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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.
JMC2
Productivity Consulting
Metis Environmental Group

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
Mariana Fewell, Planner
Angel Leon-Martell, Assistant Planner
Christine Rivero, Assistant Planner
Sean May, Planning Technician

Public Outreach Venues
Faithful Central Bible Church
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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
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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 land use, urban design, transportation and economic regulations, standards, guidelines and strategies to take advantage of these potentials, 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 and 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 performs the function of a gateway 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 can 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 forthcoming central entertainment area, which includes the Forum and Hollywood Park, through adequate walking, biking and transit connections, and with urban design interventions which guide travelers easily from one area to another. The Green Boulevards in each TOD Plan and proposed transit link constitute a beginning to these connections.

![Future Metro System Connections](image-url)
FIGURE 1.2
Stakeholder Comments

- City Boundary
- Green Line
- Future Crenshaw/LAX Line
- Aa Planning Areas

FIGURE 1.3
City of Inglewood TOD Plan Framework

- City Boundary
- Green Line
- Future Crenshaw/LAX Line
- Future LAX People Mover
- Aa Planning Areas
- Planned Green Boulevards
- Proposed Inglewood Transit Connector
- Potential Transit Connector Extension
2.1 TOD Plan Area
Figure 2.1 indicates the location of the Westchester/Veterans TOD Plan area, which consists of roughly 379 acres on the western side of the City of Inglewood. The TOD Plan area lies roughly within one-half mile of the Westchester/Veterans Metro station, which is currently under construction as part of the Crenshaw/LAX Line at the northwest corner of Florence and Hindry Avenues.

The Westchester/Veterans TOD Plan area borders the planning area of the New Downtown and Fairview Heights Form-Based Concept Plan and TOD Zoning, mostly along Inglewood Avenue.

2.2 Purpose
The purpose of the TOD Plan is to explain and implement the City’s vision for the improvement of the Westchester/Veterans Metro station area.

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

2.3 Legal Factors
The TOD Plan is comprised of a Concept Plan (Chapter 3) and zoning, development standards and design guidelines, hereafter “TOD Overlay Zones” (Chapters 4 and 5). Both the Concept Plan and TOD Overlay Zones are to be considered by applicants submitting any proposals for new construction or rehabilitation within the areas noted in Figure 2.1 and described above. City Staff will be consulting both the Concept Plans and TOD Overlay Zones 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 Overlay Zones applies zoning designations 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 replace those set forth in Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code, and any other applicable ordinances. Where land use regulations and/or development standards of the Municipal Code are inconsistent with these Zones, the standards and regulations of these Zones shall prevail and supersede the applicable provisions of the Municipal Code.

The TOD Overlay Zones do 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 Overlay Zones shall be subject to Chapter 12 of the Inglewood Municipal Code.
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 Faithful Central Bible Church, U.S. Veterans Initiative and the Inglewood Public Library Lecture Hall
- Stakeholder Interviews
- Stakeholder Advisory Committee Meetings
- Outreach Events and Interviews at Airport Plaza and on streets around the planning area

Figure 2.3 shows photos of these events.

2.5 LAX Development

The Central Terminal Area of Los Angeles International Airport (LAX) is located approximately 1.5 miles in a straight line from the TOD Plan area. LAX accommodates 45 million passengers annually and 33,000 employees.

Mapped in Figure 2.4, the LAX Landside Access Modernization Program (LAMP) is a comprehensive plan to rework the way travelers and employees access the airport. Its main components are:

- An Automated People Mover that links the Central Terminal Area to all of the new components of the LAMP, including a connection to the Metro Crenshaw/LAX Line at 96th Street and Aviation Boulevard. According to the LAMP Draft EIR, it will be free. With these connections, the Westchester/Veterans station will be approximately eight minutes from the Central Terminal Area. These new connections will make both station areas more attractive for employee housing, hotels and visitor amenities.

- Two Intermodal Transfer Facilities that will include remote parking, dropoff areas, long- and short-distance buses, taxis, etc. These have the potentials of reducing traffic in the Central Terminal Area, but increasing traffic in the eastern airport area, including the Westchester/Veterans TOD Plan area.

- A consolidated rental car facility (CONRAC) located east of Aviation Boulevard, south of Arbor Vitae Street, west of La Cienega Boulevard and north of an extended 98th Street. The CONRAC will give arriving car renters the ability to go to one place to visit the majority, or potentially all rental car companies. It will reduce the pressure upon existing rental car lots, which are scattered throughout the general area. In the Westchester/Veterans TOD Plan area, there are 26 acres. CONRAC rental vehicle capacity is 18,000 cars: 8,000 in the “Ready/Return Area” and 10,000 in the “Idle Storage” area. Current rental car facilities may be recycled into another use, or they may serve as storage for more vehicles, should 18,000 spaces not be sufficient to meet the demand.

- Street improvements on airport access routes. LAWA will widen Aviation Boulevard south of Arbor Vitae Street by one lane, to three total lanes in each direction, with a “multi-use [bicycle/pedestrian] path”. It will widen Arbor Vitae Street in the same manner. There will also be digital signs along major access routes informing travelers of preferred access routes, traffic collisions, etc.
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 Crenshaw/LAX Line and development of surrounding areas open up new accessibility and economic potentials.
- The area needs to become more pedestrian and bicycle friendly. Neither the TOD Plan area street network nor the orientation of buildings respond to the future transit station; the area remains very automobile-oriented.
- The future consolidation of car rental lots into the CONRAC just south of the planning area may open up significant development sites.
- Like much of the City, the TOD Plan area is lacking in open space resources for residents, employees and visitors.

2.7 TOD Plan Vision
The Westchester/Veterans Transit Oriented District will be:

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

The Concept Plan described in this chapter was developed from a consideration of People, Economics and Place as described in Section 2.4. It implements the local Community Vision, which was stated in Section 2.7, and provides benefits to the region including increased transit ridership, reduced greenhouse gas emissions and more open space.

3.2 Districts

Figure 3.1 shows the Districts in the Westchester/Veterans TOD Plan. Districts are sections of the city that, while they may contain a variety of land uses, are distinguished by a unifying identity or character. Districts can also serve as the geographic basis for wayfinding and geographically-based programs such as arts districts, Business Improvement Districts and Enhanced Infrastructure Financing Districts. In this Plan, Westchester/Veterans is divided into eight districts which perform unique and complementary functions within the overall TOD Plan Area. They are described below.

Station Area

The Station Area is the most proximate district to the Westchester/Veterans station on the corner of Florence and Hindry Avenues. It will become a transit-oriented mixed-use district focused on the arts. 1019WEST (artist studios), the Knitting Tree and Three Weavers Brewery, all located on the block bounded by Hindry Avenue, Manchester Boulevard, Isis Avenue and Florence Avenue, form the hub of this arts district, and will be preserved under the Plan. Newer creative and arts uses can supplement these existing uses, and a new open space on the right-of-way of Isis Avenue north of Manchester Boulevard, flanked by potential retail uses, will become a focal point for public life.

The arts cluster may drive creative office, maker/industrial, or residential development in the surrounding blocks. Higher-density development is encouraged here in order to take the most advantage of the transit system; however, care should be taken that residential development is adequately buffered from industrial uses.

Residential development requires and supports the creation of neighborhood retail uses and open space in the area. Neighborhood-serving retail, such as grocery stores, are encouraged in this area. Isis Avenue north of Manchester will become a focal plaza for meeting, shopping and outdoor dining. The ground-level parking lot at 1019WEST may become a public exhibition space for local artists. The triangular block between Manchester Boulevard, Olive Avenue and Glasgow Avenue may become an urban park for relaxing and playing.

Airport Campus

The Airport Campus will be created in the southwestern portion of the planning area, on the blocks on either side of Aviation Boulevard between Hillcrest Avenue and Arbor Vitae Street. It is located across the street from the future Airport People Mover and Consolidated Rental Car Facility, less than one mile by car from the closest air freight gates at LAX which are scheduled to be completed in 2023.

The Campus can accommodate any number of employment-generating uses, such as office park, creative office campus, corporate training center, secured facility or air cargo distribution center. It can also serve an environmental function for the City. A Public Garden can be created which can mitigate the pollution blowing eastward from the airport into the City.

Airport Industrial District

The Airport Industrial District is an established industrial area located between Manchester Boulevard and Arbor Vitae Street, west of the 405 freeway. It is mostly composed of light industrial and freight forwarding uses relating to Los Angeles International Airport. The Airport Industrial District provides many jobs for Inglewood residents, and is mostly unmodified in the Plan.

Freeway Corridor District

The Freeway Corridor District is distinguished by its frontage on the 405 freeway. This has led to the location of city-serving, revenue-generating uses such as Home Depot and car dealerships benefiting from both freeway exposure and proximity to LAX. Randy’s Donuts is located at the gateway to this area at the 405 Freeway and Manchester Boulevard. The City should explore creating a local landmark program and designating Randy’s in order to preserve it from potential future development. Encouraged development in much of the rest of the area includes industrial/flex, office and hospitality.

Airport Plaza and the Manchester Business Park straddle Isis Avenue at the future location of Isis Avenue Park. Manchester Business Park is home to The Knitting Tree and Three Weavers Brewery. Retail and creative uses will form the hub of the Station Area district and activate the park.

Existing freight forwarding use in the Airport Industrial District

Randy’s Donuts stands at the gateway to the Freeway Corridor District and the TOD Plan area west of the 405 freeway.
FIGURE 3.1

Districts

- City of Inglewood Boundary
- Westchester Station Planning Area
- Crenshaw/LAX Line
- LAX People Mover

Legend:
- Station Area
- Freeway Corridor District
- Airport Industrial District
- Airport Campus District
- Manchester Commercial Corridor District
- Queen Street Residential District
- Queen Street Commercial District
- Hyde Park Industrial Startup District
- Business Park Industrial District
- Tech Town
- Fairview West
- Historic Downtown
- Hyde Park
- Industrial Startup
- Startup Business Park
- Industrial District
- 2 minute bike (1,760')
- 2 minute walk (480')
- LAX People Mover

Map showing various districts and their boundaries within the City of Inglewood, with annotations for easy reference.
**Queen Street Residential District**

The Queen Street Residential District is a well-established multifamily residential district that is an extension of the Queen Street District identified in the Downtown TOD Plan. The Westchester/Veterans TOD Plan rectifies industrial/residential conflicts along the northern boundary of the district on Florence Avenue. It provides for the recycling of older and substandard industrial and commercial uses into neighborhood-serving parkland and additional residential uses.

**Manchester Commercial Corridor District**

The Manchester Commercial Corridor District is a standard strip commercial corridor featuring hotels, retail, and small office buildings. The vision for this area is to revitalize the corridor. The Plan provides zoning and development standards that encourage pedestrian-friendly mixed-use development at a moderate scale.

**Hyde Park Industrial Startup District**

This district features a number of smaller existing warehouses that are currently attracting some entrepreneurs in the information technology and automotive industries. The Plan does not propose large changes to this area, as site consolidation or rent increases could harm startup businesses. Some parking and circulation improvements can be made in order to increase the competitiveness of the area.

**Business Park Industrial District**

The Business Park Industrial District is a well-established, traditional business park which includes a large Marvin Engineering building and other established industrial uses. This district relates well to the TechTown district in Downtown Inglewood just to the east. Some circulation improvements are proposed for this area in Figure 3.2.

**3.3 Key Development Potentials**

One of the key development potentials is the 26 acres of rental car facilities (rental facilities and storage areas) located in the planning area, most of which are located within the Airport Campus. The intention of the LAX Landside Access Modernization Program (LAMP) is to centralize these rental car facilities and many others located in the adjoining areas in the City of Los Angeles into a consolidated rental car facility (CONRAC) accessible by people mover from the airport terminals. The CONRAC will provide approximately 18,000 parking spaces for rental vehicles in the ready/return parking and idle storage areas. If the CONRAC is successful in centralizing rental car facilities and providing sufficient parking space for their vehicle fleets, the rental car facilities in the planning area will become surplus and available for development. The ones in the Airport Campus will become a legal non-conforming use in order to encourage their recycling into a higher-value use.

The Station Area is also a development potential due to its adjacency to the Westchester/Veterans station. Highest land residuals exist for residential development; however, certain conditions should be met in order for residential development to be successful. Open space, neighborhood shopping and the definition of a creative, mixed-use identity for the area are amenities that support and attract investment in residential, retail and creative office development.

**3.4 Urban Design Framework**

The Urban Design Framework is shown in Figure 3.2. Its principal elements include:

1. A vibrant Westchester/Veterans station area composed of a central arts cluster centered on existing arts assets, surrounded by either a transit-oriented mixed-use district with retail, arts, light industrial, hospitality and residential uses;
2. A transit-oriented, employment-generating Airport Campus on lands currently occupied by car rental facilities near the corner of Aviation Boulevard and Arbor Vitae Street;
3. Extension of the Downtown Green Boulevards network to include Manchester Boulevard;
4. Creation of new open spaces to serve existing and future uses:
   a. Plaza on Isis Avenue north of Manchester Boulevard
   b. Arts Park at the 1019 building
   c. Triangle Block Park or Olive Avenue Greenway
   d. Pollution-mitigating Public Garden west of Aviation Boulevard
   e. Pollution-mitigating and neighborhood-serving Florence Ash Park
5. Pedestrian and bicycle connections across the 405 freeway, among other active transportation improvements.

These elements are described in detail in Sections 3.5 through 3.8.
Westchester/Veterans Urban Design Framework

- City of Inglewood Boundary
- Westchester Station Planning Area
- Crenshaw/LAX Line
- New Station Portal
- Transit-Oriented Airport Campus
- Transit-Oriented Mixed-Use District
- Transit-Oriented Arts Cluster
- Green Boulevard
- City of Los Angeles Future Protected Bike Lane
- Green Connector
- Neighborhood Connector (with bike lane)
- Neighborhood Connector (without bike lane)
- Parks and Urban Open Spaces
- Public Garden (pollution mitigation)
- Pedestrian Freeway Crossing Improvements
- Mid-Block Passthroughs
- New Connection between Streets
- Street Dead End

Legend:
- 10 ac
- 2 minute walk (480 feet)
- 2 minute bike (1,760 feet)
3.5 Complete Streets

Complete Streets balance the following five functions of streets in unique ways:

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

Three special types of Complete Streets are detailed in this Plan: Green Boulevards, Green Connectors and Neighborhood Connectors. Their locations are shown in Figure 3.2. The proposed bicycle network is summarized in Figure 3.3.

**Manchester Green Boulevard**

Green Boulevards are major streets that serve an important carrier function while also providing environmental benefits and establishing a sense of entry and place to the City and area. In this planning area, Manchester Boulevard is the Green Boulevard. It is classified as a Major Arterial in the City’s General Plan. As shown in Figure 3.4, west of the 405 freeway, Manchester Boulevard’s two travel lanes in each direction and parking lanes will be restriped, while adding a two-way protected bicycle lane on the north side of the street. This two-way bicycle lane will continue onto a new pedestrian and bicycle bridge (or widening of the existing bridge) over the 405 freeway on the north side of the street. At Ash Avenue, the eastbound bicycle lane will switch to the south side of the street, and the Green Boulevard will accommodate two one-way protected bicycle lanes, one on each side of the street, to and through Downtown Inglewood.

No vehicular travel lanes will be lost in the conversion of Manchester to a Green Boulevard. West of the 405 freeway, none or very little parking will be lost. East of the 405 freeway, approximately 72 parking spaces will be lost. According to the TOD Plan parking study, utilization of these spaces was 38%, or 28 spaces. However, it is important to note that all of the businesses and residences along this stretch of Manchester Boulevard possess off-street parking.

Constructing the Green Boulevards will result in several environmental benefits, described in Section 3.10.
Green Connectors serve the same environmental, place-making and active transportation features as Green Boulevards, but on smaller streets. A representative cross-section is presented in Figure 3.5. Hindry Avenue between Florence Avenue and Manchester Boulevard is designated as a Green Connector. This street connects the Manchester Green Boulevard to the Westchester/Veterans Metro station at Florence and Hindry Avenues. It includes one vehicular travel lane and one protected bicycle lane in each direction, separated by a bioswale. 32 parking spaces would be lost in converting Hindry Avenue to a Green Connector. According to the TOD Plan parking study, utilization of these spaces was 28%, or 9 spaces. However, it is important to note that without the Green Connector treatment, this block would likely become used for all-day Metro commuter parking which does not directly benefit the immediate area.

Hillcrest Boulevard between La Cienega Boulevard and Aviation Boulevard is also designated as a Green Connector. This street would define a green, easy walking or biking pathway from the residential neighborhoods east of the 405 freeway to jobs west of the freeway and to the future Public Garden at the end of Hillcrest Boulevard on Aviation Boulevard. 89 parking spaces, of which utilization was 34%, or 30 spaces, would be lost here.

On both of the Green Connector streets, the bioswale may be replaced in certain areas by a painted divider when required in order to accommodate truck turning radii onto side streets or into industrial properties.

Neighborhood Connectors
The Neighborhood Connectors, Isis Avenue, Hindry Avenue, Glasgow Avenue, Hyde Park Boulevard and Regent Street, are important streets for linking outlying areas of the planning area to Green Boulevards, the station area and Downtown Inglewood. These streets prioritize pedestrian and bicycle movement while accommodating low-speed vehicular movement as well. Attention should be paid to the design and maintenance of the pedestrian environment, including priority planting of new street trees where needed.

Hindry Avenue south of Manchester Boulevard is classified as a Neighborhood Connector with Bike Lane. It links U.S. Veterans’ Initiative to the station with a Class II bike lane. As shown in Figure 3.6, street parking on the east side of the street would be eliminated in order to accommodate the bike lane. This would require the loss of 57 parking spaces. Parking utilization on this street is 47%; therefore, the east side of the street should be able to handle the existing parking demand.

Other Neighborhood Connectors do not have specific bicycle facilities, except for Regent Street, which should be designated as a Class III bike route.
3.6 Station Area Access Improvements

Figure 3.2, Urban Design Framework, illustrates several last mile improvements in addition to the complete streets mentioned in Section 3.4.

New Station Portal

As originally designed, the Westchester/Veterans Metro Station is an at-grade station along the Los Angeles/Inglewood city boundary just to the north of Florence Avenue and between Isis Avenue and Hindry Avenue. However, the station may only be accessed from the east, on Hindry Avenue.

Figure 3.7 shows the rationale behind opening a station entrance or portal from the west, at Isis Avenue. This entrance would provide a direct link to the Isis Avenue Park, which would become a gateway to the TOD Plan area for transit users. It would provide a shorter walk from the bus stop on Manchester Boulevard for those transferring onto Metro Rail. It would also provide access to several City-owned sites in the City of Los Angeles which may have future development potential. Accompanying the new station portal should be:

- A pedestrian crossing of the tracks at Isis Avenue
- A high-visibility crosswalk and pedestrian-actuated signal at Florence and Isis Avenues
- A new eastbound bus stop at Manchester Boulevard and Isis Avenue

A high-visibility crosswalk should also be painted at Florence and Hindry Avenues to serve the east station entrance.

Mid-Block Passthroughs

Mid-block passthroughs connect streets or alley walkways to each other through the middle of a block. They are pedestrian- and bicycle-only connections. Mid-block passthroughs will connect Isis Avenue Park, Hindry Avenue and Glasgow Avenue north of Manchester Boulevard. They will provide a more direct route for pedestrians to access the Metro station and open space amenities. For example, the route for a pedestrian approaching on Manchester Boulevard from the east to the station entrance at Florence and Hindry Avenues is approximately 680 feet shorter through a mid-block passthrough than along Manchester Boulevard to Hindry Avenue.

Mid-block passthroughs should be provided out of doors and shall be constructed as a condition of development on the proposed sites. Mid-block passthroughs should measure no less than 20' across. Access may be restricted during certain night time hours as a safety measure. Design guidelines for these spaces are given in Section 5.13.

3.7 Cross-Freeway Connections

Figure 3.2 shows five locations for pedestrian (and bicycle) freeway crossing improvements, which are described below. Currently, all five locations provide for uncomfortable, unsafe and/or inaccessible pedestrian connections between the east and west sides of the TOD Plan area.
**Florence Avenue**

Figure 3.8 shows a conceptual design for a pedestrian and bicycle connection located on the old rail bridge just to the north of Florence Avenue. This bridge is located at-grade with the street, immediately below the Metro Rail bridge. It can be a pleasant connection, with small shrubs and landscaping adapted to the low-light environment. Approximately 28 parking spaces can also be created in the area occupied by the east landing of the bridge and Augusta Street west of Hyde Park Boulevard. These spaces can help alleviate the parking shortage in this area.

To connect the bridge and industrial employment areas north of Florence Avenue to the station, sidewalks should also be constructed on the north side of Florence Avenue from Hindry Avenue to La Cienega Boulevard, and from Hyde Park Boulevard to Cedar Avenue.

**Manchester Boulevard**

As a Green Boulevard, Manchester Boulevard must possess a good connection for pedestrians and bicycles across the 405 freeway. However, traffic conditions and multiple freeway ramps necessitate that the vehicular lanes retain their current configuration, which is uncomfortable to pedestrians, inaccessible to bicycles and dangerous, particularly on the south side of the street. As a result, a new north-side pedestrian and bicycle pathway must be created in one of the following ways:

- **Constructing a new bridge.** A new bridge would do much to rebrand the identity of Inglewood as a pedestrian- and bicycle-friendly city. This would be the safest option, as the bridge could fly over the westbound to northbound freeway on-ramp.

- **Widening the existing bridge.** Pending engineering assessments, there may be an opportunity to cantilever a widened sidewalk/bicycle path on the north side of the street. This option would require an at-grade crossing of the westbound to northbound freeway on-ramp, which should be visible from the westbound vehicular traffic lanes on Manchester Boulevard. Signage and caution lights will likely also be required.

**Hillcrest Boulevard**

Buffered bicycle lanes should be painted on the Hillcrest Boulevard bridge to connect to the Green Connector segment west of the freeway, and in keeping with the City’s Active Transportation Plan.

**Oak Street Elementary School Bridge**

There is an existing pedestrian bridge that connects La Cienega Boulevard to Spruce Avenue adjacent to Oak Street Elementary School. This bridge has been closed for a number of years, and graffiti now covers its side. The City should explore reopening this bridge.

**Arbor Vitae Street**

The City may explore replacing the westbound right-turn lane on the bridge with a bicycle lane to improve this connection. The Plan does not explicitly endorse this concept.
3.8 Street Trees

Figure 3.9 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 activity to make the area more pedestrian-friendly during the summer months.

Like the Green Boulevards in the Downtown & Fairview Heights TOD Plan, Manchester Boulevard should be lined with London Plane trees. This tree’s ability to withstand air pollution, droughts, as well as most diseases makes it a perfect street tree that will also provide some uniformity and connectivity with the downtown.

3.9 Open Space Network

This Plan proposes several new public open spaces to address the lack of parks in the City, mitigate pollution, and provide identity and amenities for the TOD Plan area. The location of these open spaces is shown in Figure 3.2.

Isis Avenue Park

Figures 3.10 and 3.11 show the concept for Isis Avenue Park, located on the Isis Avenue right-of-way between Florence Avenue and Manchester Boulevard, with a plaza area located within what is currently the Airport Plaza shopping center. Isis Avenue Park will be an urban gathering space and focal point for the Station Area and Arts Cluster. Existing street trees will be retained, and new trees added to fill in the gaps. The City or Business Improvement District can program the open space regularly with food trucks, musicians, outdoor art exhibitions, etc.

Isis Avenue Park can first be created through sporadic closures of the street for events, or simply blocking off the street with planters on a trial basis. As development proceeds on the west side, the additional plaza space can be incorporated.
1019WEST Arts Park

The artist studios at 1019WEST on Manchester Boulevard and Hindry Avenue could enliven this key corner in the TOD Plan area by converting their existing parking lot into an arts park that is either publicly or privately maintained. Artists with their studios at 1019WEST could exhibit their works in this park. The building is designed to accommodate parking on the roof, so parking could be maintained.

Triangle Block

The Triangle Block is bounded by Manchester Boulevard, Olive Street and Glasgow Avenue in the Station Area. It provides an opportunity to create an approximately one-acre open space that would serve the Station Area, Airport Industrial District, and Freeway Corridor District. The example photograph and Figure 3.12 illustrate how the space can be heavily planted and landscaped, allowing the park to function as a retreat from the industrial, commercial and potentially residential uses adjacent, and yet be visible from the street for reasons of safety. A central water element could draw families with children, workers on lunch break, and passerby to spend time in the park. This park would also function as a gateway into the City of Inglewood for travelers along Manchester Boulevard from the west. With an artist-designed light sculpture at the corner of Manchester Boulevard and Olive Street, the park would be easily visible from the City limit near Manchester Boulevard and Aviation Boulevard.

If property cannot be acquired to build Triangle Block Park, a different type of gateway open space may be created by closing the westbound travel lane on Olive Street between Glasgow Avenue and Manchester Boulevard and creating a green pathway with outdoor seating of different types, tree canopy and a gateway monument. This space would be very complementary to ground-floor retail and restaurant uses on Olive Street and could help to spur development in the area. Figure 3.13 illustrates this concept as the Olive Street Greenway.

The Olive Street Greenway would create seating and walking areas complementary to adjacent mixed use and retail development.

The Triangle Block Park would be an urban oasis, using landscaped berms and extensive tree canopy to create a sense of protection from the surrounding streetscapes, but retaining sight lines.

Figure 3.11. Isis Avenue Park plan

Figure 3.12. Triangle Block Park plan

Figure 3.13. Olive Street Greenway plan
Public Garden

If land becomes available for development, a public garden may be established on the west side of Aviation Boulevard at Hillcrest Boulevard, or in any part of the Airport Campus. Like a botanical garden, this public garden would showcase different types of plants. It would be a pleasant place for citizens of Inglewood to spend an afternoon and an attractor for visitors, including LAX passengers. The primary benefits of the public garden are environmental and are discussed further in Section 3.12.

Florence Ash Park

Florence Ash Park will be located on the southwest corner of Florence and Ash Avenues, an area currently occupied by a vacant auto repair shop, substandard residential uses and an older brick industrial building. Florence Ash Park will replace these uses with a neighborhood-oriented park firmly buffered from the 405 freeway with trees. The park will serve the densely populated Queen Street Residential District, which has no parks currently. Figure 3.14 shows a concept site plan, including a lunch area, playing field, basketball courts and playground.

A Public Garden would provide a unique and pleasant open space amenity to Inglewood residents.

Figure 3.14. Florence Ash Park plan
### 3.10 Arts

The arts are an important part of the lifestyle, culture and values of the City of Inglewood. The City is quickly becoming home to a cluster of cultural venues, from the largest scale (the Forum and NFL Stadium) to a much smaller scale (galleries in Downtown and Fairview Heights, for example). Arts and culture are key to the City’s attractiveness and future economic development. The arts will also be key to driving revitalization in the Westchester/Veterans TOD Plan area.

Local examples of the arts driving revitalization include the Los Angeles Arts District, North Hollywood (NoHo) Arts District, and Downtown Santa Ana. Opportunities should be taken to incorporate and maintain the arts in the TOD Plan area throughout the revitalization process.

#### Arts District

The TOD Plan Arts District (see Figure 3.15) builds upon an already existing arts cluster at 1019WEST, on the northwest corner of Manchester Boulevard and Hindry Avenue, and the Manchester Business Park, an industrial development which fronts on Manchester Boulevard and Isis Avenue. Some of the artists and creative businesses based here at the time of this plan include:

- Approximately twenty-seven artists with studio space at 1019WEST;
- The Knitting Tree, a yarn shop which gives classes and training to local fiber arts enthusiasts;
- Three Weavers Brewery, a craft brewery and bar;
- Architects, graphic designers and other such professionals based in the office spaces at Manchester Business Park.

If promoted, the Arts District will give identity to the TOD Plan area and the Station Area in particular, helping to attract more artists and create a “scene.” It may also eventually lead to the attraction of other types of development, such as live/work, creative office and retail. The MU-A zone applied to the Station Area allows for this expansion and provides specific incentives for retention of the existing art uses, helping to protect the original arts cluster from displacement, and maintaining the arts at the center of the community’s identity. The Arts District may also be expanded into the West Hyde Park Boulevard area east of the 405 freeway.

The Arts District may be formalized, promoted and maintained by the City, Business Improvement District, Inglewood Cultural Arts, any of the existing arts businesses alone or in tandem, or others. Open studios nights, arts fairs, performing arts events, pop-up installations and other programs will bring the District to life.

#### Public Art

The City’s 1% for Public Art ordinance specifies that 1% of all development costs in a project should go to public art. Figure 3.15 shows recommended sites for new public art.

The TOD Plan area presents opportunities for public art at a large scale, such as gateways, and at a small scale, such as street furniture.
### 3.11 Sustainability

The Plan reinforces sustainability by creating a transit-oriented, walkable and bikeable community. Communities that share these characteristics have been shown to have less automobile emissions, land dedicated to parking and building energy usage per capita. In addition, particular features of the plan contribute to environmental improvements in the ways listed below and in Figure 3.16.

#### Streetscapes

The Manchester Green Boulevard and the Green Connectors (Hindry Avenue and Hillcrest Boulevard) are designed with green dividers that separate protected bike lanes from traffic lanes. These green dividers will be designed as bioswales that permit runoff from streets and the surrounding sites can be captured and harvested for reuse 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.

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

#### 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 green 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 reuse 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.

#### Pollution Mitigation

The TOD Plan area is highly impacted by pollution resulting from Los Angeles International Airport and the 405 freeway. The southern third of the planning area lies underneath the freeway side of the park. The Public Garden (Section 3.8) will perform a similar function for the section of the planning area that lies directly under the airport flight path.

### 3.12 Environmental Justice

Environmental justice is a key component of the TOD Plan. The Plan addresses the lack of open space, lack of safe walking and biking routes, and pollution and noise resulting from LAX and the 405 freeway that affect the overwhelmingly minority and working-class residential neighborhoods east of the 405, and the largely working-class industrial employees west of the 405. CalEnviroScreen gives the planning area a score of 89/100 in pollution burden and 76/100 in population characteristics, with 100/100 being the most affected or disadvantaged.

### 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 is only one existing park in the planning area, Ashwood Park, which serves the mostly single-family neighborhood east of the 405 freeway and south of Manchester Boulevard.

Florence Ash Park (Figure 3.14) will mitigate pollution concentrations in the Queen St. Residential Neighborhood because of its vegetated sound wall and line(s) of trees on the freeway side of the park. The Public Garden (Section 3.8) will perform a similar function for the section of the planning area that lies directly under the airport flight path.

The Public Garden would add approximately seven acres of open space to the City and clean the TOD Plan area air.

Under the Plan, Florence Ash Park will be a new park located at the southwest corner of Florence and Ash Avenues. This approximately one-acre park will serve the densely populated multifamily area north of Manchester Boulevard and east of the 405 freeway. As shown in Figure 3.13, amenities should include an open field area for informal sports and games, basketball courts and play structures.
West of the freeway, the Isis Avenue Park, 1019WEST Arts Park and Triangle Block Park could create an additional two acres of urban public open space. Finally, the Public Garden could create approximately seven acres of public open space, enabling residents of Inglewood to experience a verdant landscape far different from the urban jungle.

**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 eleven 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 Complete Streets (Section 3.5), Station Area Access Improvements (Section 3.6) and Cross-Freeway Connections (Section 3.7).

**3.13 Equity**

Equity is an important factor in the planning approach. Inglewood is a mixed-income community with a majority being people of color and with incomes below the metropolitan average. The TOD Plan seeks to improve the Westchester/Veterans station area for the benefit of the citizens of Inglewood; therefore, the City should be proactive in assuring that the benefits of growth accrue to the current population. This section calls out some of the major TOD Plan outcomes and policies that will promote social equity.

**Job Preservation and Creation**

The TOD Plan area provided approximately 2,201 jobs in 2016, of which more than half were blue-collar. These blue-collar jobs are important because only 18.2% of the City’s population (25 or older) possesses a Bachelor’s or advanced degree. While the Plan allows for the introduction of residential uses near the station when certain conditions are met, the majority of the existing industrial areas are unchanged in order to preserve these jobs.

New jobs will be created through the development of the Airport Campus into a higher-density business park or shipping center, and in the creation of a mixed-use district in the vicinity of the Westchester/Veterans Metro station.

The City should 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.

**Affordable Housing**

Potentials for growth in this TOD Plan have been steered away from existing neighborhoods, in part in order to preserve their current character and affordability. However, since regional pressures may threaten the level of affordability of housing in Inglewood, the creation of affordable housing is an important strategy to ensure an equitable distribution of benefits.

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

The City should also consider a measure that would preserve affordable housing whose covenants are expiring. Such a measure would likely involve compensating property owners in exchange for a renewal of their affordable rent covenants.
4.1 Introduction
Chapter 4 contains the zoning for the Westchester/Veterans TOD Plan 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 project area character analyses
- Market demand analysis
- The community’s vision for the plan area.

These zoning regulations support the community’s vision for the Westchester/Veterans TOD Plan area by creating an employment-generating Airport Campus in the southwest, an arts-based Station Area which can develop along a light industrial-focused direction or a mixed-use and residential direction and an economically vibrant Freeway Corridor, and preserving important existing uses.

4.2 Zoning Districts
The Zoning Districts are:

- **TOD Mixed Use – Arts Cluster (MU-A)** provides for a mix of uses that foment the growth of a creative, transit-oriented community in the Westchester/Veterans Metro station area. These include art studios, light manufacturing, live/work, residential, lodging, retail and breweries.

- **TOD Mixed Use 2 (MU-2)** provides for office, flex, R&D, light industrial and warehousing uses along Florence Avenue adjacent to TechTown. The zoning and development standards mirrors the same zone in The New Downtown and Fairview Heights TOD Plan and Design Guidelines.

- **TOD Mixed Use 2A (MU-2A)** provides for office, flex, R&D, light industrial and warehousing uses in the Freeway Corridor district. The zoning and development standards mirrors TOD Mixed Use 2, but also allows retail and lodging uses.

- **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 volume where this zone is located. The zoning and development standards mirrors the same zone in The New Downtown and Fairview Heights TOD Plan and Design Guidelines.

- **Airport Campus (AC)** provides impetus for the recycling of current rental car facility land into large-scale office, flex, and warehousing/distribution uses proximate to the 96th Street Metro and Automated People Mover station. It also provides for public open space.

- **C-3 Heavy Commercial** is the zoning designation for the Hyundai and Carmax dealerships and Home Depot store on and around La Cienega Boulevard. There are no changes to the zoning or development standards for this zone in this plan.

- **M-1 Light Manufacturing** provides for general commercial uses as well as the fabrication, processing or treatment of products through processes that are not offensive or obnoxious by reason of emission of odor, dust, smoke, gas, noise or similar causes. Live-Work Overlay Zone refers to M-1 zoned areas in which live-work units may be constructed.

- **Live-Work Overlay Zone**
ZONING

CHAPTER 4

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; however, form-based prototypes do apply 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; however, form-based prototypes do apply 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.

T-C Transportation Corridor provides a zoning designation for the Metro Crenshaw/LAX Line right-of-way.

4.3 Preferred Land Use Plan

Figure 4.2 gives the Preferred Land Use Plan, which locates the recommended future locations for public open space and facilities on top of the zoning map from Figure 4.1.

4.4 Permitted and Prohibited Uses

Figure 4.3 lists the land uses that are permitted, permitted with a special use permit, and prohibited for each zoning district in the TOD Plan area.

4.5 Land Uses Not Listed

Determinations about land uses not expressly listed in Figure 4.3 shall be made in accordance with Section 12-3.1 of the Inglewood Municipal Code.

4.6 Interpretation

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

4.7 Non-Conforming Uses

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

4.8 Special Use Permits

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

4.9 Variances and Adjustments

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

4.10 Change of Zoning Regulations

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

4.11 Planned Assembly Developments

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

The use of the planned assembly development process is discouraged on sites considered “Macro Sites” with Macro Design Guidelines (see Section 4.8), as these sites are considered to already have planned, unified development concepts through this Plan.
FIGURE 4.2
Westchester/Veterans
Preferred Land Use

- City of Inglewood Boundary
- Westchester Station Planning Area
- Crenshaw/LAX Line
- AC (Airport Campus)
- C-3 (Heavy Commercial)
- M-1 (Light Manufacturing)
- MU-2 (TOD Mixed Use 2)
- MU-2A (TOD Mixed Use 2A)
- MU-A (TOD Mixed Use - Arts Cluster)
- MU-C (TOD Corridor Mixed Use)
- O-S (Open Space)
- R-3 (Residential Multiple Family)
- R-4 (Residential Multiple Family)
- T-C (Transportation Corridor)
### Permitted and Prohibited Uses

#### Use Zone

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<th>MU-2A</th>
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<td>Hotels</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Check cashing service</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Rent-to-own</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Pawn shops</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Gymnasiums and studios</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Thrift, antiques or collectibles stores</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Swap meets and flea markets</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Plant nurseries</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Drive-throughs</td>
<td>N</td>
<td>N</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Newsstands</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Arcades and recreational activities geared to children 12 or younger</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Arcades and recreational activities geared to persons 11 and older</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Pool halls</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Large entertainment facilities: movie theaters, bowling alleys</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Notes

1. ADUs are permitted in residential zones as well as any zones with single-family homes.
2. “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.
3. See Chapter 12, Article 17.4 of the Inglewood Municipal Code for the definition and relevant standards.
4. Allowed on ground-floor only. Commercial space must be at least 50% of the unit size and located on the ground floor.
5. Allowed in existing commercial structures only.
6. Includes group homes, community care facilities, halfway houses, and orphanages.
8. Permitted with a minimum size of 2,500 square feet with a Special Use Permit.
9. Regulations governing these uses are given in Section 12-24 (8) of the Inglewood Municipal Code. No beauty salons or barbershops shall be permitted within 300 feet of a similar establishment unless a Special Use Permit is approved.
10. Shopping centers must comply with all Design Guidelines relevant to the zone/district in which it is located. Developments of multiple retail outlets, each of which fronts directly onto the sidewalk, shall be considered “Retail sales” and not “Shopping centers.”
11. A definition of auction halls is given in Section 12-1.12 of the Inglewood Municipal Code, and the regulations that govern its operation may be found in Section 8.56.
12. Includes hostels. Hotels that charge by the hour are prohibited. Hotels are restricted to 50 rooms minimum and subject to Inglewood Municipal Code Section 12-16.1.
13. Permitted with a maximum size of 10,000 square feet.
14. A swap meet or flea market operated by and on the premises of a community nonprofit in the noted zones may be permitted through a Special Use Permit.

**Key**

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

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.
### Figure 4.3b Permitted and Prohibited Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>MU-A</th>
<th>MU-2A</th>
<th>MU-C</th>
<th>AC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Religious assembly</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Non-religious assembly&lt;sup&gt;15&lt;/sup&gt;</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Daycare facilities and nursery schools (no age limitation)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Private K-12 schools</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Trade schools and colleges&lt;sup&gt;16&lt;/sup&gt;</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>Public and quasi-public facilities</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Group counseling and tutoring</td>
<td>P&lt;sup&gt;17&lt;/sup&gt;</td>
<td>N</td>
<td>P&lt;sup&gt;17&lt;/sup&gt;</td>
<td>N</td>
</tr>
<tr>
<td>Medical offices&lt;sup&gt;18&lt;/sup&gt;</td>
<td>P</td>
<td>S</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Mortuaries</td>
<td>N</td>
<td>N</td>
<td>S</td>
<td>N</td>
</tr>
<tr>
<td>Convalescent homes</td>
<td>N</td>
<td>N</td>
<td>S</td>
<td>N</td>
</tr>
<tr>
<td>Veterinary offices/Pet Grooming</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Veterinary hospitals/Kennels</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Parking lots and structures&lt;sup&gt;19&lt;/sup&gt;</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Vehicle storage</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Car Rentals</td>
<td>P&lt;sup&gt;20&lt;/sup&gt;</td>
<td>P</td>
<td>N</td>
<td>P</td>
</tr>
<tr>
<td>All types of automobile servicing and repair</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Automobile showrooms</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Automobile sales (new or used)</td>
<td>N</td>
<td>S</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Automobile service stations</td>
<td>N</td>
<td>S</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Automated car washes and trailer rental ancillary to service stations</td>
<td>N</td>
<td>S</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Wireless telecommunication facilities&lt;sup&gt;21&lt;/sup&gt;</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Emergency ambulance dispatch</td>
<td>S</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Delivery and distribution</td>
<td>N</td>
<td>S</td>
<td>N</td>
<td>P</td>
</tr>
<tr>
<td>Welding</td>
<td>S</td>
<td>S</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>Furniture storage</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial/cloud kitchens&lt;sup&gt;22&lt;/sup&gt;</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Frozen food locker plants</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Urban Agriculture</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Brewery</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
</tr>
<tr>
<td>Artist Studios</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Self Storage Facility</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Light manufacturing&lt;sup&gt;23&lt;/sup&gt;</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>P</td>
</tr>
<tr>
<td>Building materials storage yard</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Public utility service yard or electric receiving or transforming station</td>
<td>N</td>
<td>P&lt;sup&gt;24&lt;/sup&gt;</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Heavy manufacturing</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Shooting range</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

### Notes
15. Examples of non-religious assembly uses are live theaters and social clubs.
17. Group counseling/tutoring facilities where 11 or more members receive services, or where the maximum floor area exceeds 100 square feet for each member receiving services plus 500 square feet maximum of office and administrative floor area, are subject to Special Use Permit approval.
18. Acupuncture and chiropractor facilities shall be subject to Special Use Permit approval in those instances where they allow on-site massage or acupressure therapy.
19. Parking lots and structures should be local-serving and not airport-serving.
20. Permitted south of Manchester Boulevard.
21. Wireless communication facilities are subject to compliance with the provisions of Chapter 12, Article 31 of the Inglewood Municipal Code. Additionally, these facilities shall not be mounted on the ground within the TOD Plan Area. No new wireless telecommunication facilities may be permitted.
22. Commercial/cloud kitchens are commercial facilities purpose-built to produce food specifically for delivery.
24. Public utility service yards and electric receiving or transforming stations shall be enclosed with a wall not less than six feet high.

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

Relevant use definitions can be found in Section 12-1 of the Inglewood Municipal Code.
5

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

5.1 Purpose and Applicability

The development and design standards and guidelines for Westchester/Veterans TOD Plan area 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 planning area.

5.2 Interpretation

The Development Standards given in Figure 5.3 are obligatory; development applications that seek to violate any of these standards must pass through the variance process (Section 4.9).

The Economic and Community Development Department Manager or his/her designee may interpret design guidelines (Sections 5.8 through 5.15) for specific projects with some flexibility, consistent with the purpose of the district. Variations may be considered for projects with special design characteristics during the City's design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

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-2 zone, except for purely interior changes and the installation of super graphic wall signs, shall require site plan review pursuant to the provisions of Section 12-39.50 to 12-39.57 of the Municipal Code.

5.5 Design Review

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

5.6 Development Standards

Figure 5.1 contains the Development Standards for the TOD Plan area.

5.7 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

The combination of an increase in the minimum lot size combined with a high height limit in the TOD Mixed-Use 1 zone should facilitate the assembly of actionable sites.

Property owners within the TOD Mixed Use 2 zone who do not meet the minimum lot size but would like to develop their properties may do so only up to their current height and with current uses. The new parking standards, however, will apply to these properties.
<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Maximum Height1,2</th>
<th>Maximum FAR</th>
<th>Minimum Lot Size</th>
<th>Public Street Setback3</th>
<th>Block Interior and Alley Setback</th>
<th>Minimum Parking Requirements13,4,5</th>
<th>Additional Development Standard Modifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOD Mixed Use - Arts Cluster</td>
<td>6 stories or 80'</td>
<td>None</td>
<td>20,000 sf</td>
<td>Manchester Blvd. = 0'</td>
<td>No requirement</td>
<td>General Commercial2 2 spaces/1,000 sf</td>
<td>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. No parking required for art studios.</td>
</tr>
<tr>
<td>Airport Campus</td>
<td>5 stories or 65'</td>
<td>1.5</td>
<td>None</td>
<td>No requirement</td>
<td>No requirement</td>
<td>General Commercial = No requirement</td>
<td></td>
</tr>
<tr>
<td>TOD Mixed-Use 2</td>
<td>4 stories or 60'</td>
<td>None</td>
<td>None</td>
<td>0.10'</td>
<td>No requirement</td>
<td>Office 2.5 spaces/1,000 sf</td>
<td>Light Industrial 1.5 spaces/1,000 sf</td>
</tr>
<tr>
<td>TOD Mixed-Use 2A</td>
<td>4 stories or 60'</td>
<td>None</td>
<td>20,000 sf</td>
<td>No requirement</td>
<td>No requirement</td>
<td>Industrial &amp; Warehousing: 30% reduction from City code</td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>4 stories or 55'</td>
<td>None</td>
<td>Prevailing11</td>
<td>Follow appropriate side and rear yard and prototype requirements</td>
<td>Residential 0.1 bedroom units: 1 space/du</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-3</td>
<td>4 stories or 40'</td>
<td>None</td>
<td>Prevailing11</td>
<td>Follow appropriate side and rear yard and prototype requirements</td>
<td>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</td>
<td>Visitor parking 0.1 spaces/du for developments of 20+ units</td>
<td></td>
</tr>
<tr>
<td>Mixed-Use Corridor</td>
<td>4 stories or 55'</td>
<td>None</td>
<td>0.5'</td>
<td>See Figure 5.13</td>
<td>General Commercial 2.5 off-street spaces/1,000 sf (minimum)</td>
<td>Industrial Open Space Incentive (Section 5.9) applies to these areas.</td>
<td></td>
</tr>
<tr>
<td>C-3, M-1</td>
<td>Citywide standards apply</td>
<td>Citywide standards apply</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 two numbers are given, the first number is the minimum setback and the second number is the maximum setback. Where one number is given, that is the required 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. Where commercial uses are permitted, buildings of less than 1,500 square feet, with commercial uses, primary entrance onto the street and transparent windows are exempt from parking requirements in all zones.
7. The following minimum parking requirements shall apply to all new 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. Minimum lot size applies to any project with residential uses unless located adjacent to an existing residential or mixed-use project containing residential uses, in which case there is no minimum lot size. There is also no minimum lot size for non-residential uses.
8. Minimum lot size applies to any project with residential uses unless located adjacent to an existing residential or mixed-use project containing residential uses, in which case there is no minimum lot size. There is also no minimum lot size for non-residential uses.
9. General Commercial includes the following categories of uses: General Business, Retail or Wholesale; Auction Houses; and Bakeries, Confectioneries, Take-out Restaurants, and the like.
10. No towers, mechanical equipment, or any type of structure above 68' are allowed.
11. A definition for the prevailing setback is given in Section A.6.
12. Industrial Open Space Incentive (Section 5.9) applies to these areas.
5.8 Design Guidelines Framework

The Design Guidelines Framework is shown in Figure 5.4.

The TOD Plan’s Design Guidelines can be divided into Macro and Micro Form Considerations. Macro Form Considerations refer to the district-level urban design features that transcend the level of individual properties, while Micro Form Considerations describe design features of individual properties or developments.

**Macro Form Considerations**

Macro Form Considerations for the Station Area (Section 5.10) and Airport Campus (Section 5.11) are illustrated on the following pages. Individual developments should respect the desired urban form shown on these pages.

Figure 5.4 shows the location of existing and future open spaces in the TOD Plan. Private development should relate to these open spaces and increase activity on them. In particular, the areas marked “Active Park Frontages” should be characterized by shopfronts and/or main entrances to office or residential buildings. Entrances to parking should be directed away from these areas.

Mid-block Passsthroughs shall be constructed as a condition of development in the areas shown on the map. Locations are approximate. The City may require these passsthroughs in any area within the block in order to establish a pedestrian connection from one street to another. Examples and standards for mid-block passsthroughs are given in the Mixed-Use and Multi-Family Residential Design Guidelines (Section 5.13).

**Micro Form Considerations**

The Industrial Open Space Guidelines (Section 5.9) offer an incentive for the creation of employee-focused public open space in the M-1 zone.

Mixed-Use and Multi-Family Residential Design Guidelines (Section 5.13) cover a variety of issues relating to building and site design. They apply to all properties developed under the MU-C or MU-A zones which incorporate residential and/or retail uses.

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 5.15) regulate the development envelope in MU-C 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.

5.9 Industrial Open Space Guidelines

In order to create public open space amenities that serve the working population in industrial areas, there is an open space incentive which applies to all properties in the M-1 zone. For each 1% of site area dedicated to public bicycle parking and a publicly-accessible, street adjacent open space, the minimum parking requirement will be reduced by 12.5%.

Open space must have a minimum size of 3,000 square feet and provide a useful amenity to the public. Encouraged types of open spaces are sports facilities, outdoor exercise equipment and lunch areas. Open space may be closed from public access during the night time hours.

Basketball courts are an example of open spaces geared toward the needs of employees, as well as the general public.
Westchester/Veterans
Design Guidelines

City of Inglewood Boundary
Westchester Station Planning Area
Crenshaw/LAX Line
New Station Portal
Macro Form Guidelines Sites
Macro Sites Names
View Angle for Macro Sites Drawings
Mixed-Use and Multi-Family Residential Design Guidelines District
Industrial Open Space Guidelines District
Areas where Form-Based Prototypes are Applicable
Parks and Urban Open Spaces
Active Park Frontages
Public Garden
Mid-Block Passthroughs

FIGURE 5.2

Westchester/Veterans
Design Guidelines

Station Area
Airport Campus
Campus

VIEW ANGLE FOR MACRO SITES DRAWINGS

Mixed-Use and Multi-Family Residential Design Guidelines District
Industrial Open Space Guidelines District
Areas where Form-Based Prototypes are Applicable
Parks and Urban Open Spaces
Active Park Frontages
Public Garden
Mid-Block Passthroughs
5.10 Station Area

Figures 5.5 and 5.6 illustrate the Macro Design Guidelines for the Westchester/Veterans Station Area.

The Westchester/Veterans Station Area is intended to create a live/work district with commercial and retail opportunities immediately surrounding the new Crenshaw/LAX Line station at Florence and Hindry Avenues, as well as serve as a western gateway to the City of Inglewood.

Figure 4.x contains the detailed design guidelines for the Station Area.

The requirements of the Design Guidelines are summarized as follows:

A. Manchester Business Park, the location of Three Weavers Brewery and The Knitting Tree, should be integrated into future developments.
B. The 1019WEST building, the location of 1019 West Art Studios shall also be integrated into future developments.
C. Isis Avenue will be closed off to vehicular traffic and transformed into a pedestrian only street, serving as an open space connecting future ground-level retail. It will also serve as a pedestrian connection to the Crenshaw/LAX Line station.
D. Mid-block passthroughs shall be provided to connect Isis and Hindry Avenues.
E. Existing parking lot at 1019 Manchester should be converted into a park which would display art/sculptures from local artists. Parking would be relocated to the roof of 1019 Manchester.
F. A new portal should be provided for the Westchester/Veterans Station. Current plans show only one station portal at Hindry Avenue and a road closure at Isis Avenue.
G. Triangle Block Park (Section 3.9) should be constructed by the City between Manchester Boulevard, Olive Street and Glasgow Avenue. If land is not available, the Olive Street Greenway (Section 3.9) can complement future mixed-use or commercial development.
H. Residential or mixed use developments can be built on all sides of the Arts Cluster.
I. The block west of Isis Avenue and north of Manchester Boulevard is ideal for a small shopping center. If a new shopping center is built, it should relate well to the Isis Avenue Park.

Figure 5.3 Urban Design Massing for Station Area
Figure 5.4 Macro Site Design Guidelines for Station Area

- Triangular block park
- Olive Street pedestrian walkway
- Isis Avenue shopping center
- Existing Manchester Business Park where Three Weavers Brewery & The Knitting Factory are located
- New Metro Station portal at Florence Avenue and Isis Avenue
- Street closure for Isis Avenue Park
- Shopping center relating to Isis Avenue Park
- Residential or mixed-use transit-oriented development
- Mid-block passthrough from Hindry Avenue to Isis Avenue
- Triangular Black Park
- Arts Display Area/Sculture Park at 1019WEST
- Existing 1019WEST Building with artist studios
- Residental or mixed-use transit-oriented development
- Interstate 405
- Manchester Blvd
- Florence Ave
- Interstate 105
- Shopping center relating to Isis Avenue Park
5.11 Airport Campus

Figures 5.7 and 5.8 illustrate the Macro Design Guidelines for the Airport Campus.

The Airport Campus is intended to create a business park with office/flex uses due to its location near LAX and bring in additional employment to the City of Inglewood.

Figure 5.8 contains the detailed design guidelines for the Airport Campus.

The requirements of the Design Guidelines are summarized as follows:

A. Office/flex buildings can be constructed along Aviation Boulevard with a height restriction of 4 stories.
B. The office/flex buildings should provide internal courtyards that serve as private open space for employees.
C. Structured parking is encouraged to maximize the use of the land.
D. Solar roofs will be provided on parking structure rooftops to provide energy as well as shade for vehicles.
E. Should land become available, a public botanical garden should be built west of Aviation Boulevard to provide open space as well as mitigate pollution from overhead airplanes.
F. New street trees should be planted along Aviation Boulevard to provide some pollution mitigation and address the lack of shade on some areas of the street.
G. The corner of Aviation Boulevard and Arbor Vitae Street could provide for retail uses as a part of the overall development.

**Figure 5.5 Urban Design Massing for Airport Campus**
Solar roofs on parking structure rooftops

Public botanical garden

Figure 5.6 Macro Site Design Guidelines for Airport Campus
5.12 Street Frontages Standards for New Zoning Districts

Figure 5.9 presents the allowable building frontage types for the new zoning districts in the Westchester/Veterans station area: TOD Mixed Use Arts Cluster, TOD Mixed Use 2/2A, TOD Mixed Use Corridor and Airport Campus. 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 uses that are neither residential nor retail in the Mixed-Use-Arts Cluster Zone are not subject to the requirements of this section.

General Guidelines

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

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 passageway frontages. Ground floor uses underneath the gallery should have at least 65% transparency and the use of hanging pedestrian signs is encouraged.

Shopfront - Shopfronts may serve retail or office uses, but are best suited for uses that serve the general public. A shopfront should have zero setback from the property line unless using one of the Retail Facade Setbacks for Building Entrances and Sidewalk Dining shown in Figure 4.15a. At least 65% of the ground-floor frontage should be transparent glass.

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.

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

The following frontage types do not apply to the TOD Mixed Use Arts Cluster, TOD Mixed Use 2/2A, TOD Mixed Use Corridor or Airport Campus, but they are referred to in the form-based prototype guidelines in Appendix A.

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

Yard - The yard frontage type corresponds to a landscaped area of at least 10 feet in depth in front of a building. Yards should be provided on residential streets to a depth of the prevailing setback (see Section A.6 for definition). Their design should emphasize their commonality with other yards along the street; however, drought-tolerant landscaping is required. No fences are permitted within yards in R-3 or higher zones in the planning area.

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

Surface Parking Guidelines

Surface parking is allowed in the MU-2, MU-2A, MU-A, AC, and MU-C zones subject to the following guidelines:

• Parking should be accessed off the alley if there is one adjacent to the property. If there is no alley but the site is a corner site, parking shall be accessed off the side street.

• If parking cannot be accessed off an alley or side street, it may be accessed from the primary street. Entrances and exits should be limited in number and located to minimize any interference with street traffic.

• Surface parking may occupy no more than 30% of the development’s frontage on a primary street or 50% of the frontage on a side street.

• Parking lots should meet the street with permanent walls and a landscaped strip per Section 12-55.5 of the Inglewood Municipal Code. However, instead of a raised landscaped planter, use of a filter strip, infiltration trench or other stormwater best management practice is required. Where the buffer strip is wider than 8’ and is adequately planted, no permanent wall is required. Whatever the width, trees should be planted along this landscaped strip.

• Not including the trees along the street edge of the parking lot, additional trees should be planted at a minimum ratio of one tree per 10 parking spaces.

• 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 5.10.
Figure 5.8 Surface parking design standards

Figure 5.9- Examples of Frontage Types

- Gallery
- Shopfront
- Forecourt
- Office
- Stoop
- Yard
- Porch
- Surface Parking
5.13 Mixed-Use and Multi-Family Residential Design Guidelines

These design guidelines apply to the areas indicated in orange in Figure 5.4, which correspond to the MU-A and MU-C zones. These guidelines apply only to projects which include retail and/or residential uses.

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 Figure 5.3.

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)

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 the sidewalk. In residential-only projects, the primary entrance shall also be from the sidewalk. 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
Publicly accessible Mid-Block Passthroughs (7) shall be provided in the places demarcated on the Urban Design Framework, Figure 2.x. Mid-Block Passthroughs shall be at least 20’ wide.

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 streets with a 10’ minimum sidewalk. 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.
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 (15) 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 Privacy

The purpose of this section is to ensure that residential uses in mixed-use zones are not adversely impacted by adjacent 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.

Given the presence of noisy airplanes, freeways, roads and rail lines in the planning area, residential units shall be constructed and designed to reduce noise. Proper design 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 uses shall be buffered from adjacent industrial uses and off-site parking by a wall and vegetation (14).
Industrial Edges

Where new residential uses about existing industrial uses, buffering is needed. Residential buildings should face away from the industrial uses, while driving aisles and parking can be located toward the industrial use.

Dense landscaping, including trees, should be planted next to the walls to attenuate noise and obscure views into upper-floor residential units.

Loading Areas

Commercial loading areas should be enclosed (18) 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 (19)

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 (20). 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.

Exterior Lighting (16)

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 (17). 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 screening walls 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.
5.14 Signage

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-1 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-1 and MU-C zones
• Projecting Signs (2) are encouraged along sidewalks and mid-block passageways in the MU-1 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-1 and AC zones only, and are subject to design review
• Historic Signs (7) should be preserved
• 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-1 and MU-C zones

Appropriate types of private signage in the area include:
• Grand Projecting Sign (1)
• Projecting Sign (2)
• Wall Sign (3)
• Under Awning Sign (4)
• Awning Valance Sign (5)
• Rooftop Sign (6)
• Historic Sign (7)
• Permanent Window Sign (8)
• Mural Wall Sign (9)

Less than 20% of window area
Subject to design review approval
Pedestrian-oriented only
Alternative to projecting sign
Letters should be no taller than eight inches
No projecting structures
Randy’s Donuts
Less than 20% of window area
Subject to design review approval
5.15 Low-Density Residential Edge Conditions

This section provides development standard modifications and design guidelines for areas in which taller or denser development directly faces single-family residential uses. Figure 5.10 shows the specific area in which these standards apply, and Figure 5.11 shows the height limits, setbacks, vehicular access locations and other standards.

Figure 5.10 Low-Density Residential Edge Guidelines
applicability area (dashed green border)

Figure 5.11 Standards including Height Limits, Setbacks, and Vehicular Access Locations
6.1 **Introduction**

The Implementation Action Plan identifies major steps that can be taken to effect the revitalization of the Westchester/Veterans Planning Area. Figure 6.1 summarizes the recommended implementation steps that are further detailed in this implementation chapter.

The successful implementation of the Westchester/Veterans TOD Plan is largely dependent upon the revitalization of the portion of the Planning Area to the west of the I-405 freeway and the timing of Los Angeles World Airports (LAWA) driven development. While the eastern portion of the Planning Area is unlikely to experience major changes due to its more established residential neighborhoods and industrial uses, the western portion has the potential to undergo significant redevelopment due to its proximity to the future Westchester/Veterans Station, the future Automated People Mover that will connect the Crenshaw/LAX Line to LAX in 2023, and the future consolidated rental car facility (ConRAC) which will be located in Los Angeles just south of the Planning Area with an expected completion date of 2023.

The available land from rental car agencies that will relocate to ConRAC, their locations and the timing of availability are unknown at this time. Ongoing and close coordination between LAWA staff, the rental car operators and Inglewood staff will be necessary to insure that the future lots are developed to their highest and best use.

In order to encourage a more TOD friendly environment around the future transit station, the City will need to work with local property owners and pursue various funding sources that will improve the overall appeal of the area with capital improvements, retail and services and open space and amenities that will make the area more attractive for residential and mixed use development. 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’s vision, and the needs of future residents.

6.2 **Establish a Stakeholders Plan Implementation Committee**

The Stakeholders 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. Key landowners in the Planning Area, rental car agencies/property owners should be invited to participate. 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 (CDBGs), for which this area is eligible.

6.4 **Coordinate with Los Angeles World Airports (LAWA) and Local Property Owners on Future Plans within or in close proximity to the Planning Area**

Los Angeles World Airports (LAWA), in conjunction with Metro, is expected to complete the Automated People Mover connecting the Crenshaw/LAX and Green Lines to Los Angeles International Airport (LAX) in 2023, also LAWA is expected to complete a consolidated rental car (ConRAC) facility located in Los Angeles just south of the Planning Area by 2023. In addition to these projects, it will be important for the City to coordinate with LAWA on:

- Street improvements to Arbor Vitae Street
- Potential shuttle system for LAX employees and passengers in the surrounding area
- Potential retail, office and lodging developments on LAWA owned parcels
- The relocation of homeless populations currently living on the ConRAC site

Figure 6.1a Implementation Action Plan summary
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 during the program’s first full year, which can be used citywide for street improvements, pothole repair, signals, and other transportation related projects. The combination of local return funding along with other regional, state, and federal funding sources, as well as private funding sources, should be used to fund additional capital improvements. Possible public and private funding sources are shown in Figure 6.4.

6.6 Pursue Regional, State and Federal Infrastructure Funding Sources

The City should invest in making the capital improvements to finance these improvements, including both public and private sources.

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 during the program’s first full year, which can be used citywide for street improvements, pothole repair, signals, and other transportation related projects. The combination of local return funding along with other regional, state, and federal funding sources, as well as private funding sources, should be used to fund additional capital improvements. Possible public and private funding sources are shown in Figure 6.4.

6.8 Establish a Property-Based Business Improvement District for the Planning Area and Develop a Marketing Program

The establishment of a property-based Business Improvement District 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.

6.9 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. 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

The creation of open space and pedestrian improvements will encourage residential development west of the freeway.

6.9.1 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.

6.9.2 Consider the Establishment of an Inclusionary Zoning Policy

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

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

6.7 Create Temporary or Long-Term Open Space on Isis Avenue North of Manchester Boulevard

The intermittent closure of Isis Avenue between Manchester Boulevard and Florence Avenue for special events would be an important step in signaling to potential investors that the station-adjacent area is changing, and in making the area more hospitable to residential development. If conditions are appropriate after special events are taken, a pilot program can also be explored. In the longer-term, if a Business Improvement District or public-private partnership is in place, the street could be closed indefinitely and permanent park/plaza installations added.
6.10 Improve the Connectivity between the Eastern Portion of the Planning Area and the Westchester/Veterans Station

Currently, the portion of the Planning Area east of the I-405 Freeway has poor connectivity with the future Westchester/Veterans station, largely due to the I-405 Freeway acting as a north/south barrier in the middle of the Planning Area. The City should take the lead in opening up the cross-freeway connections described in Section 3.7.

6.11 Create Recreational Park East of I-405 Freeway

To address the shortage of open space in the dense residential neighborhood east of the I-405 freeway, between Manchester Boulevard and Florence Avenue, the City should explore funding opportunities to create a neighborhood-serving park on the southwest corner of Florence and Ash Avenues (Section 3.9).

6.12 Study Creating and Extending Local Historic Designation to Randy’s Donuts Sign

Randy’s Donuts on Manchester and La Cienega Boulevards is the most famous location in the planning area, and as such it helps give the planning area identity. For its architectural uniqueness, movie fame, tourist draw and the love it inspires among locals, it is critical that the Randy’s Donuts sign not be lost.

Given the likelihood of new development around the city, 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). Randy’s Donuts sign should then be evaluated per the criteria established in order to determine its eligibility for local or National Register designation.

6.13 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.

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

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

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

6.14 Establish an Enhanced Infrastructure Financing District

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. 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 Capital Improvement Projects

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<th>Cost</th>
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<tr>
<td>Total Costs</td>
<td>$30,940.35</td>
</tr>
</tbody>
</table>

Note: All costs are assumed to be borne by the public sector.

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

Figure 6.2 Capital Improvement Project costs
voter approval is required from registered voters within the district. If there are less than 12 registered voters residing in the proposed District, then each landowner shall have one vote for each acre or portion of an acre of land that he or she owns within the district. It is estimated that the portion of the area's basic 1% property tax levy that is allocated to the City's General Fund averages about 17.9 percent.

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. Also, although the EIFD is recommended as an important method of raising funds for public infrastructure investment, it alone will not provide the full required funding and will need to be combined with other financing techniques that were previously mentioned.

6.15 Establish an Arts District for the Station Area

Creation of an Arts District as described in Section 3.9 will enhance the employee, resident and visitor experience in the station-adjacent area and make the area more attractive to investment. The Arts District can be administered by the City and/or a Business Improvement District in consultation with the City’s Arts Commission. The Arts District could take on such tasks as branding the area as an arts hub, commissioning public art and organizing performing arts programming, open studios tours, etc.

6.16 Submit Grant Applications for the Green Boulevards Network and First/Last Mile Improvements

Grant applications can be submitted to various funding sources such as the Caltrans Active Transportation Program and 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 and “Green Streets,” because of the way the separate bicycle paths are defined by drainage swales which also facilitate gray water filtration and ground water recharge. Other important active transportation/first/last mile improvements include the creation of a pedestrian way on the north side of Florence east of the station. This consists of a new sidewalk adjacent to the tracks on Florence, and of the repurposing of the old rail bridge over the I-405 freeway for pedestrian use. A second project would be to open access to the Westchester/Veterans station platform from Isis Avenue to the west.

6.17 Update the Development Impact Fee (DIF) Schedule for the Planning Area

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

6.18 Reopen Pedestrian Bridge at Oak Street Elementary School

The City should clean up and reopen the existing Oak Street Elementary School pedestrian bridge described in Section 3.9.

6.19 Create Triangle Block Open Space

Section 3.9 of the Plan provides for the creation of open space on the triangular block bounded by Manchester Boulevard, Olive Avenue and Glasgow Avenue. The open space might take on two forms – a landscaped passive recreation park that occupies the whole block, or a linear park/expanded sidewalk on Olive Avenue. While the former would provide the greater amenity, the latter could be built as a development condition of mixed-use development on the triangular block.

6.20 Approach Foundations and Grant Sources to Establish a Public Botanical Garden

As described in Sections 3.9 and 3.11, a public botanical garden, which could be established on the west side of Aviation Boulevard at Hillcrest Boulevard, would mitigate the significant airborne pollution in this area. The best chances of funding this garden would be either through private environmentally-oriented foundations, major state or federal grants, or from the airport itself as an environmental mitigation for current and future emissions.

The proposed botanical garden is in the conceptual stage at this time and would only be implemented if a suitable site became available.

6.21 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.

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<th>Funding Programs</th>
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<td>Other</td>
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<td>Historic and Cultural Preservation Grants</td>
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<td>Preservation Grants for a variety of improvements, including open space amenities and environmental projects, such as a Public Botanical Garden</td>
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<td>Other Contributions</td>
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Figure 6.4 Potential Funding Sources for the Implementation Action Plan
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 (Downtown) 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 5.4. 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:

1. 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.

2. 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.

3. Uses of adjacent properties — Those selecting prototypes should be sensitive to the potential conflicts created by different prototypes and uses to adjacent uses.

4. 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.

5. Built form of adjacent properties — Prototypes selected should be comparable in major characteristics such as height, façade articulation and building depth with their neighbors.

6. 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.

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 shall 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.

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

- Variations in massing encouraged; roof styles should be in character with context
- Yard frontage type: porches encouraged
- Primary access walkway directly from the street

![Figure A.2 Features of Single-Family Prototype](image)

**2- to 4-plex**

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

- Variations in massing encouraged; roof styles should be in character with context
- Yard frontage type: porches encouraged
- Primary access walkway directly from the street

![Figure A.4 Features of 2- to 4-plex Prototype](image)

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

**Examples of Single-Family Prototype and Granny Flat**

**Figure A.5 Plan View of 2- to 4-plex Prototype**

**Examples of 2- to 4-plex Prototype**
**APPENDIX A**

**FORM-BASED BUILDING PROTOTYPES**

**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

**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.
- 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**

- Main access to interior units provided from sidewalk through courtyard
- Front units can project into courtyard to define central courtyard and define entry
- Yard frontage type, prevailing setback

- 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.

- Yard frontage type shown; stoops may also be used.
- Pitched roof.
- Building height, width and massing as viewed from residential street should be in scale with houses.

**Commercial Block**

Pedestrian-friendly commercial or mixed-use building.

- Second-floor units accessed through walkways around courtyard and mostly hidden from street; may also be accessed from stairways leading to courtyard.
- Main entries to ground-floor uses provided directly from the sidewalk; shopfront frontage type with characteristics outlined in Fig. 4.15a.

**Figure A.10** Features of Garden Court Prototype

- Parking access from alley.
- Unenclosed parking permitted.
- Central landscaped courtyard should be at least as wide as height of buildings.

**Figure A.11** Plan View of Garden Court Prototype

- Examples of Garden Court Prototype

**Figure A.12** Features of Commercial Block Prototype

- Parking access from rear alley; if none available, access through driveway leading to side and rear lot.
- Walkway between parking and rear entrances of buildings.

**Figure A.13** Plan View of Commercial Block Prototype

- Examples of Commercial Block Prototype
**APPENDIX A**

**FORM-BASED BUILDING PROTOTYPES**

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**Residential Edge Block**

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

- Green roofs as residential open space
- Parking tucked under second-story residential off alley; subterranean parking also acceptable
- Corner tower

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

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**Residential Block**

Block apartment or condominium building.

- Top floor set back from side to comply with side yard requirements for taller structures; set back from front to reduce visual impact
- Subterranean parking accessed through driveway off street
- Green roofs encouraged as residential open space
- Balconies provided as type of private open space
- Yard or stoop frontage type
- Main entry into lobby accessed from sidewalk

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

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

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**Residential Block**

- Parking access from rear alley; driveway next to rear alley also acceptable
- Green roofs on top of 1st floor can cover loading zones for commercial uses and serve as open space for 2nd floor residents
- Green roofs on top of 2nd floor can serve as open space for 3rd floor residents

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

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**Example of Residential Edge Block Prototype**

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**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