figure 5.9 Southwest Corner Macro Design Guidelines

**5.13 Northeast Corner**

Figures 5.11 and 5.12 illustrate the Macro Design Guidelines for a prototypical Northeast Corner development.

The Northeast Corner prototype is intended to create a new Gateway District at the intersection of Crenshaw Boulevard and Imperial Highway by providing ground level retail, housing, and both public and private open spaces.

Figure 5.12 contains the detailed design guidelines for the Northeast Corner.

The requirements of the Design Guidelines are summarized as follows:

- A. Corner Plazas should be constructed to create a unified and welcoming feel for the Gateway District.
- B. The interior open space shall provide a public portion which will have opportunities for outdoor dining, performing arts, and other events.
- C. Interior open space may also include a private portion, only accessible to residents of the development with amenities such as private pools/fountains and grilling areas.
- D. The Ring Open Space will be constructed to provide a buffer between the Northeast Corner development and the low density residential structures as well as provide an area for active and passive recreation while linking the other sites.
- E. The private roadway component of the Ring Open Space should be patterned to accommodate slow moving vehicular traffic such as service vehicles, residents' vehicles and cyclists.
- F. Step down structures are encouraged to provide a scale transition from low-density residential structures to the higher density of the corner.
- G. Interior plaza space with patio dining should be provided and located near the retail edge close to the corner of Crenshaw/Imperial.
- H. The residential/community amenity uses on the ground floor such as a gym should face the interior open space.

**B** Public Portion of Interior Open Space



**C** Private Portion of Interior Open Space



**D** Ring Open Space



**Figure 5.10** Northeast Corner urban design framework

**E** Pattered Roadway Component of Ring Open Space



**G** Interior Plaza Space with Patio Dining



**Figure 5.11** Northeast Corner Macro Design Guidelines

**5.14 Street Frontages Standards for New Zoning Districts**

Figure 5.13 presents the allowable building frontage types for the new zoning districts in the Crenshaw/Imperial planning area: TOD Mixed Use 1A Overlay and TOD Corridor Mixed Use. 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 the planning area 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 5.13 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. Both parking podiums and parking structures are permitted, but they must comply with street frontage guidelines in this TOD Plan. The purpose of the street frontage guidelines is to ensure an active use is featured along all frontages in the TOD area.

**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 setback line to the edge of the sidewalk/property line. 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 generally have zero setback from the property line. However, in development with long frontages, a shopfront may be set back from the property line as long as the setback is designed as a sidewalk without impeding pedestrian flow to entrances or transparent glass. At least 65% of the ground-floor frontage should be transparent glass.

*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.

*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.

*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.

**After Hours Guidelines**

The use of external screens or external security roll-up doors between buildings and the sidewalk is expressly prohibited in the TOD zones.

Interior courtyards, mid-block passthroughs or alley walkways that are 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 according to the Special Use Permit process identified in the Inglewood Municipal Code.

**Frontage Type Applicability by Zone**

Frontage Type	Zone	MU-1A Central <sup>1</sup>	MU-1A Outlying <sup>2</sup>	MU-C
Gallery		•	•	
Shopfront		•	•	•
Forecourt			•	•
Office		3	•	•
Stoop			•	•
Porch				4
Yard				4
Surface Parking				•

**Figure 5.12 Frontage Type Applicability by Zone**

- 1 - MU-1A Central is the area designated “Required Retail Frontage” on Figure 5.6. This area is intended for retail, only on the ground floor.
- 2 - MU-1A Outlying is any frontage outside the area designated “Required Retail Frontage” on Figure 5.6. These areas are intended for the transition to residential and could feature ground floor retail, office or residential uses.
- 3 - May be used sparingly in conjunction with the Shopfront or Gallery frontage type.
- 4 - 113th Street frontage only

**Surface Parking Guidelines**

Surface parking is allowed in the MU-C zone 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, except where parking spaces face residential property. 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.
- 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 5.14.

In the MU-1A zone, surface parking lots may be created, but not along the street frontage. Tree planting, low impact development and trash enclosure standards still apply to these lots.

Figure 5.14 - Examples of Frontage Types



Forecourt

Yard

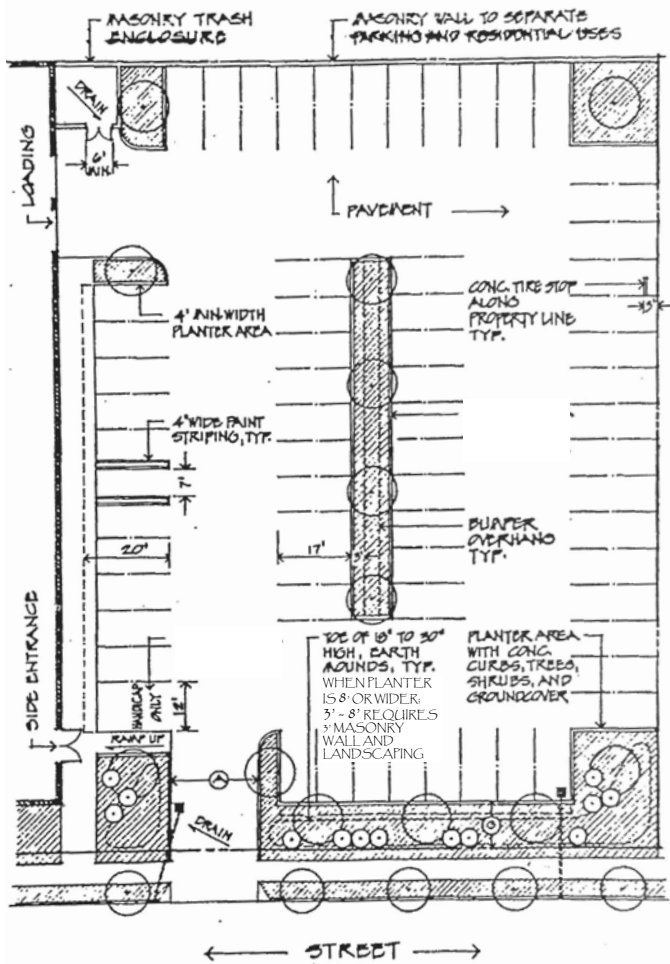


Figure 5.13 Surface parking design standards



Office



Porch



Shopfront



Stoop



Surface Parking

**5.15 Mixed-Use and Multi-Family Residential Design Guidelines**

These design guidelines apply to the areas indicated in orange in Figure 4.5, which correspond to the MU-C zone and MU-1A overlay zone. In the MU-1A overlay zone, these guidelines shall only apply when a project is being developed under the optional overlay zone.

**Site Planning**

The placement and design of buildings should facilitate pedestrian activity and convey a visual link to the street, sidewalks, and plazas.

Parking shall be located under grade level, behind buildings or interior to a block to the extent possible in order to promote pedestrian-oriented streets. Parking standards are given in Section 4.8.

Site buildings so that they screen parking and unsightly activities from public view, residentially zoned properties, and, if applicable, the residential portion of a mixed-use project.

As shown in Usable Open Spaces (1), buildings should be sited to avoid random and irregular building relationships, and arranged to create a sense of unity and overall harmony. To the maximum extent possible, new structures should be clustered to create plazas and open space areas and avoid creating of “barrack-like” rows of structures. Where clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis or other open structure.

**Building Modulation and Articulation**

As described in Building Articulation (2), building design shall be used to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Building form and articulation shall

be used to emphasize public entrances and de-emphasize service areas; and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior gathering spaces. Ways to articulate buildings include giving individual identity to each vertical module by using the following design elements:

- Vary building heights within a project;
- Provide a deep notch between the modules;
- Vary architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type);
- Provide porches and balconies; and
- Vary color or materials of each individual module within a harmonious palette of colors and materials.

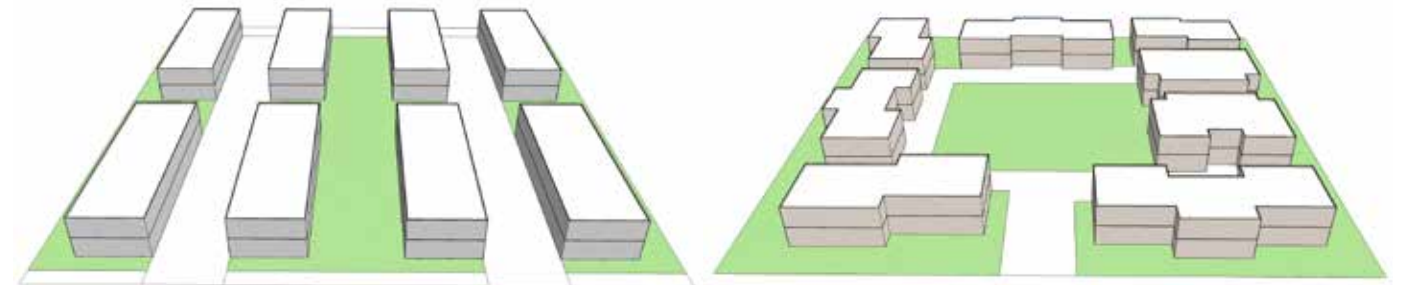
Towers (3) are encouraged on corner sites to articulate street corners, screen mechanical equipment and/or serve rooftop activities. Towers may exceed the zone height limit provided that they do not exceed 15’ in height and 50 feet in any lateral dimension, and number no more than two per building.

**Materials, Finishes and Color**

High-quality materials and finishes appropriate to the architectural style, scale, character and design theme of the building should be used. Materials, finishes and colors should unify a structure’s appearance and be selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged.

Buildings should be treated as a whole and finished appropriately on all sides to appear integral to the building and avoid appearing “tacked on”. Backs of buildings shall use similar materials; however, less expensive and utilitarian substituted materials are acceptable, provided they are compatible with the overall design. Material changes (4) shall not occur at corners. The same material shall continue around corners for a minimum distance of four feet. If feasible, the same material should continue to the next change in the wall plane.

**Usable Open Spaces (1)**



Discouraged: “Barrack-like” layout

Encouraged: Oriented to create usable open space

**Building Articulation (2)**



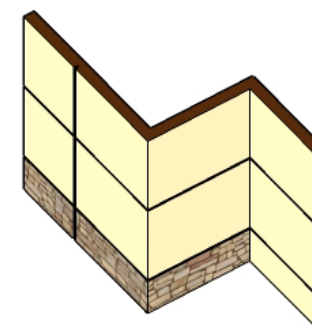
Buildings should have a clear base, middle and top. Colors, material changes and architectural details can all contribute to articulating these elements on a facade.

**Towers (3)**

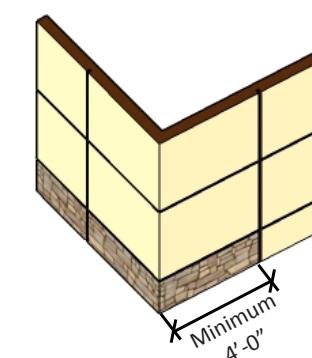


Articulate corners, screen mechanical equipment and/or serve rooftop activities

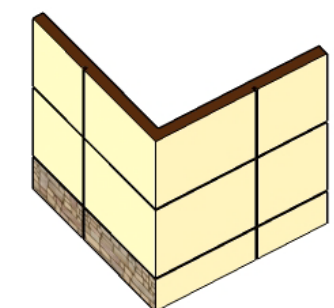
**Corner Material Changes (4)**



Prohibited  
Change of material at corner



Required  
Continue material around corner for a minimum of 4 feet



Encouraged  
Continue material around corner to a change in wall plane



**Entries**

The primary entrance to commercial facilities in mixed-use or commercial-only projects shall be clearly demarcated and from public sidewalks, sidewalks of internal streets or internal pedestrian walkways. In residential-only projects, the primary entrance shall also be from the public sidewalks, sidewalks of internal streets or internal pedestrian walkways. In mixed-use developments, Residential Unit Access for Mixed-Use (6) shows three desired methods of providing access to residential units. Residential entries must be separate from commercial entries and should be secured.

**Pedestrian Walkways**

Pedestrian walkways to connect buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas and amenities should be provided.

All pedestrian walkways and publicly accessible areas should be well-lit. Lighting should be low mounted and downward casting in a manner that reduces light trespass onto adjacent properties.

**Sidewalk and Open Space Encroachments**

Awnings (8) are encouraged on all shopfront frontages.

Standards for Outdoor Dining (5) are separated into two categories:

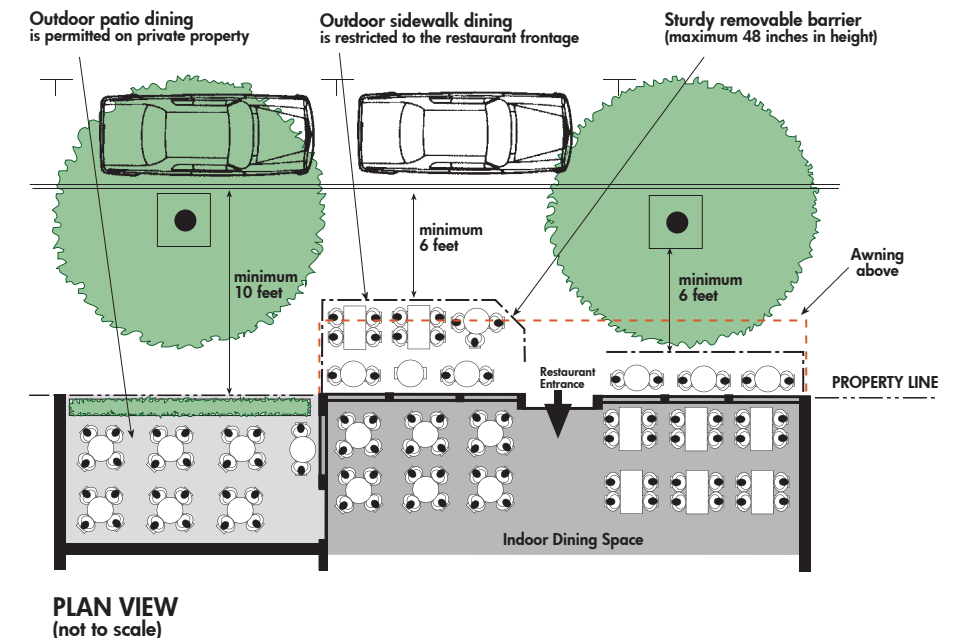
- Patio Dining (9) on private property is encouraged. Patios may face the sidewalk, or face interior courtyards and open spaces.
- Sidewalk Dining (10) on public right-of-way is permitted immediately in front of retail establishments on Crenshaw Boulevard only. The following additional standards apply:
  - Display of an outdoor dining menu is permitted on a single-sided framed menu attached to a moveable barrier within the sidewalk or patio dining area. The size of the frame shall not exceed three square feet. Freestanding pedestal menus or A-frame displays are also permitted so long as they do not block pedestrian movement and are moved

indoors when the restaurant is closed.

- Approval of Encroachment Permit is required from the Public Works Department.

Architectural projections, including balconies, may project over public right-of-way subject to an Encroachment Permit from the Public Works Department.

**Standards for Outdoor Dining (5)**



**Residential Unit Access for Mixed-Use (6)**



Integrated with retail facade.



Separate entrance on sites with two or more street exposures.



Access from alleys and courtyards.

**Mid-Block Passthrough (7)**



Passthrough (15')

**Awnings (8)**



Retractable awnings to provide shade during appropriate times of year/day.

**Patio Dining (9)**



Facing sidewalk



Facing interior open space

**Sidewalk Dining (10)**



Along sidewalk with movable furniture.

**Residential Privacy**

The purpose of this section is to ensure that residential uses in mixed-use zones are not adversely impacted by adjacent residential and commercial uses, including but not limited to traffic, noise, light, and safety impacts.

Residential Design for Privacy (11) illustrates how residential units should be designed in order to restrict direct views between units in a development, or between residential units in adjacent properties. Thoughtful consideration shall be given as to view privacy when taller residential buildings, particularly balconies or upper-floor patios, look over low-density residential areas. Setbacks and screening are encouraged strategies to maximize the visual privacy of the lower units.

Noise-reducing design of residential units is encouraged. Appropriate techniques may include, but shall not be limited to, building orientation, double windows, wall and ceiling insulation, and orientation of vents. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

In order to maintain residential quality of life, commercial uses in mixed-use districts shall be subject to the following standards:

- The hours of operation for commercial uses shall be no earlier than 7:00 a.m. and no later than 10:00 p.m. daily, unless modified by a conditional use permit.
- Noise generated by activities on the premises shall be controlled in such a manner so as not to create a nuisance on any adjacent property.
- All outdoor lighting associated with commercial uses adjacent to or within the immediate vicinity of residential uses shall be designed to illuminate commercial uses, while minimizing light trespass into residential areas. Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in the development or any adjacent residential uses.

**Residential Open Space (13)**

All projects containing a residential component shall include a common open space, or series of common open spaces, no smaller than 15% of the lot area. This common open space may be located on top of podium parking garages or commercial establishments if desired. The minimum horizontal dimension of any common open space is subject to the Common Open Space Width Requirement (12).

Projects complying with the common open space requirement shall not be required to provide private open space for each individual unit.

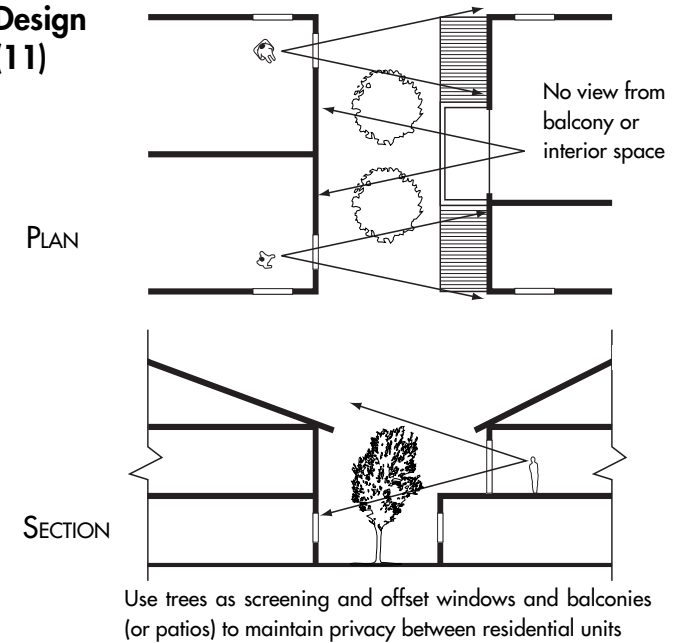
The design and orientation of common and private open space areas should take advantage of available sunlight, and shelter from the noise and traffic of adjacent streets or other incompatible uses.

The use of Green Roofs (14) on structures is highly encouraged. The sustainable values of green roofs include stormwater collection, building insulation and urban heat island reduction.

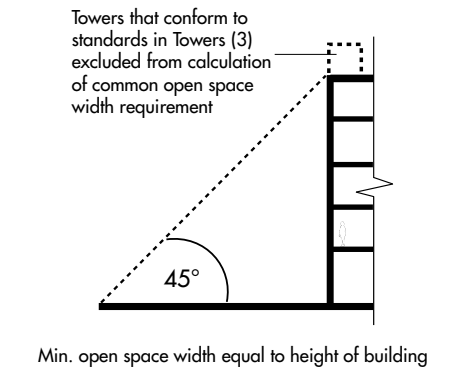
Extensive green roofs can be used as planting areas, while intensive roofs can be used by owners and as domestic gardens, small-scale food production, and for general recreation. Stormwater drainage from roofs and the surrounding sites can be captured and harvested for re-use in landscaped areas through low-flow drainage systems.

Photovoltaic panels can be installed on green roofs to generate renewable energy while providing shade for rooftop recreation. They can also be used on top of parking garages to generate energy and shade vehicles.

**Residential Design for Privacy (11)**



**Common Open Space Width Requirement (12)**



**Residential Open Spaces (13)**



Scale open space appropriately



Protect children's play areas from streets and non-residential uses



Eyes on the open space

**Green Roofs (14)**



Softscape green roof



Photovoltaic panels on parking garages

**Exterior Lighting (15)**

Every multi-family project should have adequate lighting to provide for security and visibility, particularly along walkways and driveways, entrances to parking areas, and open space areas. All exterior light fixtures should be decorative and compatible with the building’s architecture. Site lighting shall not impact surrounding or neighboring properties. The type and location of site and building lighting shall preclude direct glare onto adjoining property, streets, or skyward. All lighting fixtures must be shielded to confine light spread on-site.

**Walls and Fencing**

Walls and fencing serve a major design function in commercial and mixed use projects. The use of walls and fencing is appropriate to screen automobile parking, loading and storage areas, utility structures or buffer residential land uses. However, utilize walls and fencing only when specific screening or security purposes are required (16). Keep fencing and walls as low as possible while performing their screening and security functions. The maximum height of fencing or walls is 6 feet unless approved otherwise by the Department of Economic and Community Development.

Where walls are used at property frontages, or screenwalls are used to conceal storage and equipment areas, they should be designed to blend with the site’s architecture. Both sides of all perimeter walls shall be treated architecturally. Use landscaping in combination with such walls whenever possible.

Permitted materials for walls shall be decorative masonry, split face block, brick, natural stone, precast concrete panels, stuccoed walls or other unique wall materials or finishes that integrate with on-site buildings, as determined on a case by case basis. Fencing materials shall generally be constructed of wrought iron, tubular steel or treated wood. Vinyl, barbed wire, razor wire and other similar materials shall not be permitted as part of a fence or wall. The use of chain-link fencing shall not be allowed except for temporary construction purposes. Electric security fencing is also prohibited.

**Loading Areas**

Commercial loading areas should be enclosed (17) and/or screened whenever possible. If commercial uses can not be serviced with enclosed or screened loading docks, loading should take place during low periods for pedestrian activity - for example, during weekday mornings for restaurant or retail developments.

Loading in mixed-use developments should be avoided during the night time hours, and conducted in such a fashion as to prevent annoyance to adjacent residents and tenants.

**Parking Structures (18)**

The massing, height and architectural design of parking structures should be consistent and compatible with the rest of the development.

Vehicular access to parking structures should be located from alleys whenever available and possible (19). When garages feed onto streets, vehicular entrances and exits should be located so as to minimize turning movement conflicts as vehicles enter and exit the structure, and not impede the free flow of traffic. Garage entrances should not be located directly opposite low-density residential uses.

Pedestrian access points to the parking structure should be located to avoid pedestrian/vehicle conflicts.

The construction of parking structures which can later be converted into other uses is highly encouraged. Coming technological changes may either render parking structures unnecessary or increase the efficiency of structures significantly so that less space is required. Convertible parking structures will have flat floors, and may have floor-to-floor heights of 13 feet or greater, to be convertible into office space.

**Exterior Lighting (15)**

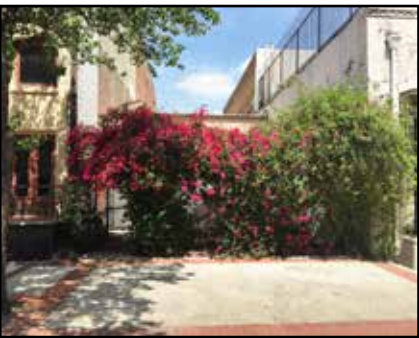


Light walkways and public areas



Direct light downward

**Screening Walls (16)**



Screen mechanical equipment, loading areas, etc. Use planting to soften walls.

**Trash and Loading Areas (17)**



Enclosed trash/loading areas.

**Parking Structures (18)**



Create individual windows and use complementary materials



Retail edges and solar roofs

**Alley Access to Residential Parking (19)**



Parking structure access



Loading and handicapped parking

**5.16 Signage Guidelines**

**Public Signage**

Appropriate types of public signage in the area include:

- Gateway Signs (A) at the entries to the City, district entries and freeway exits
- Banners (B) throughout the Station Area District, and along Manchester Boulevard
- Transportation Information Signs (C) giving information on current traffic conditions, parking, public transit, etc. These signs should be restricted to La Cienega Boulevard, Aviation Boulevard and Florence Avenue west of the 405 freeway.

**Private Signage**

Private signage is regulated by the Sign Regulations in the Inglewood Municipal Code, Chapter 12, Article 23. The sign regulations for new zones shall apply to the existing sign regulations, except where modified in this Plan, in the following manner:

- AC: C-2 & C-3 zones (Sec. 12-77.4)
- MU-A: M-1 & M-2 zones (Sec. 12-77.7)
- MU-C: C-1, CC & R-M zones (Sec. 12-77.3)
- MU-1A Overlay: C-1, CC & R-M zones (Sec. 12-77.3)
- MU-2: M-1 & M-2 zones (Sec. 12-77.7)
- MU-2A: M-1 & M-2 zones (Sec. 12-77.7)

Appropriate types of private signage in the area include:

- Grand Projecting Signs (1) may be used on occasion in the MU-1A and MU-C zones
- Projecting Signs (2) are encouraged along sidewalks and mid-block passthroughs in the MU-1A Overlay and MU-C zones
- Wall Signs (3)
- Under Awning Signs (4)
- Awning Valance Signs (5) are the only appropriate awning signage in the planning area
- Rooftop Signs (6) are appropriate in the M-1A and AC zones only, and are subject to design review
- Pedestrian Monument Signs (7) for internal circulation in large developments
- Permanent Window Signs (8) are regulated in the Inglewood Municipal Code.
- Mural Wall Signs (9) are encouraged in the MU-A zone and may be appropriate in other zones. However, design review approval is required.

The following types of signage may not be appropriate:

- Pole Signs are prohibited in all zones
- Monument Signs are discouraged in the MU-A, MU-1A and MU-C zones

**Gateway Signs (A)**



**Banners (B)**



**Transportation Information Sign (C)**



**Grand Projecting Sign (1)**



Pedestrian-oriented only

**Projecting Sign (2)**



Must be pedestrian-scaled and located above sidewalks, passthroughs or walkways

**Wall Sign (3)**



**Under Awning Sign (4)**



Alternative to projecting sign

**Awning Valance Sign (5)**



Letters should be no taller than eight inches

**Rooftop Sign (6)**



No projecting structures

**Pedestrian Monument Sign (7)**



**Permanent Window Sign (8)**



Less than 20% of window area

**Mural Wall Sign (9)**

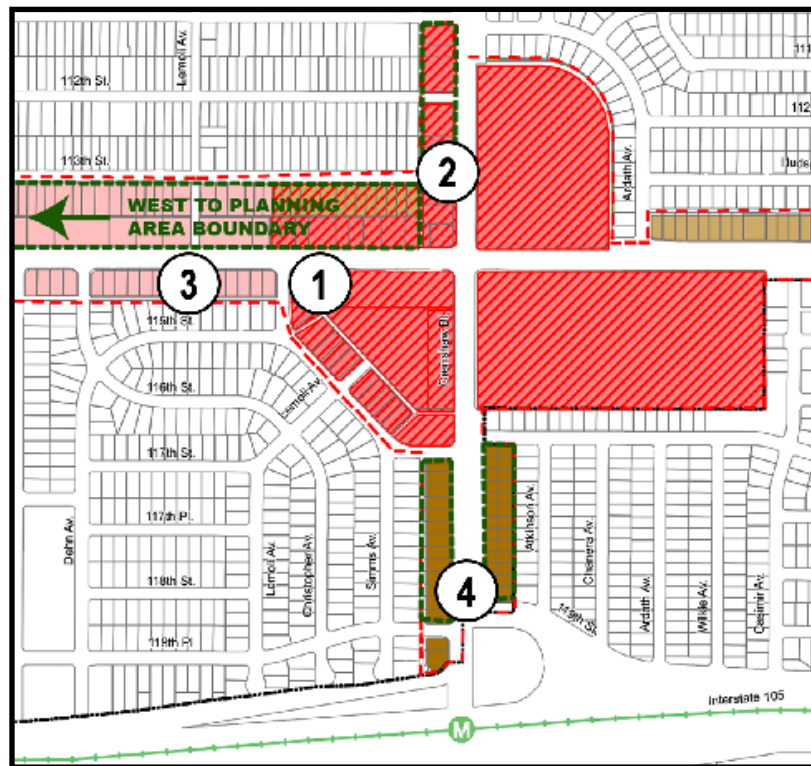


Subject to design review approval

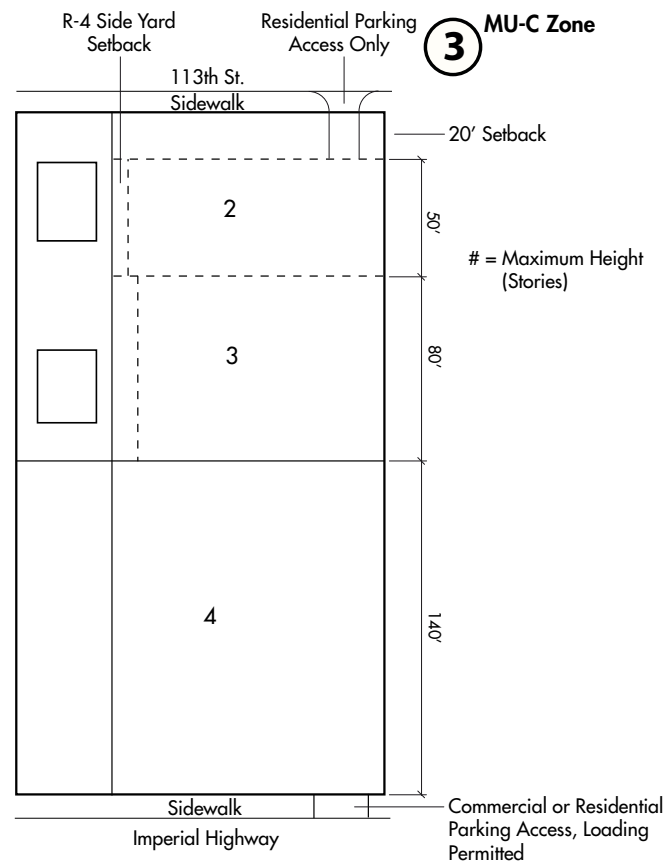
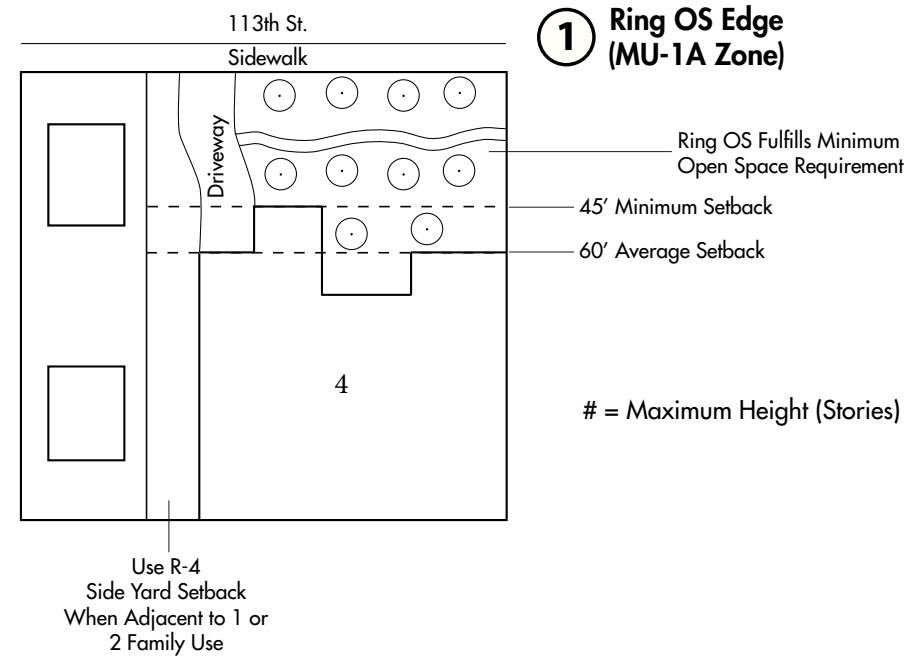
**5.17 Low-Density Residential Edge Conditions**

This section provides development standard modifications and design guidelines for areas in which taller or denser development abuts or faces lower-density residential uses. Figure 5.5 shows the specific areas in which these standards apply, and Figures 5.16 and 5.17 show the height limits, setbacks, vehicular access locations and other standards.

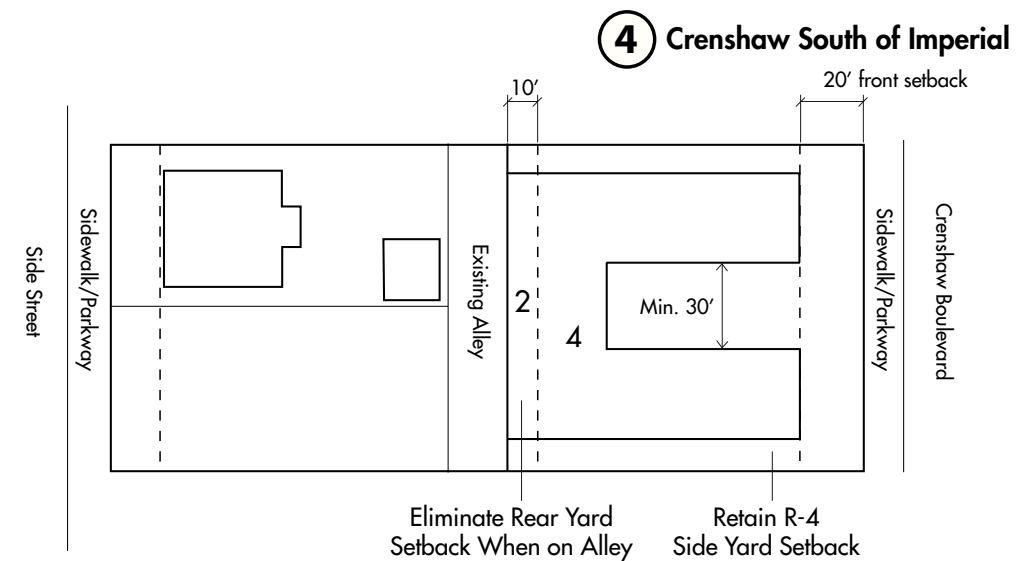
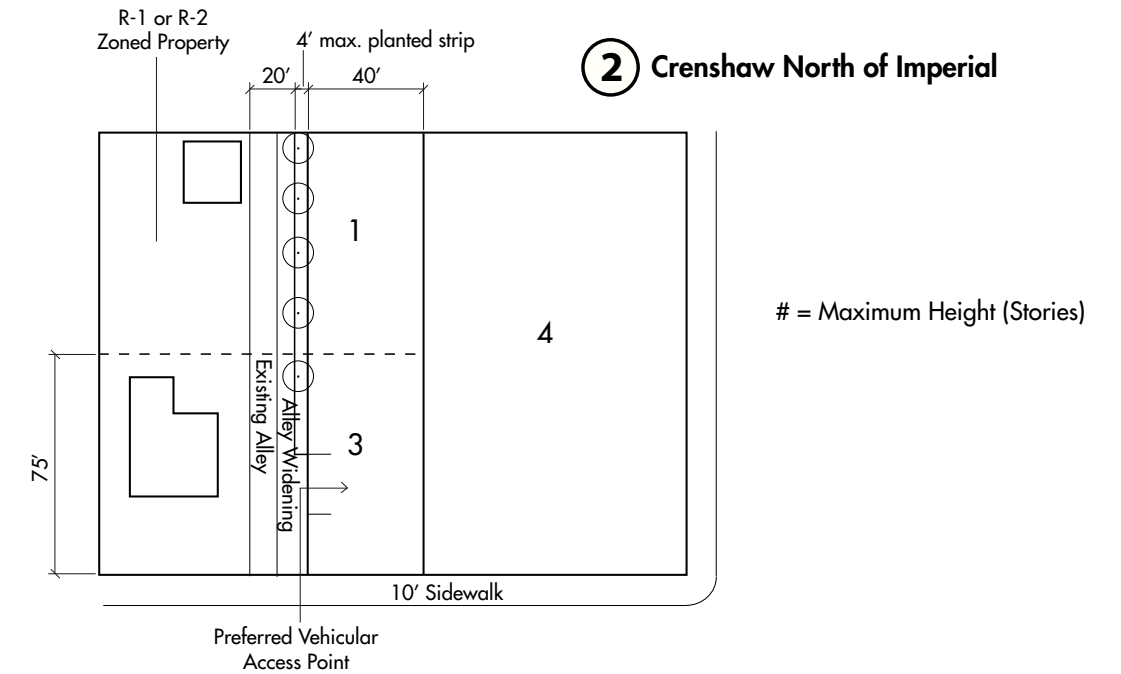
Development along the MU-C zoned section of 113th Street (south side) faces a residential neighborhood, zoned R-2, that consists mostly of single-family homes. The MU-C development frontage should therefore reflect residential design through the use of pitched roofs and smaller massing elements. The 20' front setback shall be designed as a "Yard" frontage type (see section 5.13).



**Figure 5.15** Low-Density Residential Edge Conditions map. Applicable areas shown in dashed green lines.



**Figure 5.16** Low-Density Residential Edge Conditions standards



# 6 IMPLEMENTATION ACTION PLAN

## 6.1 Introduction

The Implementation Action Plan identifies major steps that can be taken to affect the revitalization of the Crenshaw/Imperial Planning Area. The Plan seeks to implement the overall community vision to create a light rail transit oriented district (TOD) that combines a mix of employment and residential uses and open space amenities. Additionally, Table 8-1 summarizes the recommended implementation steps that are further detailed in this implementation chapter.

The successful implementation of the Crenshaw/Imperial TOD Plan is largely driven by the revitalization of the properties at the four corners of the intersection of Crenshaw Boulevard and Imperial Highway. It is important for the City to encourage private development, preferably mixed-use housing on these sites and concurrently implement more open space amenities and capital improvements throughout the Planning Area. Additionally, the Planning Area's poor connectivity to the Crenshaw/I-105 Green Line Station requires improvements to facilitate the safe and efficient flow of pedestrians and bicycles across the entrance and exit ramps to the Green Line station.

Also, the lack of a well-defined identity highlights the need for marketing and beautification strategies, as well as a more TOD friendly environment that encourages alternative modes of transportation, including biking and walking. Furthermore, significant efforts should be made to continue partnering with the Inglewood community to create an area that meets the long-term goals of business owners, the City, and local residents as well.

## 6.2 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 selected volunteers that represent various public and private interests in the Planning Area. Consideration should be given to transforming the current Advisory Committee into an Implementation Committee by expanding its membership and responsibilities. The key landowners should be involved

in this Committee, which can give rise to the Property-Based Business Improvement District. The City should establish a regular membership, meeting place and time to encourage the committee to be successful in implementing the plan.

## 6.3 Update the City's Capital Improvement Program

Update the City's Capital Improvement Program that includes a long-term financing strategy comprised of a variety of local and outside funding mechanisms for the proposed improvements and enhanced amenities; also include phasing priorities. The City should also continue to incentivize property owners to upgrade their buildings through the use of Community Development Block Grants (CDBG) which are intended to revitalize disadvantaged areas, expand affordable housing and create economic opportunities. Only the portion of the Planning Area north of Imperial Highway is eligible for CDBG funds.

## 6.4 Pursue Regional, State and Federal Infrastructure Funding Sources

The City should invest in making capital improvements (e.g., landscaping, road improvements, wayfinding and signage, signals, and green boulevards) to create a more TOD friendly Planning Area. As shown in Table 8-2, it is estimated that capital improvements for the Planning Area will cost an estimated \$19.4 million, including about \$15.6 million from the private sector and \$3.8 million from the public sector. The City will need to pursue multiple funding sources to finance these improvements.

On November 9, 2016, Los Angeles County voters approved a new half-cent sales tax to fund transportation projects and improvements. As part of Measure M, each city within the County will receive annual local return funding which is projected to increase each year. The City of Inglewood is projected to receive about \$1.6 million in local return funding per year, which can be used for street improvements, pothole repair, signals, and other transportation related projects. This additional source of funding – which will be allocated among the various transportation priorities in Inglewood - should be combined

Implementation Step	Key Action	Responsible Parties	Priority	Phasing
Establish a Stakeholders Action Plan Implementation Committee	<ul style="list-style-type: none"> <li>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.</li> </ul>	City of Inglewood City Staff & Stakeholders	High	Short-Term Ongoing
Update the City's Capital Improvement Program	<ul style="list-style-type: none"> <li>Update the City's Capital Improvement Program to include a long-term financing strategy comprised of a variety of local and outside funding mechanisms for the proposed improvements and enhanced amenities.</li> <li>Only the Planning Area north of Imperial Highway is eligible for CDBG funds.</li> </ul>	City of Inglewood Dept. of Economic & Community Development	High	Short-Term Ongoing
Pursue Regional, State and Federal Infrastructure Funding Sources	<ul style="list-style-type: none"> <li>Identify, monitor and apply for other government funding sources for infrastructure and transportation improvements.</li> </ul>	City of Inglewood Regional, State and Federal entities	High	Short-Term Ongoing
Establish a Property-Based Business Improvement District (PBID) & Marketing Program	<ul style="list-style-type: none"> <li>Prepare a feasibility study to gauge the property owners' interest in establishing a PBID, and identify the marketing programs and funding objectives of the proposed PBID as well as an equitable formula to allocate future assessments.</li> </ul>	Property Owners/Business Owners in coordination with City of Inglewood	High	Mid-Term
Create a Range of Market Rate and Affordable Housing Units	<ul style="list-style-type: none"> <li>Encourage a balance of owner- and renter-occupied housing development and consider the establishment of an inclusionary zoning policy.</li> </ul>	City of Inglewood Dept. of Economic & Community Development	High	Mid-Term
Solicit Crenshaw Boulevard/105 Freeway On-Ramp Redesign from Caltrans	<ul style="list-style-type: none"> <li>Specific improvements should be made to improve the connectivity between the Planning Area and the Crenshaw Station to be more pedestrian and bicycle friendly.</li> </ul>	City of Inglewood Public Works & Caltrans	High	Mid-Term
Support Job Opportunities for Inglewood Residents	<ul style="list-style-type: none"> <li>Continue to require a 35 percent local hiring goal for all City-associated developments and continue to require a 30 percent minority business enterprise/disadvantaged business enterprise goal for all City-associated developments.</li> </ul>	City of Inglewood Dept. of Economic & Community Development	High	Ongoing
Establish an Enhanced Infrastructure Financing District (EIFD)	<ul style="list-style-type: none"> <li>Establish an EIFD over the Planning Area to start capturing property tax increment as a long-term funding source for public infrastructure improvements in the designated District.</li> </ul>	City of Inglewood Enhanced Infrastructure Financing Authority	Medium	Short-Term
Update the Development Impact Fee (DIF) Schedule for the Specific Plan area	<ul style="list-style-type: none"> <li>Review the existing development impact fees for the Planning Area to reflect new development's equitable share of the proposed public improvements.</li> </ul>	City of Inglewood Depts. of Economic & Community Development & Public Works	Medium	Ongoing
Submit Grant Applications for the Green Boulevards Network	<ul style="list-style-type: none"> <li>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.</li> </ul>	City of Inglewood & Regional and State Funding Sources	Medium	Mid-Term
Study Local Historic Designation for Brolly Hut	<ul style="list-style-type: none"> <li>Study protecting Brolly Hut from future development by giving it a local historic designation.</li> </ul>	City of Inglewood Depts. of Economic & Community Development	Medium	Long-Term
Brand Area with Signage and Streetscape Improvements	<ul style="list-style-type: none"> <li>Give the area a recognizable identity through signage, street trees, etc.</li> </ul>	City of Inglewood Depts. of Economic & Community Development & Public Works	Low	Short-Term
Monitor Fiscal Performance of Increase in Specific Plan Public Revenues	<ul style="list-style-type: none"> <li>The City should monitor the existing property and sales tax data for the area as well as business license taxes, property tax in-lieu of motor vehicle license fees and other relevant public revenues.</li> </ul>	City of Inglewood's Administrative Services Department	Annual Budget Cycle	Ongoing

Figure 6.1 Summary Implementation Action Plan - Crenshaw/Imperial Planning Area

Responsible Parties/ Priority Level	Cost
<b>Private Sector:</b>	
High	\$15,642,000
<b>Public Sector:</b>	
High	\$2,897,536
Low	\$867,500
<b>Subtotal Public Sector</b>	<b>\$3,765,036</b>
<b>Total Private &amp; Public Sector</b>	<b>\$19,407,036</b>

Sources: Stanley R. Hoffman Associates, Inc.  
The Arroyo Group 2017

Figure 6.2 Capital Improvement Costs by Priority Level

with other funding sources, such as grants and developer contributions, to fund additional capital improvements. Other public funding sources are shown in Table 8-3.

### 6.5 Establish a Property-Based Business Improvement District and Develop a Marketing Program

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. The Planning Area would be much more competitive in the region were such a District to be successfully implemented. It is recommended that a task force of key property stakeholders be established to explore the boundaries of the district, types of desired programs, budget and allocation criteria to be implemented before being put to a property owners' vote. The concentration of relatively larger property ownerships at the intersection of Crenshaw Boulevard and Imperial Highway emphasizes the importance of having the support of these property owners for achieving the overall vision for the area.

### 6.6 Create a Range of Market Rate and Affordable Housing Units

Successful revitalization of the Planning Area 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. Housing within the Planning Area could potentially meet some of the new housing goals and objectives outlined in the City of Inglewood 2013-2021 Housing Element which includes:

- Mixed income units with no concentration of affordable housing in any one location or development
- New housing opportunities on commercial corridors

#### 6.6.1 Encourage a Balance of Owner- and Renter-Occupied Housing Development

Rental housing is an important part of the vitality of the Planning 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.

#### 6.6.2 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 Planning Area, 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 furtherance of the following goals:

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

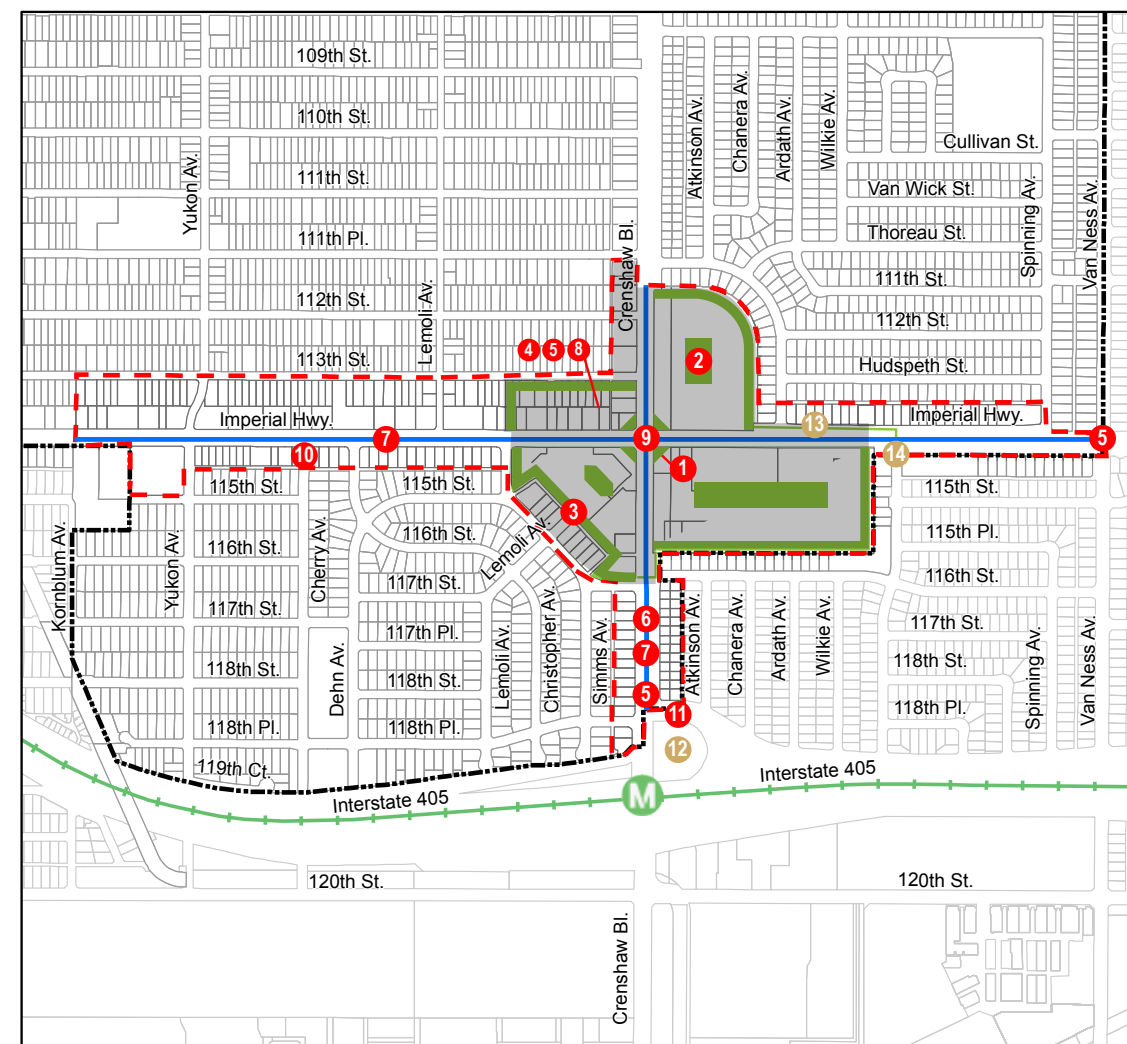
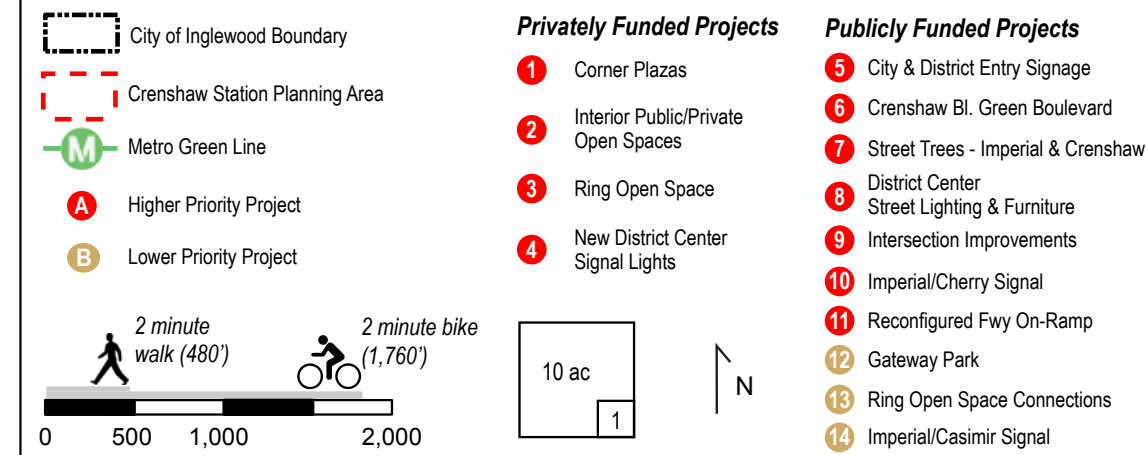


FIGURE 6.3 Capital Improvement Projects



### 6.7 Solicit Crenshaw Boulevard/I-105 Freeway On-Ramp Redesign from Caltrans

Currently, the Planning Area exhibits poor connectivity with the Crenshaw/I-105 Green Line Station, largely due to the Crenshaw Boulevard entrance and exit access ramps with the I-105 Freeway. Pedestrians and cyclists accessing the station from the Planning Area must cross these freeway connectors to reach the station which often experience high speeds as motorists are entering or exiting the freeway.

The City should present to Caltrans the new design presented in the Concept Plan for the northbound Crenshaw Boulevard to westbound 105 Freeway on-ramp. The new design protects pedestrians and cyclists who access the transit station on the east side of Crenshaw Boulevard and complies with Caltrans’ ICE (Intersection Control Evaluation) policy encouraging the full control (signalization) of major intersections. The City will also need to include the City of Hawthorne in the discussion, since the intersection lies on the border between the two cities.

### 6.8 Support Job Opportunities for Inglewood Residents

By supporting job opportunities for Inglewood residents through advertising and training programs, this Plan has the potential to create a diversity of local jobs for residents within or near the planning area.

#### 6.8.1 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. This goal could be enhanced by making sure that job opportunities are well advertised and that job training programs are available, particularly through Federal and State employment programs.

#### 6.8.2 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).

### 6.9 Establish an Enhanced Infrastructure Financing District for the Planning Area

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. If less than 12 registered voters are residing in the proposed District, then each landowner shall have one vote for each acre or portion of an acre that he or she owns within the District. It is estimated that the portion of the area’s basic 1 percent property tax that is allocated to the City’s General Fund averages about 17.2 percent. The City may elect to use all or part of the property tax increment in the EIFD.

This financing technique is a long-range strategy as it is important to create these types of districts as soon as possible in order to maximize the capture of the increased property values in the Planning Area over time. Although the EIFD is recommended as an important method of raising funds for public infrastructure investment, it is not the only financing technique, and it alone may not provide the full required funding.

Geography/Funding Source	Funding Programs
<b>Regional Funding Sources</b>	
Southern California Association of Governments (SCAG)	<ul style="list-style-type: none"> <li>The Sustainability Planning Grants Program</li> <li>The California Active Transportation Program</li> </ul>
Mobile Source Air Pollution Reduction Review Committee (MSRC)	<ul style="list-style-type: none"> <li>AB 2766</li> </ul>
Metro	<ul style="list-style-type: none"> <li>Call for Projects</li> <li>TOD Planning Grant Program</li> <li>Local Return Program (Proposition A, C and Measure R)</li> <li>Transportation Development Act, Article 3 Funds</li> <li>Federal Pass Through Grants</li> <li>Measure M (recently adopted Los Angeles County Transportation Improvement Plan)</li> </ul>
<b>State Funding Sources</b>	
Strategic Growth Council	<ul style="list-style-type: none"> <li>The Affordable Housing and Sustainable Communities Program (AHSC)</li> </ul>
Cap and Trade	<ul style="list-style-type: none"> <li>Transit and Intercity Rail Capital Program (TIRCP)</li> <li>Low Carbon Transit Operations Program (LCTOP), includes bicycle and pedestrian infrastructure</li> </ul>
Caltrans Sustainable Transportation Planning Grant Program	<ul style="list-style-type: none"> <li>Sustainable Transportation Planning Grant Program</li> <li>Bicycle Transportation Account</li> </ul>
<b>Federal Funding Sources</b>	
Department of Transportation (DOT)	<ul style="list-style-type: none"> <li>Surface Transportation Improvement</li> <li>Accessibility to Disadvantaged Populations</li> <li>Fixed Guideway Systems</li> <li>Rail</li> <li>Surface Transportation Planning</li> <li>Bike/Pedestrian</li> <li>Other</li> </ul>
The Economic Development Administration (EDA)	<ul style="list-style-type: none"> <li>Various Economic Development Grants and Programs</li> </ul>
The Department of Housing and Urban Development (HUD)	<ul style="list-style-type: none"> <li>Community Development Block Grants (CDBG)</li> <li>Section 108 Economic Development Loan Program</li> </ul>
<b>Private Funding Sources</b>	
Non Profit/Foundations	<ul style="list-style-type: none"> <li>Historic and Cultural Preservation Grants</li> </ul>
Other Contributors	<ul style="list-style-type: none"> <li>Private Donors for a variety of improvements, including open space amenities and environmental projects</li> </ul>

Figure 6.4 Selected Funding Sources and Programs



### 6.10 Update the Development Impact Fee (DIF) Schedule for the TOD Plan Area

Review the existing development impact fees for the Specific Plan area to reflect new development's equitable share of the proposed public improvements.

### 6.11 Submit Grant Applications for the Crenshaw Green Boulevard

Grant applications can be submitted to various funding sources such as the Caltrans Active Transportation Program and the Metro Active Transportation (MAT) program. The Green Boulevards have been conceived to be exemplary "Complete Streets" accommodating all modes of traffic and "Healthy Streets" through the provision of protected bike lanes. The Crenshaw Green Boulevard also provides for access to rail transit, and as such, should be competitive for grant funding. The City may also be able to fund the Boulevard itself from 116th Street to 118th Streets, as the primary improvements are signage, paint and curb ramps.

### 6.12 Study Creating and Extending Local Historic Designation to Brolly Hut

Brolly Hut on the southwest corner of Crenshaw Boulevard and 112th Street is a beloved place by the community and an example of midcentury roadside architecture. The community has expressed a strong desire that it be preserved in the future.

The City of Inglewood currently lacks a local landmark designation program. Given the likelihood of new development in this area as well as Downtown Inglewood, where there are many historic structures, it is becoming more critical that the City establish a local landmark program to protect the many local historic resources that are not on the National Register of Historic Places (only the Centinela Adobe and the Fox Theater are currently designated). Brolly Hut should then be evaluated per the criteria established in order to determine its eligibility for local or National Register designation.

### 6.13 Brand Area with Signage and Streetscape Improvements

The City can initiate the improvement of the area by branding the area as "Crenshaw/Imperial" or another name as appropriate. The branding can be accomplished with banner signage, gateway signage, directional signage and streetscape improvements as described in the Concept Plan. It will be important to the long-term potential of the area for residents and others to perceive the district as a special place different from other shopping center-dominated corners.

### 6.14 Monitor Fiscal Performance of Increase in TOD Plan Area Public Revenues

As part of the annual budget review process, the City should monitor the existing property and sales tax data for the area as well as business license taxes, property tax in-lieu of motor vehicle license fees and other relevant public revenues.

# 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 Figure 5.3 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 noted in Figure 5.5. 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	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 in Figure 5.3. 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 R-3 zone.



Residential examples of driveways with permeable pavers

## A.6 Setbacks for Prototypes

The front setback shall be determined by the following method:

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.

**Single Family (with or without Granny Flat)**

Detached building with one dwelling unit

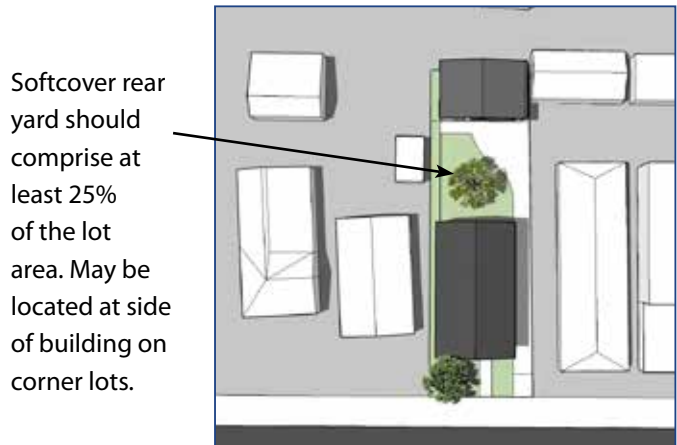


**2- to 4-plex**

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

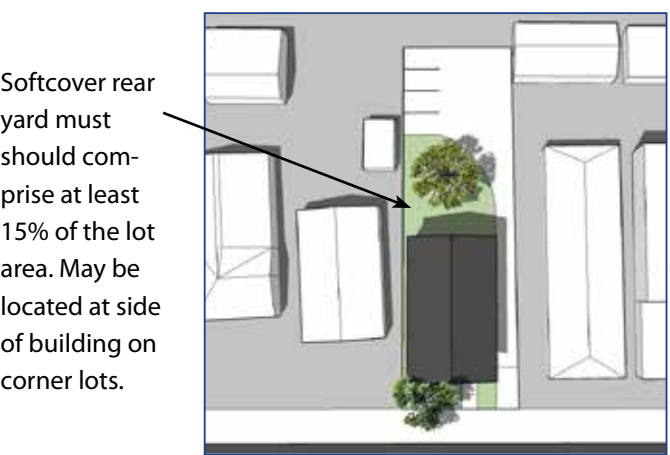


**Figure A.2** Features of Single-Family Prototype



Examples of Single-Family Prototype and Granny Flat

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



Examples of 2- to 4-plex Prototype

**Figure A.3** Plan View of Single-Family Prototype

**Figure A.5** Plan View 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 entry or be left open

Yard frontage type, prevailing setback

**Figure A.6** 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.7** Plan View of Bungalow Court Prototype



Examples of Bungalow Court Prototype

**Row House**

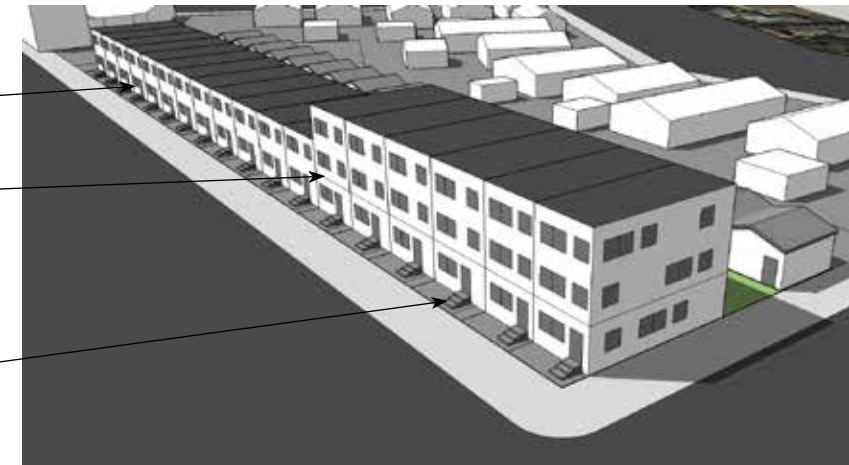
An attached building with housing on its own lot, in an array of multiple houses in the same configuration

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

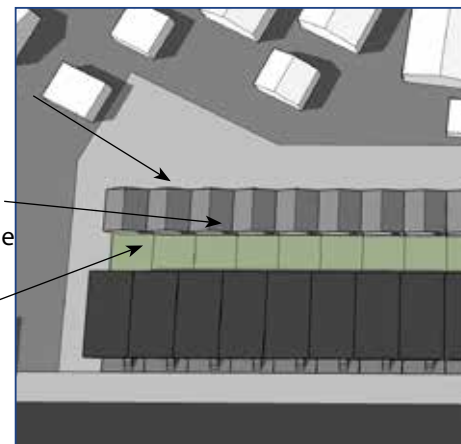


**Figure A.8** Features of Row House Prototype

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.9** Plan View of Row House Prototype



Examples of Row House Prototype

**Garden Court**

Apartments or condominiums arranged around a central courtyard



Figure A.10 Features of Garden Court Prototype

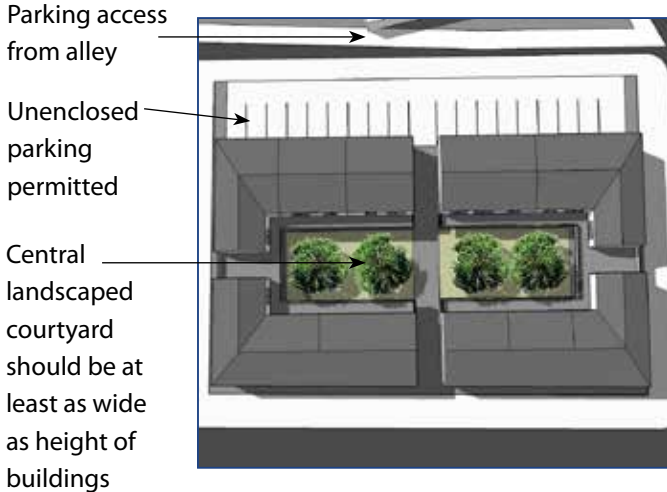


Figure A.11 Plan View of Garden Court Prototype



**Commercial Block**

Pedestrian-friendly commercial or mixed-use building



Figure A.12 Features of Commercial Block Prototype

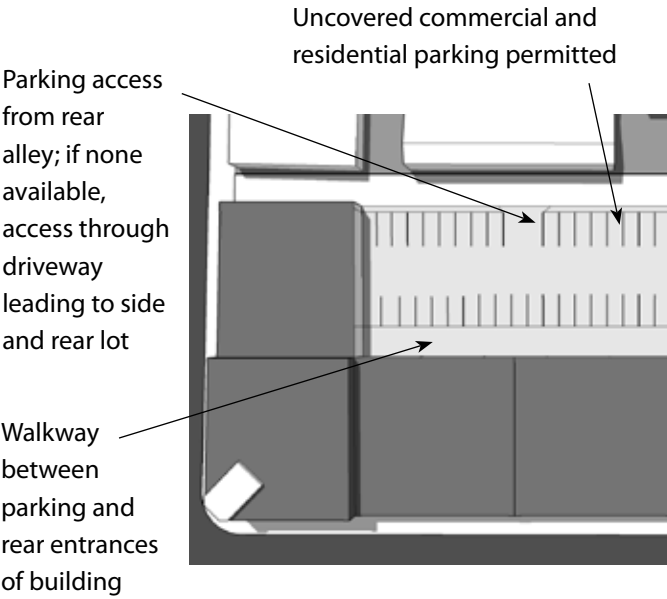


Figure A.13 Plan View of Commercial Block Prototype

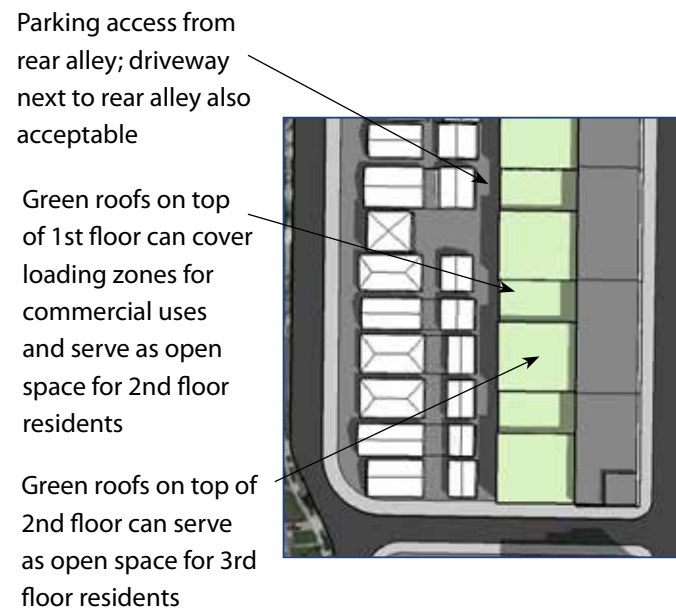


**Residential Edge Block**

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



**Figure A.14** Features of Residential Edge Block Prototype



**Figure A.15** Plan View of Residential Edge Block Prototype



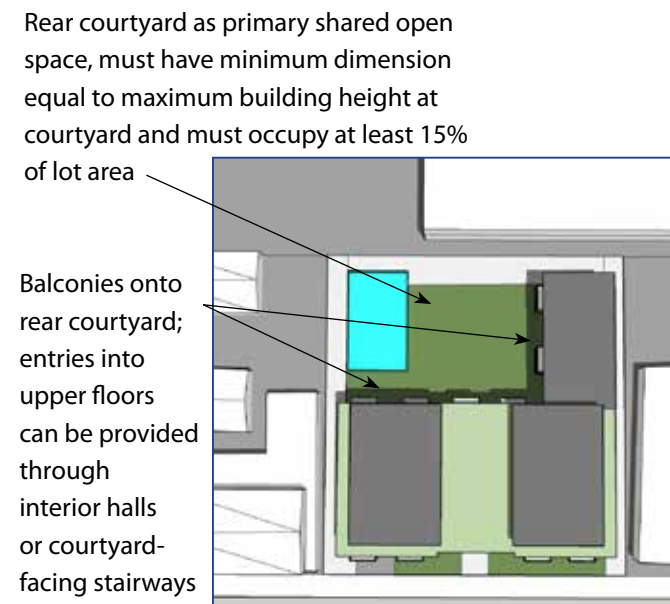
Example of Residential Edge Block Prototype

**Residential Block**

Block apartment or condominium building



**Figure A.16** Features of Residential Block Prototype



**Figure A.17** Plan View of Residential Block Prototype



Example of Residential Block Prototype

### A.7 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.18 Features of Undesirable Box Prototype

INTENTIONALLY LEFT BLANK