City of Inglewood

VILLAGE SPECIFIC PLAN

DECEMBER 1998
Village Specific Plan
ACKNOWLEDGEMENTS

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PLANNING DIVISION
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Mike Randall, AICP, Associate Planner

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Edward Branson
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RESIDENTS
Angela De Leon
Josefina Guzman
Stephanie Shelton
Iris Hall
Rocio Hernandez
Angela Mozell

BUSINESS
Henry Miller, 99¢ Only Store
Brett Hayes, The Home Depot
Russell Morgan, Food 4 Less
John Scully, Costco
Deryl Deese, Hollywood Park

STUDENTS
Lodio De Leon
Andrea Mozelle

CONSULTANT TEAM
THE PLANNING CENTER
Richard E. Ramella, Principal-in-Charge
Al Bell, Project Manager
Al Zelinka, Primary Author
Helen Korprapun, Landscape Architect

Kent Bourland, Designer
Pamela Fahy, Report Design/Production
Craig Ramella, Graphics
Nick Pergakes, Graphics

1 No longer with The Planning Center

STANLEY R. HOFFMAN ASSOCIATES, INC.
Stanley Hoffman, Market/Fiscal Analysis
Maegan Winning, Analyst

SPECIAL THANKS

On behalf of the citizens of Inglewood and the residents and property owners in The Village, a special word of appreciation is in order for some whose dedication to the success of this project has been exceptional:

Mayor Pro Tem Garland Hardeman, whose vision contemplated a rejuvenated neighborhood and whose leadership initiated and sustained the effort despite many obstacles;
Chairman Sherman Ferguson, who stepped up to the leadership role in conducting the affairs of the Village Neighborhood Improvement Team Board of Directors;
Principal Lacy Alexander, whose moral support and accommodation of the numerous neighborhood meetings at Woodworth Elementary School held steady throughout the planning effort;
Talented members of Inglewood Neighborhood Housing Services, who provided support to the Neighborhood Improvement Team, including crucial translation services;
Mike Randall, whose personal dedication to the project exceeded by far the typical staff leadership responsibilities the title of Project Manager implies; and
The Planning Center team, who often stretched beyond normal contractual responsibilities to respond to the demands of the project and keep the planning process moving.

In addition, the nucleus of residents and property owners who believed that The Village could again become a place where people can live in peace and choose to hold out for that better vision, deserve a special acknowledgement. Their commitment has been an inspiration for everyone involved in the planning process.

These and many others invested considerable time and effort in making the Plan; now they will be called upon to make the Plan a reality.
The Village Vision

The Village is a neighborhood within the City of Inglewood that has a balance of commercial, residential, educational, and recreational opportunities. Residents, business owners and property owners all take pride in the cooperative effort they have undertaken to create a safe, attractive neighborhood and a high quality of life. Partnerships between local schools and businesses provide residents with job training and employment opportunities while local police officers have teamed with neighborhood representatives to implement effective crime prevention strategies. A new community center and central park serve as a recreational resource and a meeting place for local youth clubs and other community organizations. Pocket parks provide safe play areas where parents can easily supervise the activities of their children and community gardens are enjoyed by young and old alike. Although planes still fly overhead, insulation improvements have provided great relief from the noise. The rejuvenation of the Village has become a model for other communities.
La Visión de la Village

La Village es una comunidad ubicada en la Ciudad de Inglewood que ha logrado establecer un equilibrio entre las oportunidades de comercio, educación y recreación. Los residentes, dueños de negocios y propietarios han tomado lugar participando orgullosos en el esfuerzo cooperativo para crear una sana, atractiva comunidad y una alta calidad de vida. La colaboración entre las escuelas locales y los negocios ofrecen a los residentes educación para el trabajo y mejores oportunidades de empleos. Con ese mismo espíritu, los oficiales de policía y residentes han formado un equipo de cooperación para implementar efectivas técnicas de prevención contra el crimen. Un nuevo centro comunitario y parque central sirve como área de recreación y reunió para clubes juveniles y otras organizaciones locales. Pequeños parques proveerán lugares seguros de juego donde padres y representantes podrán tranquilamente supervisar las actividades de sus niños además de compartir los jardines comunitarios que serán disfrutados junto a jóvenes y ancianos por igual. Aún cuando se mantiene el sobrevuelo de aviones constantemente en la zona, han sido provistas extraordinarias mejoras para el aislamiento del ruido. El rejuvenecer de La Village ha llegado a ser un modelo a seguir por otras comunidades.
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October 29, 1998
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I. EXECUTIVE SUMMARY
Chapter I. 
Executive Summary

This Specific Plan is about moving away from the image and reality previously known as Darby-Dixon to the compelling vision of the Village. This is far more than a name change. It is a distinct shift in how this neighborhood is perceived and how it works and how it looks. It starts with the long standing concerns regarding crime, drugs, gangs, blight, aircraft noise, lack of jobs, and general erosion of the quality of life and leads to an entirely new way of thinking about this neighborhood. Past strategies for reversing these conditions and their impacts have had mixed and generally disappointing results. The long-standing expectation for conversion from commercial and residential uses to industrial development did not happen.

Yet, physical conditions are better than would have been the case without diligent City efforts in code enforcement, graffiti control and police services. This is why initial impressions are that the area doesn't look as bad as its reputation would lead one to expect. It is obvious that some people there still care and so did the City officials searching for a proper solution to neighborhood deterioration.

This Plan seeks to return a quality of life and neighborhood livability to the area that has been missing for over two decades. It is based on a challenging vision in which property owners prosper, residents feel safe and enjoy neighborhood amenities that have never before existed, and business prosper in the expanded commercial center. If this sounds ambitious, it is because it is. If it sounds impossible, it is because the convergence of forces making change possible here aren't fully known and appreciated.

This Plan consists of three major strategies: 1) a physical overhaul of both public and private spaces; 2) a new organizational structure within the neighborhood and the City committed to turning the neighborhood around; and 3) a broad ranging, yet focused implementation plan. All three are devised to deal not only with physical improvements and change, but with improving people's lives as well. The physical change will respond to and enliven the change in people. Only this time the direction will be UP, not down.

The foundation of the plan lies in a vision of a place that works and works well. That vision is expressed in a description of how The Village is a unified neighborhood, has a renewed identity and high standards of property maintenance, experiences, expanded access to education and opportunity (particularly regarding jobs), and enjoys a high degree of public safety and security. This is the place it will be when the Plan is carried out.
To accomplish this ambitious project it is necessary to make a fundamental change in City policy and clearly abandon the expectation that industrial development will occur and instead, reaffirm and strengthen the distinct commercial and residential sectors of the neighborhood (market analysis showed that demand for industrial land cannot be satisfied by this location, especially with the high redevelopment costs involved). This is accomplished in two steps: first, by expanding the commercial area to include all of the land contained within the current Century Redevelopment Project Area Boundary; secondly by drastically reducing the amount of residential use by increasing parks and open space with ancillary social and rehabilitative efforts. The strengthening of commercial and residential uses would involve the demolition of some 260 apartment units within the redevelopment project area and another 72 units for adjacent park, buffer, and streets. Overall, including another 50 units for pocket park development, the original 912 units will shrink to 530, for a 42% reduction in dwelling units. Table I-1 below highlights the significant shift from residential to commercial uses, in parallel with a notable commitment to creating community space for neighborhood use.

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<th>Use</th>
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<th>Proposed</th>
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<tr>
<td>Commercial</td>
<td>14.0 acres</td>
<td>24.2 acres</td>
</tr>
<tr>
<td>Residential</td>
<td>37.4 acres (912 du)</td>
<td>23.7 acres (530 du)</td>
</tr>
<tr>
<td>Parks</td>
<td>0 acres</td>
<td>3.5 acres</td>
</tr>
<tr>
<td>Social/Community¹</td>
<td>0 sq. ft.</td>
<td>10,000 sq. ft.²</td>
</tr>
<tr>
<td>TOTAL</td>
<td>51.4 acres</td>
<td>51.4 acres</td>
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¹. Community Center, Job Office, Police Center, etc.
². Included in Park acres.

Commercial expansion will almost double the effective commercial activity, from over 14 acres to more than 24. The intent is to generate an entirely new dynamic in the commercial side of the Village, in part by tying the old and new together in a coherent whole and, eventually, linking to it the existing Costco/Home Base Center, even though that development is outside the specific plan area. The opportunity for larger scale commercial development is a key factor in revitalizing the entire neighborhood for: relocation, improvements, job expansion, and renewed identity.

Revamping the circulation system to orient commercial vehicular traffic away from residential areas is a critical component in a strategy allowing each portion of The Village to Coexist with the other. Yet, a complete break would be counterproductive, so the interface between the two dominant uses is connected by a system of landscaped promenades or paseos, the main one being between the new central park, generally in the central portion of the plan, and the major drive serving the commercial area. In this
way, the neighborhood connection is maintained and so is the integrity of its two components.

The notable deficiency in park and recreation space will be overcome by establishing a central park in a pivotal location convenient to both residential and commercial sectors. This is the anticipated location of a community center facility that can house a variety of neighborhood activities; even including selective commercial services if they are needed to serve the residents. A series of mid-block pocket parks rounds out the plan's recreation features.

Perhaps the most pervasive of all changes is the simple, yet comprehensive landscape plan. It provides both physical definition of planning areas and aesthetic improvements and is centered on contributing to community identity. This approach keys off from elements already present in the area and, with sufficient repetition, can help to provide a powerful statement of place for The Village.

With concerns regarding personal security being such an important issue, there is a strong influence on the Plan by principles of Crime Prevention Through Environmental Design (CPTED). These approaches to making crime more difficult and neighborhoods more secure are found in many features of the Plan and its implementation programs. Guidelines are provided so the principles can be applied as projects come forward.

Land use regulations and design guidelines are designed to operate under a variety of ownership and development possibilities, including large scale developer projects, individual incremental change, or some combination. A system of planning areas and subareas is supported by customized regulations applying to each area. The intent of this approach is to provide the right combination of direction and flexibility to carry out the intent of the plan and, at the same time, allow flexibility as new opportunities arise for revitalizing the neighborhood.

It is essential to understand that, while the Plan was prepared with consultant assistance, it has been shaped by extensive involvement of City officials, including a City Support Team made up of key department representatives, and a Neighborhood Improvement Team, made up of highly motivated residents and business owners in The Village. These organizations will remain as crucial players in the long term implementation of the Plan.

Implementation is addressed in an extensive Implementation Program, including documentation of a number of funding sources which may be called upon to support various physical improvements and people serving programs. The Implementation Program is included as an appendix to the Plan so that it can be updated regularly without requiring amendment of the Specific Plan.

The implementation package is augmented by an analysis of improvement costs and financing strategies to guide the phased improvements required to make the Plan a reality. Of particular importance is the attention required to not only make physical improvements, but to significantly strengthen the ownership and management philosophies and practices which now generally prevail. Another critical issue to be
Village Specific Plan

resolved is the reduction of noise impacts from LAX overflight. An aggressive noise attenuation program is aimed at bringing inside noise down to acceptable levels.

The Village is in the process of reinventing itself. This Specific Plan is the blueprint for making it happen.
II. INTRODUCTION, PURPOSE AND USER GUIDE
Chapter II.
Introduction, Purpose, User Guide

A. Where Is the Village Specific Plan Area?

The Village, formerly known as Darby-Dixon, is located at the southwest corner of West Century Boulevard and South Crenshaw Boulevard in the City of Inglewood (See Figure II-1: Regional Location, page II-3 and Figure II-2: Local Vicinity, page II-4. Specifically, the Village is bounded by West Century Boulevard on the north, West 104th Street on the south, South Crenshaw Boulevard on the east, and Club Drive on the west. (See Figure II-3: Project Area, page II-5.)

B. What Is the History of the Project Area?

Darby-Dixon developed in the late 1950's with high density multi-family residential buildings designed to accommodate adult tenants in airport-related occupations. It was soon after the construction of this neighborhood that the first major expansion of Los Angeles International Airport occurred in the early 1960's, accommodating the new jet age of commercial aviation. Since then the residents of Darby-Dixon and Inglewood have endured the noise impact of hundreds of thousands of low flying jet aircraft annually. As noise levels from aircraft overflights to Los Angeles International Airport increased, the neighborhood became a less desirable location and is populated today by predominately minority families drawn by low rent and landlords often desperate for tenants. In response to the changes in the neighborhood, the City implemented a series of planning studies during the 1970s which resulted in attempts to recycle the residential uses with industrial and commercial uses more compatible with the noise impacts in the area. The anticipated industrial conversion has not occurred, leading to the realization by community leaders that a different program to revitalize the neighborhood would be necessary. In particular, market analysis conducted as part of this plan preparation revealed little or no potential for industrial use on this property for the foreseeable future. For information regarding the studies, and a more complete history and background of Darby-Dixon, refer to Appendix B.

C. What Are the Key Issues Facing the Project Area Today?

The Project Area has experienced a high level of crime and blight, including impacts from high aircraft noise levels, physical deterioration, increased costs for property owners, and diminished quality of life for residents. Virtually all of these issues were identified by area residents and property owners in a series of public workshops. The following areas are of specific importance to the neighborhood:
1. Public Safety/Security

Crime in the Project Area is a primary concern. According to IPD statistics, the neighborhood ranks in the top five of 37 Crime Reporting Districts in both person crimes and property crimes. Gang related activity was of particular concern to residents and property owners.

2. Noise

The Project Area is located directly below the flight path of incoming jet aircraft to Los Angeles International Airport. The neighborhood residents are subjected to high noise impacts of low-flying planes numerous times daily—the noise impacts exceed the maximum exterior noise standard of 65 dBA (see Figure II-4). Today, the Los Angeles Department of Airports is again proposing a significant increase in flights into LAX. While innovations in engine design have, and will continue, to reduce jet noise, the constant noise impact on people living in the Project Area is undeniable. In thirty years, nothing has been accomplished to reduce this impact.

3. Housing Conditions

In 1979, the City of Inglewood adopted a policy of recycling (replacing residential uses with commercial and industrial uses) noise impacted neighborhoods. All of Darby-Dixon was designated as “Industrial” within the Land Use Element of the General Plan. The land was rezoned to the M-IL (Limited Manufacturing) zone. The northern on-third of the neighborhood was placed in the Century Redevelopment Project Area and therefore made eligible for acquisition by the Redevelopment Agency. While the Redevelopment Agency has enjoyed considerable success in other areas with the policy of recycling, it has created a significant burden on residents and property owners in this area. At present, property owners who wish to make improvements are hampered in getting loans on the property because multiple-family housing is a non-conforming use.

4. Resident Involvement and Empowerment

The Project Area provides housing opportunities for a predominantly low income and often transitory population. With notable exceptions of some long-standing residents and resident property owners, the neighborhood is an area where people typically stay until they can afford to move elsewhere. Many of the landlords are absentee and do not have a vested interest in the neighborhood’s stability and improvement. Traditionally, participation by residents and property owners in the neighborhood has been low. The dramatic changes in neighborhood and Inglewood demographics have contributed greatly to the disenfranchisement of the populace. From predominately white in the 1960’s to predominately Black in the 1970’s and 1980’s, to a growing Hispanic (and non-English) population in the 1990’s, the constant change and transitory nature of the residents has served to disconnect the neighborhood and cause it to be viewed more often as a problem than an opportunity. The extensive neighborhood involvement in the Village Specific Plan process is actually an extension of an earlier effort led by the Councilman in this district.
Regional Location

Village Specific Plan
City of Inglewood, California

Figure II-1
THE PLANNING CENTER
Project Area

Specific Plan Boundary

Redevelopment Plan Area Boundary
Noise Contours

Village Specific Plan
5. **Neighborhood Amenities**

The neighborhood has no parks or play areas. Although three schools are located adjacent to the neighborhood on the south, access to the playgrounds is limited to schools hours. The nearest City park is a considerable distance away.

6. **Economic Development and Opportunity**

In 1979, the Darby-Dixon area was designated for industrial land use in the City's General Plan due to the area's location beneath the flight path of incoming aircraft to Los Angeles International Airport. No industrial uses without redevelopment assistance have occurred since that time. According to an economic and financial analysis of the Project Area conducted by Stanley R. Hoffman Associates in 1996, it is unlikely that industrial uses would privately redevelop the area in the short-term and mid-term. Use of the industrial zoning classification would require demolition and infrastructure redesign and implementation of a scale much larger than can be economically accommodated by the small lot sizes under current conditions. Additionally, the limiting affects on truck traffic caused by the adjacent Morningside High School and Clyde Woodworth Elementary School sites would probably hinder the development of short-term industrial uses.

The potential exists, particularly given the area's proximity to Hollywood Park and its location at the intersection of Century Boulevard and Crenshaw Boulevard, to expand the existing commercial base. In addition, neighborhood and community serving uses could serve the immediate needs of the local residents in the area and surrounding residential neighborhoods.

**D. What Is a Specific Plan?**

A Specific Plan is one of many policy or regulatory tools used by local governments to guide community development or revitalization. A specific plan is a customized set of policies and regulations tailored to address unique issues encountered in a particular area.

1. **What Is the Purpose of the Village Specific Plan?**

The City of Inglewood has prepared the Village Specific Plan to aid in the economic and residential revitalization of the neighborhood. The Specific Plan intends to put in place a vision, physical plan, development regulations, and implementation strategy which will aid in this revitalization of the Village neighborhood. It will be used by the City and private interests to guide development and formulate programs to help residents and property owners reverse blighting trends and put the community back on a sound social and economic base. Because of the complex issues involved, this specific plan is as much a strategic plan, as well as a plan for physical change.

2. **What Legal Authority Underlies the Village Specific Plan?**

Sections 65450 through 65457 of the California Government Code provide the City of Inglewood with authority for preparing the Village Specific Plan as a method of implementing the City's General Plan.
3. **How Is The Village Specific Plan Organized?**

The Village Specific Plan has been prepared in accordance with California Government Code and consists of the following chapters:

I. Executive Summary  
II. Introduction, Purpose and User Guide  
III. Vision  
IV. Concept Plan  
V. Development Regulations and Guidelines  
Appendices: Technical Documentation

*Chapter I: Executive Summary* sets forth an overview of the Specific Plan, its intent, underlying issues and strategies for revitalization and improvement. *Chapter II: Introduction, Purpose and User Guide* provides easy-to-use descriptions of the neighborhood, its challenges, and the role of the Specific Plan in neighborhood improvement. *Chapter III: Vision* is written to help the reader visualize what the neighborhood could become if the Specific Plan and other measures are fully undertaken. *Chapter IV: Concept Plan* graphically depicts the proposed physical improvements which will help the neighborhood achieve its revitalization objectives.

*Chapter IV: Development Regulations and Guidelines* marks the crux of the plan. It sets forth the regulatory structure related to land use, urban design, community facilities, public safety, and parking, access, and circulation. Design Guidelines within the chapter provide in-depth guidance on the physical improvements and aesthetic treatment recommended in key areas of the neighborhood. Of particular significance is the Implementation Program which describes the various resources necessary to implement the Specific Plan and to fully carry out the neighborhood revitalization effort. Lastly, the *Appendices* contain the technical documentation underlying the Specific Plan.

4. **What are Development Regulations and Design Guidelines?**

Development Regulations are specific requirements which are, for the most part, non-negotiable. They are specifications for aspects of building design, and site development standards which must be satisfied. Design Guidelines, in contrast, are highly desired, but discretionary. They are intended to provide guidance for new development in terms of more subjective considerations, such as neighborhood character, aesthetics, or design details. They also serve as criteria for design and development review by City of Inglewood staff. As such, they must be respected, but may be interpreted with some flexibility. Together, the development regulations and design guidelines provide a basis for meaningful neighborhood revitalization and new development within the Village.

E. **Is the Village Specific Plan in Compliance with the California Environmental Quality Act?**

The Specific Plan complies with CEQA by means of an EIR certified for the entire plan and the Home Depot commercial development in Planning Area A. This achieves efficiency in that both projects are wrapped into a single environmental analysis and provides the environmental clearances to proceed with their implementation. Many of the features of the
Specific Plan are designed to minimize environmental impacts, in particular the emphasis on facilitating pedestrian movement and specializing the circulation system to better serve the residential neighborhood and the separate commercial area, including the adjacent Costco/Home Base development.

F. Who Can I Call with Any Questions?

The City of Inglewood has a number of staff persons who are available to answer your questions. You may begin by calling the Planning Department at (310) 412-5230. Or, you may call the Inglewood City Council, District Four, at (310) 412-5320. In addition, a City Support Team consisting of key residential representatives has been created to assist in Plan Implementation. They are listed in Appendix G, City Support Team, and may be contacted regarding Specific Issues related to their responsibilities. In addition, a City support team consisting of key departmental representatives has been created to assist in plan implementation. They are listed in Appendix G, city support team, and may be contacted regarding specific issues related to their responsibilities.
III. VISION STATEMENT
The Village Vision

The Village is a neighborhood within the City of Inglewood that has a balance of commercial, residential, educational, and recreational opportunities. Residents, business owners and property owners all take pride in the cooperative effort they have undertaken to create a safe, attractive neighborhood and a high quality of life. Partnerships between local schools and businesses provide residents with job training and employment opportunities while local police officers have teamed with neighborhood representatives to implement effective crime prevention strategies. A new community center and central park serve as a recreational resource and a meeting place for local youth clubs and other community organizations. Pocket parks provide safe play areas where parents can easily supervise the activities of their children and community gardens are enjoyed by young and old alike. Although planes still fly overhead, insulation improvements have provided great relief from the noise. The rejuvenation of the Village has become a model for other communities.
La Visión de la Village

La Village es una comunidad ubicada en la Ciudad de Inglewood que ha logrado establecer un equilibrio entre las oportunidades de comercio, educación y recreación. Los residentes, dueños de negocios y propietarios han tomado lugar participando orgullosos en el esfuerzo cooperativo para crear una sana, atractiva comunidad y una alta calidad de vida. La colaboración entre las escuelas locales y los negocios ofrecen a los residentes educación para el trabajo y mejores oportunidades de empleos. Con ese mismo espíritu, los oficiales de policía y residentes han formado un equipo de cooperación para implementar efectivas técnicas de prevención contra el crimen. Un nuevo centro comunitario y parque central sirve como área de recreación y reunión para clubes juveniles y otras organizaciones locales. Pequeños parques proveerán lugares seguros de juego donde padres y representantes podrán tranquilamente supervisar las actividades de sus niños además de compartir los jardines comunitarios que serán disfrutados junto a jóvenes y ancianos por igual. Aún cuando se mantiene el sobrevuelo de aviones constantemente en la zona, han sido provistas extraordinarias mejoras para el aislamiento del ruido. El rejuvenecer de la Village ha llegado a ser un modelo a seguir por otras comunidades.
Chapter III.
Vision Statement

The Vision Statement sets forth an image of a revitalized Project Area as it is desired to be when the Specific Plan and related efforts are fully implemented. The Village Vision is presented at the very beginning of this plan and again at the beginning of this chapter. The Vision Statement is based on key issues, opportunities, and constraints related to the revitalization of the neighborhood. Numerous factors can affect the ease with which the Vision Statement is achieved; however, the statement itself should always serve as a guiding force for the neighborhood—a focal point that provides sustained direction.

We all think of our neighborhood as the place that we live in and know something about. When we think of it, a picture typically comes to our minds. When we describe it to someone else, we usually use words that mean the most to us in helping that person understand what kind of a place it is—we try to paint an image of our neighborhood to help others see it as we do. This is true whether we like it a lot or whether there are some things about it we don’t care for so much.

We can also describe our neighborhood not as it is, but as it could be if the right change occurred. We call that kind of image a vision: because it describes not what is there now, but what could be. We talk about a vision as if it existed now and contained all of the features and characteristics it would be nice to have, even though it may take a lot of time and work to bring them about.

Since we each see things a little differently, it is a challenge to come up with a vision for a place on which everyone can agree. Creating a vision for our neighborhood can help us talk with each other about what changes need to be made and what improvements to seek. So, a vision can be a way of getting people to work together toward something better, rather than going off in a lot of conflicting directions.

Right now, the Project Area has a number of problems and a fairly negative image. Many people have a vision of it as staying the same way or even getting worse. The City of Inglewood and many neighborhood residents want to turn that image around and believe that other people want that, too. We can begin by imagining what the neighborhood could be like, then describing it as if it existed in its new form right now.

The ideal vision sets high—but not unreasonable—expectations and envisions significantly better conditions which can be accomplished. Describing a vision of this kind reads like a guided tour of what we see as we look around the transformed neighborhood. It carries you
into the future so you can see what the improved neighborhood looks like. We can use this vision to organize our ideas and resources and to influence positive change.

To help start this process, participants in a neighborhood improvement meeting recommended a different name for the neighborhood: The Village. The streets here are named after former mayors of the City of Inglewood, and the current revitalization effort is being led by Councilman Garland Hardeman. The Village will be known for its qualities as a fine place for families to live, work, play and shop.

Close your eyes and let the vision of a new Village replace the image that now exists. Let your values decide what you see, not the existing conditions. Let that vision serve as the guiding focus for the neighborhood—one that provides continual improvement . . . So, let’s see what the Village is really like in the future. Here’s how we describe it.

A. Unified Neighborhood

For many senior residents, it took a short amount of time to watch the neighborhood erode and more than a decade to see it rejuvenated. Persistence by neighborhood leaders; support by city officials and staff; assistance from federal grants; state and county, and school district collaboration; and participation by the private sector have made a remarkable difference. A number of residential units have been cleared to allow for new life to take root. And, those remaining residences have been improved dramatically.

The neighborhood’s strength and energy are rooted in the shared interests and cooperative spirit of its residents, businesses, and public service providers. Physical and organizational linkages exist between the residential area and the surrounding businesses and educational facilities. The Neighborhood Improvement Team (NIT), comprised of community leaders, business owners, residents, property owners, youth, police officers, and school representatives, meets regularly to address problems and promote the community. Its forward-thinking organization and neighborhood-based activities are well known in the region. The dedicated efforts by the NIT have resulted in numerous neighborhood improvements that have boosted the area’s image. AmeriCorps VISTA volunteers coordinate the interests of business owners, residents, students, employees, teachers, public officials, and others to engage in hands-on activities that maintain the neighborhood’s quality of life by implementing the Village Specific Plan, adopted in 1997.

Factors contributing to successfully achieving a unified neighborhood include:

- Widespread property owner, resident, and City collaboration;
- Active support from the surrounding community;
- Interactive and problem solving partnership between local businesses, property owners and residents;
- Strong neighborhood organization with well-trained leaders; and
- Focused City leadership which guides the strategic use of municipal resources.
III. VISION STATEMENT AND CONCEPT PLAN

B. Renewed Identity and Maintenance

The neighborhood is no longer known as “Darby-Dixon”. It is known by residents and the surrounding community as “The Village,” a more appropriate name reflecting its recent transformation. People from the neighborhood are proud of saying where they live. The commercial area is built out and prospering with neighborhood and community-serving businesses. Many residents work at the commercial center, and some of the businesses are locally owned and operated. Commercial uses such as pawn shops and liquor stores are not permitted by the shopping center’s owners. Residents from the Village walk to the commercial center, using the well-designed gateway that links the neighborhood and the shopping area.

The residential character is renewed and vibrant. Over 300 apartment units have been demolished to allow for a central park containing a community center, a park for little children and senior citizens, and a number of smaller “pocket parks” serving each street. With fewer buildings and more parks, and the conversion of many rental units to owner-occupied units, the neighborhood feels more complete and stable. Young and old alike spend time outside enjoying the neighborhood they worked so hard to take back.

Trees are neatly groomed, well-trimmed bushes align sidewalks and numerous planters of flowers add cheer across the neighborhood; likewise, the commercial center parking lot is well-landscaped and lighted. All street lights, porch lights, and alley lights are in operation and provide ample light throughout the neighborhood. Residential windows and doors are in good condition and free from wrought-iron security grills; businesses in the shopping center keep their storefront windows free from clutter and security grills, relying instead on lighting and natural surveillance. All residential and commercial buildings are provided with noise insulation and have been retrofitted to achieve energy efficiency. Property owners and managers carefully screen all new tenants and invoke their landlord-tenant rights to maintain their property and the neighborhood.

The City’s aggressive neighborhood maintenance and zoning enforcement program sustains regular patrols in the area. The police officers who patrol the neighborhood on bicycles are well known, lead athletic leagues for the local youth, and help “keep an eye on things.” The NIT, too, uses its influence to maintain the neighborhood. AmeriCorps* VISTA volunteers coordinate Clean Up Days with the local schools, and pursue grant funding for needed neighborhood maintenance projects. The City continues to provide ongoing support and selective maintenance projects benefitting the neighborhood. The neighborhood and shopping center interact as a cohesive and dynamic whole.
Factors contributing to successfully achieving a renewed identity and maintenance include:
- Resident involvement in neighborhood improvements;
- Consistent neighborhood-wide property rental management philosophy and practice;
- Neighborhood information database, broadly shared and regularly monitored;
- Strong, long-term City support;
- Creative, multi-faceted financing;
- Aggressive marketing and promotion program;
- Renewed neighborhood identity;
- Increased private investment by long-term and newer owners alike; and
- Successful job development (including school-to-work programs) in nearby commercial areas.

C. **Education and Opportunity**

Within a short walk, residents of the Village have access to shopping, recreational amenities, education, vocational training, employment, and other community services. High school educational attainment is above average and unemployment is less than the City's average. An aggressive outreach effort by the NIT and neighborhood community center personnel promotes the services offered to the Village residents. Volunteers assist the neighborhood by developing local resources, providing literacy training, and helping residents obtain employment. The local schools and businesses partner to provide a range of training opportunities for area residents. Churches, schools, and social service agencies team to provide needed community services. A new Youth Club provides after-school and weekend activities for youth, who now look toward their future with greater optimism and options. Parents receive training to improve their careers and to help cope with daily challenges. The neighborhood community center provides daily activities and continued learning for senior citizens. Regular neighborhood-based events occur to inform residents of available services, and stimulate their involvement and generate neighborhood pride.

Factors contributing to successfully achieving enhanced education and opportunity include:
- Implementation of coordinated, solution-oriented, people-serving programs;
- Pro-active localized job training and development;
- Adult education and training programs supported by local school officials; and
- An active volunteer program.
D. Public Safety and Security

The Village is a neighborhood with very low crime rates. Those incidents that do occur are minor in nature. Its Neighborhood Watch effort, combined with the City of Inglewood’s Community-Oriented Policing and Problem Solving program, Crime Free Multi-Housing program, and implementation of many physical improvements, discourage crime and minimize opportunities for crime to occur. Through a special program sponsored by the City’s Police Department, a police officer lives in the neighborhood. The physical setting of the neighborhood communicates a sense of pride and ownership, and incorporates design elements that make it a safe place to be—day or night. Children play without worry in neighborhood parks, front yards or rear courtyards shared by several residences. Senior citizens walk to the store with confidence. Vandalism and break-ins of surrounding businesses and schools are uncommon. Residents and businesses alike know who is from the neighborhood and who is not; potential offenders do not find refuge here. Gang activity is a thing of the past and drug related violence is no longer a problem.

Factors contributing to successfully improving public safety and security include:

- CPTED (Crime Prevention Through Environmental Design)-driven design and improvements;
- Long-term crime reduction program and police presence; and
- Active neighborhood involvement in crime prevention actions.
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IV. CONCEPT PLAN
Chapter IV.
Concept Plan

As illustrated in Figure IV-1: Concept Plan (page IV-5), and described below, a number of physical improvements are planned for the neighborhood that will assist in its revitalization. Although changes to the physical environment are important components of the effort to improve the neighborhood, it is essential to note that a number of concurrent programmatic actions must be taken to achieve the vision statement. These improvements evolved through a series of community workshops which helped in identifying neighborhood preferences.

At a minimum, the following elements must be achieved for a renewed Village neighborhood. Leaving out one of these items will limit the area’s ability to realize improved and sustained livability. Gaining necessary support and organizing that support to implement key strategies are essential to this project.

SUPPORT

- Property Owner and Resident “Buy-In”
- Strong, Long-Term City “Buy-In” and Support
- Support from Surrounding Community

ORGANIZATION

- Consistent Neighborhood-wide Property Rental Management Philosophy and Practice
- Strong Neighborhood Organization with Well-Trained Leaders
- Commercial/Residential Interaction and Organization/Partnership
- Information Database, Broadly Shared and Regularly Monitored

IMPLEMENTATION

- CPTED-Based Design and Improvements
- Creative, Multi-Faceted Financing
- Integration of Coordinated, Solution-Oriented People-Serving Programs
- Pro-Active Localized Job Training and Development
- Long-Term Crime Reduction Program and Police Presence
- Aggressive Marketing and Promotion Program
- Renewed Neighborhood Identity
Village Specific Plan
Concept Plan

City of Inglewood, California

Figure IV-1
The Concept Plan illustrates the supporting elements that carry out the Vision of the Village Specific Plan. Table IV-1, The Village Land Use Statistics, presents detailed data on uses and their scope within the Plan. The plan represents the ideal improvements needed to implement the Specific Plan. The boundaries shown on the concept plan and the location of some of the features (such as pocket parks and mid-block safety zones) are subject to relocation and refinement (see Section 4 below). The following sections describe the primary components of the Concept Plan: Land Use, Circulation and Access, and Landscaping. These components were developed from careful analysis of the existing conditions in the Project Area. It is essential to keep in mind that this plan is for an area in which some preferred physical changes may not be funded, or at least may be long delayed. Therefore, relatively inexpensive improvements, such as landscaping, take on considerable importance.

A. Primary Concepts

1. Concept Plan Annotations

These general concepts can be more clearly understood through the annotations on the following page, keyed to Figure IV-2, Concept Plan Annotations. They clarify and interpret the intent of the Concept Plan (Figure IV-1) and should be used in conjunction with the regulations and other provisions of this Plan in determining consistency of a proposed project or improvement. As with other aspects of the Plan, the annotations seek to provide direction in a manner that still preserves flexibility where a rigid interpretation would be counterproductive.

2. Land Use

The Concept Plan for the Village contains three land use categories: Multi-family residential, commercial, and parks/open space. The Concept Plan breaks the land uses into seven specific planning areas, each with its own land use characteristics (one of them—multi-family residential—is further subdivided into three planning areas, primarily for strategic reasons). The planning areas designated within the residential area are designed to accomplish several purposes. First, they can provide a focus for the neighborhood at a more human scale, facilitating more interaction among residents. This brings three localized nuclei to an area that currently has a large number of dwelling units an no specific focal points. Second, each area is centered around a one way loop street system, providing definition to each of the three planning areas. Thirdly, the three planning area system allows for implementation of the Plan through continued multiple ownership patterns, or allows for private developer-initiated revitalization projects in up to three increments.

The Commercial land uses within the Concept Plan include a wide variety of commercial uses including community serving, large scale retail uses and smaller neighborhood-serving commercial activities. The residential portion of the plan accommodates new and existing multi-family residences. The primary park use is provided in the large community park located in the northern portion of the residential section of the plan. Other open space uses are provided throughout the plan in mid-block pocket parks and expanded pedestrian walkways.
3. Circulation and Access

Circulation and access were major considerations in the development of the Concept Plan. Primary considerations of the circulation plan are the separation of commercial and residential traffic and provision of a pedestrian path network. The Concept Plan uses a series of one way streets and traffic calming devices to control traffic in the residential area. Using a one-way street pattern, each of the three planning areas in the residential neighborhood has a loop street system, each oriented with the same directional flow. All alleys have a one way flow oriented into the neighborhood. This circulation system allows for only three residential exits, providing security similar to gating, but less restrictive.

A limited number of access points to the commercial area along Century Boulevard and a well designed circulation pattern within the commercial center are used to control circulation in the commercial area of the plan. Entry points to the commercial and residential areas are marked by landscaped entry statements.

A pedestrian network is provided throughout the planning area through pocket parks and two pedestrian pathways. The pedestrian pathways link the commercial area to the residential area. The pocket parks are provided in mid-block areas and are designed to traverse the residential area, providing an east-west link within the neighborhood.

<table>
<thead>
<tr>
<th>Table IV-1</th>
<th>Village Land Use Statistics</th>
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<tbody>
<tr>
<td>Land Use</td>
<td>Gross Acreage</td>
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<td>Commercial</td>
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<tr>
<td>Residential</td>
<td>23.7</td>
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<tr>
<td>Open Space (park/ buffer)</td>
<td>2.1</td>
</tr>
<tr>
<td>Open Space (pocket parks)</td>
<td>1.4</td>
</tr>
<tr>
<td>Total</td>
<td>51.4</td>
</tr>
</tbody>
</table>

NOTES:
1. Net area in sq.ft. is an estimated allocation based on gross acreage reduced for internal circulation (local roads), parking, drive areas, landscaping.
2. On-street parallel parking, two sides: angled parking on Woodworth and one off-street (garage/carport) parking space per unit.

4. Landscaping

A Landscape Concept Plan is included in the Specific Plan to tie the entire specific plan area together through common landscaping themes, to incorporate CPTED principals into area landscaping, and to enhance the project area aesthetically. This plan is shown in Figure IV-3, Landscape Plan, in conjunction with a more detailed description of the landscape plan. The overall landscape concept is characterized by simple, easy to maintain plant material throughout the commercial, residential, and park uses. Safety is a key element in the selection of plant materials, providing ground cover, low shrubs, and trees with foliage above a certain height for safe visibility in all areas. Landscaping in the commercial area is intended to match the adjacent commercial center to the west to unify the two commercial areas. Similar treatment is desired for the existing commercial area at Century and Crenshaw Boulevards. Residential areas will contain simple, low-maintenance landscaping.
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1. The portion of Club Drive south of the most southerly (Home Base) service entrance to the Costco/Home Base development is to serve residential uses exclusively. It is to be one way only, with traffic moving in a northerly direction.

2. Truck traffic is to be limited to one way in a southerly direction only from the Community Commercial area to the Home Base service entrance. Residential automobile traffic may continue north to the loop connection between Club Drive and Dixon Avenue and exit from the neighborhood. Truck and auto separation at this point is to be marked by a landscaped breakaway barrier if necessary to facilitate emergency vehicle access.

3. The northerly Costco/Home Base truck access drive may remain. It would be preferable to eventually close the southerly access and limit truck traffic to just the Community Commercial area. Existing truck access points on 104th Street and Yukon Avenue may also be used.

4. It is very desirable to connect the Community Commercial area with the existing Costco/Home Base Center at the time the westerly phase of the Community Commercial development occurs. This would reduce the amount of traffic that would have to use arterial streets. However, should such access not be determined feasible, it shall not be required for development of the Community Commercial area.

5. The intent is to continue a streetscape treatment that is similar to and compatible with what is already established on the Costco/Home Base Center to lend continuity to the Century Boulevard frontage from Yukon Avenue to Crenshaw Boulevard.

6. This divided drive will be the major entrance to the westerly portion of the Community Commercial area and shall be signalized. This access point will also serve as the exit for truck traffic from the westerly portion of the Community Commercial area.

7. Woodworth Avenue will be eliminated completely within the Community Commercial area.

8. The existing access point east of what is now Woodworth Avenue will be restricted to right-in movements, primarily for trucks serving the Food 4 Less/99 Cent Store complex.

9. It is preferable, but not mandatory, that a median be installed on Century Boulevard with landscaping treatment similar to what is established on Crenshaw Boulevard southerly of Century Boulevard. This would provide a consistent landscape/streetscape identity for the neighborhood.

10. These access points are intended to be right-in/right-out only.

11. These access points are intended to provide both left and right-in and right-out movement. The one on Century Boulevard can be served by the existing turn lane and, eventually, a median break on Crenshaw Boulevard would provide a similar movement in this location. Should the median break not be installed, this drive would remain a right-in/right-out facility.

12. The existing retaining wall shall be softened with the addition of vine pockets along its base and the easterly end shall be modified to provide convenient access from the neighborhood to the Crenshaw Boulevard sidewalk.

13. The minimum setback between property line and commercial building is 50 feet. This will allow for a maximum space for the main pedestrian/bicycle promenade between residential and commercial portions of the neighborhood. The truck access drive should be kept to a minimum. If smaller retail commercial store fronts are located in this area, adequate pedestrian connection to the main promenade shall be provided. Proper signage shall be installed to afford priority to pedestrian/bicycle traffic.

14. Commercial uses in this area shall incorporate CPTED techniques (See Appendix D) in the design of the north, east and west frontages, providing windows, lighting, security services, or other appropriate measures for providing safety and security for people using outside public spaces.

15. The boundary between the residential and commercial areas generally follows the historic redevelopment project area boundary. It is specifically the intent of this Plan, however, that some variation is desirable to accommodate workable designs of both private development and public spaces. A variation in the boundary and associated "trade" of land areas may be negotiated between the City and proposed developers as long as the public functions proposed in the Plan are not compromised.

16. The community center building and associated parking area are intended primarily as a gathering place for community activities and recreation. Should neighborhood service commercial uses fail to be established in the commercial center, commercial uses of a service nature (not retail goods) may be established in up to a third of the community center. This option shall be under policy overview by the Neighborhood Improvement Team and the City of Inglewood.

17. Special architectural treatment on commercial building walls shall be provided to lessen the visual impact on adjacent residential and recreational uses. This should consist of soft color tones, false windows, roof overhangs or similar devices (along with landscaping) to avoid a warehouse effect.

18. Angled street parking is proposed on Woodworth Avenue. It is preferred on the other north/south streets, but can only occur if those streets are widened. In the meantime, parallel parking on both sides of Dixon, Darby, England and 10th Avenues is proposed, with parking on only one side of the Crenshaw Boulevard frontage road.

19. Neighborhood entry monuments with the Village Logo and landscaping are proposed at each entry street (Crenshaw, Woodworth, Darby). Landscaping only will be located at the three exit streets (10th, England, Dixon).

20. The actual buildings to be removed for pocket park purposes may not be the same as those designated on the Concept Plan. The intent is to have a somewhat continuous, but not rigid, linkage of the pocket park system. Individual property negotiations will determine the actual parcels to be acquired.
A single type of tree will be selected for each planning area as a symbol of that neighborhood. The selected tree will be used at the entrance and throughout the planning area to provide identity.

B. Supporting Concepts

The following sections provide additional detail on key aspects of the concept plan to reinforce the primary guidance described above.

1. Parking

Parking in the residential portion of the neighborhood is perceived by residents as insufficient. Parking ratios are substantially below current City standards. Given that most parking for the neighborhood is in garages accessible only from the alleys, and that alleys present a real source of fear, most residents parallel park their vehicles on the streets (now limited to only one side) in front of their apartment buildings. As a result of the underutilized garage parking, and the preference for on-street parking, both a real and perceived shortage of parking exists.

The Concept Plan responds to the parking issue through a variety of strategies. Angled parking on the north-south streets wide enough to accommodate it in the neighborhood is a key response to the parking problem; two-sided parallel parking will be allowed on the more limited streets. If possible in the future, these streets may be widened and allow angled parking. And, enhanced lighting in the alleys, combined with increased rules of use for alleys, will combine to increase security and utilization of garages for parking. Specifically, the following actions are presented to improve the parking conditions in the neighborhood:

Parking Permit Program/Bumper Sticker ID

The City and the NIT should consider a parking permit program for the Village that provides a limited number of on-street assigned spaces to each apartment building. Vehicles parked in a numbered space not corresponding to a parking permit located on the bumper or windshield could be towed and/or fined. Landlords, of course, assign garage spaces to each resident.

Visitor Parking Areas

Visitor parking areas should be provided in highly visible locations within the neighborhood. Preferably, visitor parking should be located in high activity/well-lighted places. This may be accommodated in a portion of the on-street parking spaces.

Ban On-Premises Auto Repair

A big problem in the neighborhood is automobile repair in alleys and garages. Thus parking in garage spaces becomes difficult, and parking is sought elsewhere. A regulation of the Specific Plan and a recommended provision in lease agreements should specify that vehicular repair in alleys is prohibited.
Painting Curbs

In alleys and on neighborhood streets, curbs and street surfaces should be clearly marked in those places where parking is prohibited. These areas include fire hydrants; pedestrian crossings; street corners; in front of garage doors and refuse receptacles; etc.

Posting No Parking Signs

Key areas throughout the neighborhood should be free from parking, particularly where street rights-of-way are limited. Double parking should always be prohibited. These areas include fire hydrants; pedestrian crossings; street corners; in front of garage doors and refuse receptacles; etc. Signage should specify the consequences if parking regulations are broken.

Parking Alternative

Where a private developer revitalization process occurs, replacement of garages with clustered open parking or carports should be considered.

Towing Abandoned Vehicles

An aggressive enforcement program should be established that tows all vehicles not complying with parking regulations.

Increase Alley Lighting

Installation and maintenance of vandal resistant lighting to illuminate alley, garage exteriors and interiors, and all pathways to and from alley is paramount to improved safety in alleys.

Garage Door Repair

Through code enforcement, incentive programs, and other means, garages should be improved with automatic garage security doors. All garages should be required to have garage doors which allow surveillance into and out of the parking area.

Alley Curfew

A curfew should be established and fully enforced that prohibits use of alleys from ½ hour after sunset to ½ hour before sunrise by anyone not assigned a parking permit for an alley garage.

2. Traffic and Access

The Project Area has a number of ingress and egress points. Vehicular access into and out of the neighborhood is largely uncontrolled, with the exception of a one-way street pattern. Woodworth Avenue currently provides two-way traffic, connecting the neighborhood to Century Boulevard and 104th Street. To improve pedestrian safety and to reduce opportunities for illegitimate activities to occur which rely on the neighborhood’s easy access (e.g. drug sales, drive-by shootings, etc.), several traffic management strategies are recommended through the Concept Plan.
Close Woodworth Avenue to through traffic

Through traffic from Century Boulevard into the neighborhood disrupts the cohesiveness of the Project Area. Additionally, the traffic on Woodworth Avenue generally travels at speeds that are not conducive to a residential environment. Closing Woodworth Avenue to vehicles, and re-designing it to allow for pedestrian and bicycle access, will create a strong resident link to the commercial property north of the residential neighborhood and will calm the level of vehicular movement.

One-way Circulation

Controlling vehicular circulation in the neighborhood is important from a number of viewpoints. First, it serves as access control and movement predictor. Secondly, it reduces the opportunity for vehicle and pedestrian conflict. Third, it provides law enforcement personnel with advantages when patrolling the neighborhood and when in pursuit of suspects. The Concept Plan proposes modifying the one-way program into three counterclockwise loops, with all alleys leading into the neighborhood. This establishes only three exit points for all neighborhood traffic.

No Left/Right Turn Signs As Appropriate

To minimize pedestrian/vehicular conflicts, to control the movement of vehicles into and out of the neighborhood, and to minimize cut-through traffic, “No left/right turn signs” are recommended for strategic intersections in and around the neighborhood. They serve as an effective and simple tool for controlling traffic circulation.

Introduce Traffic Calming Devices

Chokers and chicanes (narrowing devices within the blocks and at corners) are devices for narrowing travel lanes in selected locations. When used appropriately in carefully selected locations, these traffic calming devices slow traffic and provide safer street crossings for pedestrians. Also, narrowing streets through the use of angled and parallel parking will lead to slower traffic movement and improved pedestrian safety. Finally, traffic calming devices can discourage non-residents from cutting through the neighborhood to get to a destination and can help make the neighborhood less attractive for vehicle-oriented illegitimate activities (e.g., buying and selling drugs).

Improve 104th Street

Support among community workshop participants existed for the improving 104th Street through some traffic calming devices and the planting of trees and other vegetation along the corridor. Introducing crosswalks, possibly with pedestrian activated signals, at key points along 104th Street is also suggested. Improving the image of the area by introducing improvements that tie the schools and the residential neighborhood more closely together is of value to residents.

Maintain Emergency and L.C. Access

Maintaining accessibility by police, fire, and other service providers is essential to ensuring the safety of the Village residents and businesses. Existing access problems occur in the alleys due to random placement of refuse containers, double-parked cars, abandoned
vehicles, and other obstacles. Maintaining access per the requirements of the Uniform Fire Code and other maneuverability standards is paramount to neighborhood safety and security.

3. Beautification

The Project Area has a solid aesthetic foundation. Its residential structures are of human scale and have a reasonable architectural variety. Street trees planted in parkways provide a true neighborhood image. Sidewalks line each of the streets. A grid street system creates opportunities for focal points and object buildings. Some of the garden apartments have attractive architecture and landscaping. However, due in part to the years of "non-conforming use" status as a result of being zoned for industrial uses, investment in maintenance and repair of the neighborhood's physical elements has been minimal. Beautification of the neighborhood has not been a priority and, thus, the neighborhood's image has declined. Improving neighborhood aesthetics is a priority. That is the reason so much attention is devoted to the landscape plan. Creating and maintaining aesthetic improvements can enhance neighborhood pride and can lead to a greater sense of "ownership" in the neighborhood.

4. Shopping and Employment

The Project Area is a mixed use neighborhood. Residential and commercial uses co-exist, and industrial and educational uses are in close proximity. However, the commercial uses serving the residential neighborhood do not meet all the needs of the resident population. Vacant land and redevelopment opportunities present unique opportunities to provide additional retail and service uses. A larger shopping center that includes neighborhood serving uses would respond to this situation. Opportunities should be provided for neighborhood-serving uses such as a bookstore, pharmacy, laundromat, health clinic, and other locally-oriented "mom-and-pop" businesses. At the same time, larger scale uses would be of maximum value in generating jobs. A mix is clearly preferable.

5. Walkways

Project Area residents who desire to walk to the schools to the south of the residential neighborhood must cross 104th Street, which does not have enough identified crosswalks. Many Project Area residents who walk to the commercial center along Century Boulevard must take fairly round-about ways. It is important to create pedestrian linkages between the various uses in the Village and surrounding areas to encourage alternative transportation and facilitate residents' travel afoot. Walking to the stores and to jobs is important to the neighborhood.

Safety for pedestrians, through lighting, crosswalks, signal control, and proper design and alignment is an issue that residents want to insure is handled properly. Blind tones and other impairment-oriented features at crosswalks should be provided for special needs neighborhood residents.

6. Community Center and Parks

The Project Area residential neighborhood does not have adequate open space, recreational, and community-oriented amenities to support its population base. Accordingly, these items are very important to the revitalization effort.
Neighborhood Amenities

- **A community center** is strongly favored by residents to accommodate a wide range of activities. A community center would provide opportunities that have never existed for improving the cohesiveness of the neighborhood. The community center could house an ICOPPS Neighborhood Center.

- **A large central park** is desired amenity by residents to accommodate the community center and associated activities (e.g. basketball courts, etc.). Combined, this park and a community center would serve as the “heart” of the neighborhood. Specific uses should be devised in conjunction with the NIT.

- **Mini-parks or “pocket parks”** located in mid-block portions of neighborhood streets are desired by residents. Park accessibility by people with disabilities and senior citizens is important to the neighborhood. Each park would be linked to another park across the street by a mid-block safety zone. These zones are designed as pedestrian friendly and safe environments that tie the neighborhood together.

7. **Landscaping**

A Landscape Concept Plan is included in the Specific Plan to tie the entire specific plan area together through common landscaping themes, to incorporate CPTED principals into area landscaping, and to enhance the project area aesthetically. The overall landscape concept is characterized by simple, easy to maintain plant material throughout the commercial, residential, and park uses. Safety is a key element in the selection of plant materials, providing ground cover, low shrubs, and trees with foliage above a certain height for safe visibility in all areas. Landscaping in the commercial area is intended to match the adjacent commercial center to unify the two commercial areas. Residential areas will contain simple, low-maintenance landscaping. A single type of tree will be selected for each planning area as a symbol of that neighborhood. The selected tree will be used at the entrance and throughout the planning area to provide identity. The Landscape Concept Plan is shown in Figure IV-3: Landscape Plan.

a. **Commercial Landscape Treatment**

Commercial entry treatments provide simple entry statements that identify the area to visitors. Entry treatments will contain a continuation of the perimeter fencing to create a gateway. Similar to the gateways used in the residential area, Canary Island Pine will be used along the gateway as a vertical, with flowering trees for accent. A depiction of the landscape entry treatment for the commercial area is provided in Figure IV-4: Commercial Area Entry Treatment.

The perimeter of the commercial area will have fence treatment to match the adjacent commercial property to the west. Fencing will be tubular steel with decorative capped concrete posts. Low shrubbery or ground cover will be used at the base of the fence. Artistic depictions of the edge treatment for the perimeter of the commercial center are shown in Figure IV-5: Commercial Area Edge Treatment.

Planting islands within the commercial area will be provided at the ends of each parking bay. Flowering trees to blend with the adjacent Costco/Home Base Center will be placed in each planting island. Parking Island landscape treatment is shown in Figure IV-6: Commercial
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Main Commercial Area Entry Treatment

ACCENT FLOWERING TREES
GROUND COVER

LINE OF SIGHT CLEARANCE
25'

PEDESTRIAN WALKWAY
ACCENT FLOWERING SHRUBS

PERIMETER FENCING-HIGH & STYLE TO MATCH THAT OF THE ADJACENT COMMERCIAL PROPERTY (COSTCO & HOME BASE)

EXISTING SIDEWALK

PEDESTRIAN CROSSING WITH SPECIAL PAVING

LANDSCAPE MEDIAN

SPECIAL ENTRY LANDSCAPE TREATMENT
PEDESTRIAN WALKWAY

NOT TO SCALE
Commercial Area Edge Treatment

EXISTING SIDEWALK
PROPERTY LINE
EXISTING CITY STREET TREE
PERIMETER FENCE
PERIMETER TREES & SHRUBS TO MATCH THOSE OF THE SPECIES USED IN THE ADJACENT EXISTING COMMERCIAL PROPERTY (COSTCO & HOME BASE)
GROUND COVER
PARKING STALLS

PERIMETER FENCE: HEIGHT & STYLE TO MATCH ADJACENT EXISTING COMMERCIAL PROPERTY (COSTCO & HOME BASE)

EXISTING SIDEWALK
PARKING STALL
COMMERCIAL EDGE LANDSCAPE TREATMENT

Village Specific Plan
Commercial Parking Island

FLOWERING TREES (CRAPSE MYRTLE - LAGERSTROEMIA INDICA)
-MATCH THOSE OF THE SPECIES AND SPACING USED IN THE
ADJACENT COMMERCIAL PROPERTY (COSTCO).
Parking Island. Landscaping within the existing commercial development containing Food for Less and 99 Cent Stores will be retrofitted to conform with the Landscape Concept Plan in conjunction with any improvement plans for that area.

The pedestrian/bicycle path or promenade is a critical component of the Concept Plan. It deserves special landscape treatment as the primary line between the residential and commercial portions of the neighborhood.

The pedestrian path (also referred to as the “Village Pedestrian Paseo,” or “the Paseo”) is shown in Figure IV-7: Commercial Pedestrian Path.

b. Residential Landscape Treatment

Creation of attractive streetscapes and entry points is a key element of the landscape concept plan. Both of these elements help beautify and create a sense of identity for the neighborhoods in the specific plan area. The entry to each residential planning area, as shown in Figure IV-8: Residential Area Entry Treatment and will have its own selected street tree. This tree will be used throughout the planning area along streets and at the major entry point to the planning area. The three major entries to the residential area will have distinct entry treatments. Canary Island Pine will be used as a backdrop for all three entries with the selected street tree for each area used for accent. Existing street trees will be removed and replaced with grass. New street trees will be placed behind the residential property lines to avoid blocking street lights and to provide for a more open streetscape. Views of the Streetscape are shown for both parallel and angled parking alternatives in Figure IV-9a: Residential Streetscapes: Parallel Parking Alternative and Figure IV-9b: Residential Streetscape B: Angled Parking Alternative.

A mid-block safety zone will be provided on each residential street and is intended to link adjacent pocket parks. This area will be very pedestrian oriented and will contain special street paving, with special pedestrian lighting along the edge of each zone. A depiction of a typical mid-block safety zone is shown in Figure IV-10a: Residential Area Safety Circle A: Parallel Parking Alternative and Figure IV-10b: Residential Area Safety Circle B: Angled Parking Alternative.

c. Park Landscaping

Park landscaping has several components in the Landscape Concept Plan. The neighborhood park, pocket parks, and pedestrian paths each have specific landscape treatments prescribed which tie these element together and create a sense of unity with the entire specific plan area. The open space areas in the plan also provide much needed open space in this neighborhood, requiring a simple, easy-to-maintain, and flexible landscape treatment.

The neighborhood park, as shown in Figure IV-11: Central Park, is intended to serve as the focal point of the neighborhood. The park will contain many amenities for use by neighborhood residents. Amenities will include: tennis court; basketball court; shaded group barbecue/picnic area; family picnic area with picnic tables and trash receptacles; tot lot including a play equipment, sand play area, benches and drinking fountain; lighted park walkway; and a parking lot to serve the park and community center facility.
Commercial Pedestrian Path

ADJACENT COMMERCIAL

EXISTING COMMERCIAL

SHADY DECIDUOUS TREES

LOW SHRUBS/GROUND COVER

PEDESTRIAN STREETLIGHT

EVERGREEN GROVES

EXISTING 10' BLOCKWALL

ADJACENT COMMERCIAL

EXISTING COMMERCIAL

30' TRUCK DRIVEWAY

6' LANDSCAPED PEDESTRIAN PARKWAY

8' PEDESTRIAN LANDSCAPED WALKWAY

11' LANDSCAPED PARKWAY

25' PEDESTRIAN PATH

55'

'NOTE: The minimum parkway landscape dimension should be no less than 6'.

Village Specific Plan
City of Inglewood, California

Figure IV-7
Residential Area Entry Treatment

- Theme Street Tree
- Accent Flowering Tree setting theme for each individual planning area
- Grass or low groundcover
- Evergreen background grove
- Accent flowering tree
- 4' Sidewalk
- Entry Signage
- Crosswalk with special paving

Village Specific Plan
Residential Streetscape A
Parallel Parking Alternative

Village Specific Plan
City of Inglewood, California
Figure IV-9a
Residential Area Safety Circle B
Angled Parking Alternative

Existing Apartment

Pocket Park

50' Diameter Safety Circle

Special Paving on Pedestrian Sidewalk and Street Crossing

Bollard with Lighting for Pedestrian Walkway

60' Parking Overhang

Pedestrian Sidewalk

Village Specific Plan
Pocket park design is conceptual at this point and should be flexible from block to block as the NIT and its block representatives are able to focus resident attention on desired uses. A typical conceptual pocket park is shown in Figure IV-12: Pocket Park.

Pedestrian paths within the residential areas, particularly to and from the Central Park, are an important part of the neighborhood environment, as shown in Figure IV-13: Residential Pedestrian Path. Pedestrian paths encourage neighborhood residents to walk to nearby activity centers, such as the Central Park and the commercial uses to the north.

Where paths separate commercial and residential land uses, they also serve to buffer residential neighborhoods from the impacts of adjacent commercial development. Softening the contrast between the two land uses is an important component of the landscape plan. Landscape improvements to the south side of the existing block wall separating residential uses from the Food-4-Less/99-Cent Store, as shown in Figure IV-14: Existing Block Wall Treatment, will create a consistent theme of landscaping creating a buffered northern residential boundary and will serve as an attractive neighborhood enhancement.
### Table IV-2
**Plant Material Guidelines**

<table>
<thead>
<tr>
<th>Plant Type</th>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
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<tbody>
<tr>
<td><strong>COMERCIAL AREA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Entry Treatment</td>
<td>Accent Trees</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td></td>
<td>Evergreen Background Grove</td>
<td>Pinus canariensis</td>
</tr>
<tr>
<td>* Edge Treatment</td>
<td>Type of trees and shrubs should match those of the adjacent commercial property (Costco and Home Base)</td>
<td></td>
</tr>
<tr>
<td>* Parking Island</td>
<td>Type of tree, size and spacing should match those of the adjacent commercial property (Costco and Home Base)</td>
<td></td>
</tr>
<tr>
<td>* Pedestrian Path</td>
<td>Accent Trees</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td>* Blockwall Treatment (around existing Food-4-Less and 99 Cent Store)</td>
<td>Vine</td>
<td>Parthenocissus tricuspidata</td>
</tr>
<tr>
<td><strong>RESIDENTIAL AREA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Entry Treatment</td>
<td>Accent Trees (one of the following)</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lagerstroemia indica</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Malus floribunda</td>
</tr>
<tr>
<td></td>
<td>Evergreen Background Grove</td>
<td>Pinus canariensis</td>
</tr>
<tr>
<td>* Street Trees</td>
<td>(should match the type of accent tree selected for the planning area entry treatment)</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lagerstroemia indica</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Malus floribunda</td>
</tr>
<tr>
<td>* Central Park</td>
<td>Accent Trees</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td></td>
<td>Deciduous Grove</td>
<td>Liquidambar styraciflua</td>
</tr>
<tr>
<td></td>
<td>Evergreen Background Grove</td>
<td>Pinus canariensis</td>
</tr>
<tr>
<td>* Pocket Park</td>
<td>Accent Trees (should match the type of accent tree selected for the planning area entry treatment)</td>
<td>Albizia julibrissin</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lagerstroemia indica</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Malus floribunda</td>
</tr>
<tr>
<td></td>
<td>Evergreen Background Grove</td>
<td>Pinus canariensis</td>
</tr>
<tr>
<td>* Pedestrian Path</td>
<td>Accent Trees</td>
<td>Lagerstroemia indica</td>
</tr>
<tr>
<td></td>
<td>Deciduous Grove</td>
<td>Liquidambar styraciflua</td>
</tr>
<tr>
<td></td>
<td>Evergreen Background Grove</td>
<td>Pinus canariensis</td>
</tr>
<tr>
<td><strong>SHRUBS AND GROUNDCOVERS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant Type</td>
<td>Botanical Name</td>
<td>Common Name</td>
</tr>
<tr>
<td>* Shrubs</td>
<td>Pittosporum tobis “variegata”</td>
<td>Indian Hawthorn</td>
</tr>
<tr>
<td></td>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td></td>
<td>Carissa grandiflora</td>
<td>Natal Plum</td>
</tr>
<tr>
<td></td>
<td>Ligustrum japonicum “texanum”</td>
<td>Japanese Privet</td>
</tr>
<tr>
<td></td>
<td>Nerium oleander</td>
<td>Oleander</td>
</tr>
<tr>
<td>* Groundcovers</td>
<td>Baccharis pilularis “Twin Peaks”</td>
<td>Dwarf Coyote Bush</td>
</tr>
<tr>
<td></td>
<td>Duchesnea indica</td>
<td>Indian Mock Strawberry</td>
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<tr>
<td></td>
<td>Hypericum calycinum</td>
<td>Aaron’s Beard</td>
</tr>
<tr>
<td></td>
<td>Myoporum parvifolium</td>
<td>Myoporum</td>
</tr>
</tbody>
</table>
Residential Pedestrian Path

NOTE: The minimum parkway landscape dimension should average the dimensions shown in the diagram, but may be as little as 5’ on the curb side.

Village Specific Plan
City of Inglewood, California

Figure IV-13
Existing Block Wall Treatment

EXISTING BLOCK WALL BEHIND FOOD-4-LESS/99 CENT STORE

1' x 1' CUT OUT FROM EXISTING PAVING

DECIDUOUS VINE TO COVER EXISTING BLOCK WALL
5 Gallon, Boston Ivy (Parthenocissus tricuspidata)

10' TYPICAL

Village Specific Plan
V. DEVELOPMENT REGULATIONS AND GUIDELINES
Chapter V.
Development Regulations and Guidelines

A. Introduction

This chapter establishes new planning areas within the Village Neighborhood Revitalization Specific Plan Area and the development standards that apply within each planning area. Planning areas and the development regulations that govern these areas provide the basic development guidance for the Specific Plan Area. Design Guidelines are also included in this Specific Plan to supplement the planning areas and development standards. Regulations are identified by the term "shall." Design Guidelines are specified by "should" or "may." In interpreting the rules and regulations laid out in this section, it is essential that the reader take the Design Guidelines into account, as well as referring to the Concept Plan for the underlying purpose of the regulations and to the Crime Prevention Through Environmental Design (CPTED) checklist for detailed safety guidelines (see Appendix D). The planning areas, development standards and design guidelines are consistent with the policy direction of the General Plan, as amended, and the general requirements of the Zoning Ordinance (Chapter 12 of the City of Inglewood Municipal Code).

B. Intent of Development Regulations, Standards and Guidelines

The intent of the provisions in this chapter is to implement the City of Inglewood General Plan and to revitalize the Village neighborhood in a manner that improves quality of life. The standards seek to improve the livability of the residential neighborhood and the economic vitality of the commercial center along Century Boulevard through incentives and high quality, integrated development. The provisions of these regulations augment provisions in the Zoning Ordinance as described below. Where the use and development standards provisions of the Specific Plan are different from the regulations in the Zoning Ordinance, the Specific Plan shall prevail in all commercial and open space districts, and may do so at the option of the property owner and the City within the residential district.

C. Definitions and Language

This Specific Plan includes a number of terms, words, and phrases which shall have the same meaning as those set forth in Article 1 of the City of Inglewood Zoning Ordinance, unless otherwise specified. Additionally, the following Specific Plan language should be interpreted as defined:
D. Establishment of Land Use/Zoning District and Planning Areas

In order to achieve the intent and vision for the Village Specific Plan, three base districts currently part of the Zoning Ordinance are combined with a Village (V) Overlay within a series of planning areas as listed below. Provisions within the planning areas are intended to provide more customized guidance for future development than is possible with conventional zoning. These areas are depicted on Figure V-1: Planning Areas.

- Village Planning Area A (C2-V);
- Village Planning Area B (C2-V);
- Village Planning Area C (C2-V);
- Village Planning Area D (C2-V);
- Village Planning Areas E-1, E-2, E-3 (R3-V);
- Village Planning Area F (OS-V); and,
- Village Planning Area G (OS-V).

E. Descriptions of Land Use/Zoning District and Planning Areas

The planning areas identified by the Village Specific Plan are defined based on unique land use characteristics and location specific needs. Each planning area has been given either a commercial (C-2), residential (R3) or open space (OS) zoning designation. These zoning designations are based on existing City of Inglewood zoning regulations for C2, R3 and OS districts, but are supplemented and customized to achieve the guidance necessary to address location specific issues and to achieve certain design and character objectives unique to portions of the neighborhood. Descriptions of the planning areas and zoning districts are provided as follows:

1. Planning Areas

Village Planning Area A (C2-V)

Planning Area A is designated by C2-V zoning to allow for a range of commercial activities, with primary emphasis on the provision of one or two community-serving, larger-scale retail uses. This planning area strongly encourages the following: vehicular linkage with the existing, adjacent commercial center to the west; minimal vehicular access points from Century Boulevard, including common access points for adjacent commercial uses; comprehensive design treatment; sensitive buffering and screening improvements that enhance compatibility with the residential uses to the south; comprehensive landscaping and lighting programs in parking areas, along Century Boulevard and Club Drive, and adjacent to the residential neighborhood; and, integrated interface with Village Planning Area B. A ratio of gross floor area is maintained between larger-scale commercial development in this planning area and smaller-scale, community and neighborhood-oriented commercial development in the Village Planning Area B.
LAND USE
Commercial - A, B, C, D
Residential - E1, E2, E3
Open Space - F, G

Village Specific Plan
City of Inglewood, California
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V. DEVELOPMENT REGULATIONS AND GUIDELINES

Village Planning Area B (C2-V)

Planning Area B is established with C2-V zoning to provide smaller commercial spaces for community scale and neighborhood-oriented retail and services. Larger retail establishments are permitted, preferably in conjunction with smaller-scale commercial businesses. A ratio is established that creates a balance between the larger commercial uses in the Village Planning Area A and the retail space in this planning area. This planning area also seeks to ensure compatibility and linkage with the adjoining residential neighborhood, and strives to create a positive image through careful gateway treatment, signage, and site planning. Additionally, this planning area serves as a vital transitional area for the existing commercial area immediately to the east (the Village Planning Area C). Quality design and pedestrian-orientation are central to this planning area. Integration of a community center that serves area residents, and potentially includes an ICOPPS neighborhood center, is an identified permitted use that will benefit the compatibility shared by the commercial center and the residential neighborhood (providing this use is not established in the Central Park).

Village Planning Area C (C2-V)

Planning Area C, with C2-V zoning, is intended to guide revitalization of an existing, mature commercial center, and to encourage additional, smaller-scale commercial neighborhood uses. Renovations to existing structures and new construction should result in a more vital commercial environment that reinforces the commercial center’s role as a social and economic hub in the Village. The development standards for this planning area seek to improve its image and economic vitality through site improvements, such as landscaping, lighting and signage, and careful interface with newly developed commercial uses. Integration of a community center that serves area residents, and potentially includes an ICOPPS neighborhood center, is an identified permitted use that will benefit the compatibility shared by the commercial center and the residential neighborhood (providing this use is not established in the Central Park).

Village Planning Area D (C2-V)

Planning Area D, with C2-V zoning, is intended to provide opportunities for appropriate land uses in a highly visible location at the southwest corner of Century Boulevard and Crenshaw Boulevard. The planning area’s unique above-grade location in relation to Planning Areas A, B, and C require careful consideration of design and land use. The planning area provides an invaluable opportunity to serve as a focal point for the Village.

Village Planning Areas E-1, E-2 and E-3 (R3-V)

Planning Areas E-1, E-2 and E-3 are established with R3-V zoning to provide for new and accommodate existing multiple family dwellings in order to promote comfort, quality of life, safety, stability, and desirability for residents. The intent of planning subareas is to allow for incremental revitalization of a more feasible scale, either through private developer initiative or cooperative property owner improvements. Each loop street system is identified with its own planning area.
Village Specific Plan

Village Planning Area F (OS-V)

Planning Area F is established with OS-V zoning to accommodate open space and park areas with athletic facilities, institutional-type uses, and other community-serving uses. Development of a community center, which may provide a social services office, meeting rooms and educational and recreational facilities and other community serving uses, is encouraged within this planning area. Under certain circumstances, this planning area may also allow for limited service commercial (not retail) uses, including neighborhood cooperative enterprises. The larger role of Planning Area F is to serve as the “heart” of the Village where community residents can gather for recreational, social, educational, and public service purposes.

Village Planning Area G (OS-V)

Planning Area G is established with OS-V zoning to provide an open space buffer, pedestrian path and one-way street. This buffer area will provide both an aesthetically enhanced project boundary and a means of reducing commercial impacts on nearby residential uses. The pedestrian path links residential uses in Area E1 with the park and community uses in Area F and the street continues the loop style circulation system utilized throughout the residential areas of the Village.

F. Zoning District Map

The Village Specific Plan area is comprised of three zoning districts as presented in Figure V-2: Zoning Map. They consist of commercial (C2), Residential (R3), and Open Space (OS) Base Districts combined with a Village (V) Overlay, as described in Section V.D. This Specific Plan, including the Zoning Map, supersedes the City of Inglewood Zoning Map for the Specific Plan area. The Zoning Map reflects the land use concepts described in Chapter IV. Accordingly, the zoning boundaries are not to be interpreted rigidly. Flexibility in boundaries between commercial, residential, and open space uses is intended to carry out the spirit and not the exact design of the Concept Plan. Where any uncertainty exists related to boundaries of the land use/zoning districts, the provisions of the City of Inglewood Municipal Code related to determination of boundaries shall apply.
LAND USE
C2-V - Commercial/Village
R3-V - Multi-Family Residential/Village
OS-V - Open Space/Recreation/Village

Village Specific Plan
City of Inglewood, California
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G. Land Use Regulations

The zoning districts created by the Village Specific Plan (C2-V, R3-V and OS-V) contain customized refinements to the C2, R3 and OS zoning districts established by the City of Inglewood Zoning Ordinance. These refinements are intended to accommodate the area specific needs of the Village. Where the land use regulations of the Specific Plan are different from the regulations in the Zoning Ordinance, the Specific Plan shall prevail. Where permitted land uses are not specified in the Village Specific Plan, existing zoning regulations for uses in zoning districts C2, R3 and OS shall apply. Table V-1: Village Specific Plan: Customized Use Regulations, provides regulations for land uses where permitted uses for one or more of the planning areas differ from the existing City Zoning Ordinance or where clarification is necessary. Land uses that are clearly in compliance with existing C-2, R-3 and OS zoning, as of the date of this plan’s adoption, are not listed in the table.

The provisions contained in this section apply not only to the primary use of property, but also to each accessory and support use. Where a particular use is not listed here, the City of Inglewood Zoning Ordinance shall apply. Where a use is not listed either here or in the Zoning Ordinance, the Planning Manager shall be responsible for making a use determination to decide if the proposed use is similar to an existing use. If the use is not determined to be similar to a listed use, then it shall be a prohibited use. Ownership and tenure distinctions identified by the table do not imply a specific physical design arrangement. The following key should be referenced when reviewing Table V-1.

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<thead>
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<th>Key to Table V-1: Customized Use Regulations</th>
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<td><strong>Status:</strong></td>
</tr>
<tr>
<td>P = Permitted Uses</td>
</tr>
<tr>
<td>SP = Requires Special Use Permit</td>
</tr>
<tr>
<td>N = Not Permitted/Prohibited</td>
</tr>
<tr>
<td><strong>Land Use/Zoning District:</strong></td>
</tr>
<tr>
<td>C2-V = Commercial Village Zoning District</td>
</tr>
<tr>
<td>R3-V = Residential Village Zoning District</td>
</tr>
<tr>
<td>OS-V = Open Space Village Zoning District</td>
</tr>
<tr>
<td><strong>Planning Areas:</strong></td>
</tr>
<tr>
<td>A = Village Planning Area A</td>
</tr>
<tr>
<td>B = Village Planning Area B</td>
</tr>
<tr>
<td>C = Village Planning Area C</td>
</tr>
<tr>
<td>D = Village Planning Area D</td>
</tr>
<tr>
<td>E = Village Planning Areas E-1, E-2, E-3</td>
</tr>
<tr>
<td>F = Village Planning Area F</td>
</tr>
<tr>
<td>G = Village Planning Area G</td>
</tr>
</tbody>
</table>
# Table V-1
**Village specific Plan: Customized Use Regulations**

<table>
<thead>
<tr>
<th>Land Use Type/Planning Area</th>
<th>Zoning District</th>
<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>C2-V</td>
<td>R3-V</td>
<td>OS-V</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D'</td>
<td>E</td>
<td>F</td>
<td>G</td>
</tr>
<tr>
<td><strong>Residential Uses</strong></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Apartments (Rent/Lease)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condominium (Ownership of Townhomes/Flats)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Cooperative (Common &amp; Equal Shares)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Residential Housing for the Elderly</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Congregate Care Facility (Common Services)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Single Resident Occupancy (SRO)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Home Occupations</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Commercial Uses</strong></td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Billiards (No alcoholic beverages served)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building material sales (with exterior storage/sales areas less than 50% of total sales areas)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Car wash, full service</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Garden supplies/equipment sales/svc. (nurseries not included)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Laundromat (self-service)</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Libraries, museums, and galleries (private)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Liquor stores</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Office equipment/supplies, sales/svcs. (new merchandise only)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Paint and wallpaper stores (not including the spray paint sale)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
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<tr>
<td>Postal services</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Public/Quasi-Public Uses</strong></td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Day care facilities or nursery schools (no age limitation)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Private schools for children</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
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<tr>
<td>Trade or business schools</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Public Libraries</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Public Active Recreational Parks</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Public Passive Recreational Parks, Plazas, Open Space, Trails</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Public Recreational Facilities</td>
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<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Community Center</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Social Services Office</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Public Gym/Aerobics Facility</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Community Snack Bar/Concession Stand</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P'</td>
<td>N</td>
</tr>
<tr>
<td>Swimming Pool</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td>N</td>
</tr>
</tbody>
</table>

1. Due to the size of Area D, many uses, although permitted, are only feasible if this area is combined with the adjacent planning area.
2. Permitted as a continued use until acquired to permit development of the Central Park.
3. Live nursery goods may be sold in conjunction with the sale of home improvement supplies and equipment.
4. Classes offered in Community Center building; not a full scale school facility.
5. Branch occupying less than 2,000 square feet.
6. Ancillary use to Community Center only.
V. DEVELOPMENT REGULATIONS AND GUIDELINES

H. Site Development Standards

Table V-2 sets forth site development standards for land use/zoning districts in the Village Specific Plan area. No standards are set forth for Planning Area F - Village Public/Quasi-Public use district or Planning Area G - Village Buffer/Open Space Area; all development within these districts shall be based on Site Plan Review, as applicable, per Article 18.1 of the City of Inglewood Zoning Ordinance and the provisions of this Specific Plan.

<table>
<thead>
<tr>
<th>Table V-2</th>
<th>C2-V</th>
<th>R3-V</th>
</tr>
</thead>
<tbody>
<tr>
<td>Village Site Development Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>Residential Density (Dwelling units per gross acre)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Minimum Lot Area (square feet)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Minimum Net Area/Dwelling Unit</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Minimum Lot Width (feet)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Stories</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>* Feet</td>
<td>40'</td>
<td>20'</td>
</tr>
<tr>
<td>Minimum Building Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Front Yard Setback (feet)</td>
<td>60</td>
<td>10</td>
</tr>
<tr>
<td>* Side Yard Setback (feet)</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>* Rear Yard Setback (feet)</td>
<td>25'</td>
<td>25'</td>
</tr>
<tr>
<td>Minimum Building Separation (feet)</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Required Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PER ZONING ORDINANCE</td>
<td>1/DU</td>
<td></td>
</tr>
</tbody>
</table>

1. A 20-ft. side yard setback shall be provided when abutting a public street or alley but not a private drive. No side yard setback is required when abutting a non-residential use. A minimum 5-ft. side yard setback shall be provided between structures and parking.
2. Specified height is for the overall parapet height; up to an additional 15' may be added for accent elements, towers, equipment screening, etc.
3. In addition to rear yard setbacks requirements, a greenbelt trail (including screening wall, lighting, landscaping, and sidewalk improvements per the landscaping requirements set forth in this chapter shall be provided spanning the full length of the rear property line to ensure compatibility with the existing and/or planned residential and public/quasi-public uses in Planning Areas E and F).
4. 10 feet or 10 percent of lot depth; whichever is less.
5. Shall be a minimum of 20 ft. for first floor residential spaces; 0 for parking spaces, garages, or second floor living spaces.
6. Per UBC specifications for area calculations and building type.

I. Balanced Commercial Uses

This section applies only to the combined gross floor area of non-residential square footage within Planning Areas A and B. The following minimum standards are intended to provide opportunities for the development of neighborhood-serving non-residential properties, while allowing ample flexibility for the development of larger community-serving commercial enterprises.

- Neighborhood-serving commercial land uses include individual businesses less than or equal to 2,500 square feet in gross floor area which offer goods and services routinely needed by nearby residents. Such uses may include, and are typified by, but are not limited to, laundromats, hardware stores, locksmiths, beauty salons, bakeries, and...
delicatessens. An Inglewood Community-Oriented Policing and Problem Solving (ICOPPS) public safety center is also considered a neighborhood-serving use.

- To maintain a balance of commercial land uses, a ratio of 10 to 1 should be maintained between commercial floor space devoted to uses of greater than 2,500 square feet and floor space accommodating neighborhood-serving uses.

- Neighborhood-serving commercial land uses may be developed in multi-tenant buildings. A minimum of four (4) neighborhood-serving businesses should be contained within one (1) multi-tenant structure.

- At a minimum, two (2) neighborhood-serving commercial uses should maintain a primary or secondary storefront adjacent to the Village Pedestrian Paseo, as set forth in Section J below.

J. Commercial Building Design and Layout

Except as otherwise provided in this section, building design and site planning shall occur consistent with the provisions of the City of Inglewood Zoning Ordinance and the Municipal Code. The following provisions apply to new development or rehabilitation of existing development in Planning Areas A, B, C, and D.

1. Pedestrian-Friendly Features

- A raised pedestrian walkway/arcade or well defined sidewalk and customer pick-up lane, of a minimum 8 feet in width, should be provided immediately adjacent to storefront.

- Where public access is permitted adjacent to commercial buildings, they shall be enhanced with pedestrian walkways and should be relieved with landscaping at 30 to 40 foot intervals along the building base, soil conditions permitting.

2. Architectural Treatments

- Building design shall express a single strong architectural theme with substantial and consistent architectural detailing, except that individual storefronts may exhibit different decorations, but compatible themes.

- All building elevations facing public streets and residential land uses, whether such elevations function as the front, side, or rear of the building shall be architecturally detailed through color, materials, to avoid the appearance of a blank wall.

- Specifically, portions of commercial buildings adjacent to and visible from Planning Areas E, F and G shall incorporate architectural features consistent with the more public portions of the commercial building. Portions of buildings facing Planning Areas E, F and G shall respect the scale of the existing residential structures and planned open space by articulating wall and roof planes, and/or by employing techniques specified in the previous statement.
V. DEVELOPMENT REGULATIONS AND GUIDELINES

- Commercial structures shall contain an identifiable base which extends a minimum of two and one-half (2 1/4) feet up the building face and is comprised of one or more of the following: a change in surface texture, a projection from the wall, or break in the wall color or material.

- Base materials used in commercial structures shall be highly resistant to damage, defacing and general wear. Stucco may not be utilized as a base material; however, precast ornamental concrete, stone masonry, brick and commercial grade ceramic tile may be used.

- Building wall articulation should be used on commercial structures, including but not limited to arcades, portico's, insets, colonnades, lower shed roof structures and wing walls.

3. Site Planning Considerations

- All buildings on the same site shall demonstrate a strong spatial and functional relationship to each other. Where multiple buildings are proposed in a single project, they shall demonstrate variety in size and mass.

- Clustering of buildings, including the development of central plazas, to achieve a village-orientation and scale should be incorporated into commercial center design if at all possible. Where it is determined by the Planning Manager that clustering is not possible, a visual link shall be established between buildings through the use of an arcade system, trellis, colonnade, complementary design features, or other devices to provide continuity.

- Where possible, portions of primary buildings and free standing 'satellite' buildings shall be located at the street setback lines to avoid an uninterrupted “sea of cars” appearance.

- Undeveloped spaces between buildings shall not be left as unused or unassigned areas in the commercial center. Such spaces shall either be designed as safe, outdoor gathering areas, highly visible parking areas or shall be eliminated from public access.

K. Residential Uses

This section applies to the residential Planning Areas E-1, E-2 and E-3. The following standards are intended to provide opportunities for revitalization of housing units by providing flexibility for development of new or rehabilitated housing.


- Existing multifamily residential units may be replaced with new units of any density up to and including the existing density. Replacement units shall not be of greater density than existing units.

- A net increase in residential building coverage may occur for the addition of accessory uses such as patios, stairways, trash enclosures, or storage space. Storage for
residential uses should be located as near the unit as possible. This provision does not generally allow increase in building coverage for expansion of the primary use (i.e., residential living space). However, expansion of the primary use may occur as a second story expansion over parking areas or for the connection of two adjacent buildings.

2. Consolidation of Use and/or Ownership

- Residential buildings on adjacent parcels may be joined or consolidated in conjunction with rehabilitation efforts. Consolidation of buildings must occur on adjacent parcels under the same ownership. Joining of buildings may expand the living area of some units but cannot add units.

- Consolidation of residential lots into single ownership for rehabilitation shall be available through a simple Subdivision Map approval process.

- In cases where an entire planning area has been acquired by a single owner/developer, condominium conversion shall be allowed subject to the City's current provisions for conversion of rental units to for-sale units.

L. Access, Circulation and Parking

Except as otherwise noted in this section, off-street parking provisions of Article 19, Parking Regulations, of the City of Inglewood Zoning Ordinance shall apply in determining the minimum number and dimensions of parking spaces to be provided for each use and the design and layout of the parking area.

1. Parking Exceptions For Planning Areas A, B, C, and D

The following parking exceptions apply to Planning Areas A, B, C, and D.

Reductions in Parking Requirements

- Properties with existing structures and existing commercial/office uses shall not be required to provide additional off-street parking for a change in use, or a physical expansion of existing structures of less than 10% of the existing gross floor area. This provision does not apply to abandoned structures.

- When structures are expanded beyond 10% of their existing gross floor area, additional off-street parking shall be provided for the added floor area.

- Off-street parking requirements for all commercial, retail, service and office development which accommodate multiple neighborhood-serving uses (defined as four or more tenants within a single structure, each of which is less than 2,500 square feet in gross leasable floor area) may be as little as one-half of the requirements specified in the Zoning Ordinance.
Parking Lot Layout and Access

- Site plans for development proposed in Planning Areas A and B shall demonstrate reciprocal access and circulation patterns with adjacent commercial sites to the extent possible. Reciprocal access and circulation is strongly encouraged between Planning Area A and the existing commercial development immediately to the west, as well as between Planning Areas B and C and D.

- Vehicles shall not be required to enter Century Boulevard or any other public street to move from one commercial use to another within Planning Areas A, B, and C.

- Signalized entry drives shall be provided in Planning Areas A and B to serve Planning Areas A, B, and C. The main entry shall extend from Century Boulevard to a main perpendicular cross aisle to serve the commercial area, or as otherwise approved by the City Engineer. The main entry drive shall include, at a minimum, the following improvements:
  
  • A landscaped center median at least four (4) feet in width from Century Boulevard to the first bisecting parking aisle.
  
  • The landscaped median should contain a maximum of one monument sign of a location and height that does not obstruct the vision of drivers or pedestrians. Said monument sign shall be illuminated only with focused uplighting and shall identify the name of the commercial center, or other limited text copy as approved by the City.
  
  • Sidewalks on each side of at least one of the entry drives, a minimum four (4) feet in width including locations where signs, light poles, or other physical elements are placed in the walkway. The sidewalks shall be raised from the drive aisle by a six (6) inch high curb and shall be constructed of concrete or interlocking paving stone systems. Each sidewalk shall be bordered on one side by a landscaped parkway of minimum width of five (5) feet. These sidewalks and parkways shall extend from Century Boulevard to the first bisecting parking aisle.
  
  • A minimum seven (7) foot wide enhanced paving crosswalk, constructed of scored or otherwise textured concrete, delineating a pedestrian crossing area at the public sidewalk along Century Boulevard.

- Spacing between bi-directional entry drives shall be separated by a minimum of two hundred (250) feet on centerline and shall be a minimum of one hundred (100) feet from any street intersection, or as otherwise approved by the City Engineer.

- Commercial development in Planning Areas A, B, C, and D shall coordinate ingress/egress points with median openings and existing driveways on the north side of Century Boulevard, the west side of Club Drive, and the east side of Crenshaw Boulevard as applicable. Final locations of ingress/egress points shall be subject to review by and approval of the City Engineer.
Parking lots in Planning Areas A, B, and C shall be designed with a clear hierarchy of circulation, including but not limited to:

- Two main entry drives serving all commercial development;
- No direct parking spaces on main entrance drives;
- Supporting circulation drives with little or no direct parking; and
- Parking aisles with direct access to delineated parking spaces.

**Pedestrian Circulation within Parking Lots**

- All commercial development within Planning Areas A, B, C, and D shall connect on-site pedestrian circulation with the public sidewalk along Century Boulevard, Club Drive, and Crenshaw Boulevard.

- Pedestrian pathways and sidewalks shall be provided from bus stops to primary building entrances in Planning Areas A, B, C, and D. Said pedestrian pathways and sidewalks shall:
  - Provide a clear sense of direction to the pedestrian;
  - Follow a safe route of travel, including the provision of adequate lighting and opportunities for natural surveillance; and
  - Be provided through parking areas so as to be clearly pedestrian-oriented.

- Provisions for access by disabled persons shall be incorporated into the overall pedestrian circulation within parking lots, consistent with the Americans With Disabilities Act and other relevant laws.

- Sidewalks at building entries should be extended out into adjacent parking aisles or circulation lanes to accent pedestrian crossings.

**Parking Lot Screening/Buffering**

- Parking areas adjacent to public rights-of-way shall provide a two and one-half (2½) to three (3) foot high landscaped screen across the entire parking frontage except for driveways.

- Landscape screening may include a combination of low hedge row plantings, landscaped or turf berms or low decorative masonry walls. The minimum width of a landscaped area required for screening purposes shall be five (5) feet.

**Parking Lot Landscaping**

- Parking lots shall be provided with landscaping, including directional signage, that accomplishes the following minimal objectives:
  - Delineates the location of driveways from the public street;
  - Marks major circulation aisles; and
  - Demarcates pedestrian pathways and separates them from vehicular circulation areas.
V. DEVELOPMENT REGULATIONS AND GUIDELINES

- Planting islands shall be provided at the ends of parking rows that are a minimum of five hundred (500) square feet, with a 5-foot wide minimum planted width. They shall be planted with shade trees, low shrubs and/or groundcover. They shall be protected by a six (6) inch high curb on all sides.

2. Parking Provisions for Planning Areas E, F, and G

The following parking exceptions apply to Planning Areas E, F, and G.

Credit for On-Street Parking Spaces

The number of on-street parking spaces that are immediately adjacent to the front and/or side property lines of existing residential uses, or the number that will be immediately adjacent after completion of all City-planned on-street parking improvements, whichever is greater, may be counted toward the required number of off-street parking spaces for residential uses.

Modification of Streets

- Sixty degree angled parking provided on one side of residential streets is the preferred method for providing the required parking for the neighborhood. The street right of way will require widening on most of the residential streets within the Village to accommodate angled parking.

- Residential streets should be modified and expanded as necessary to accommodate the recommended sixty degree angled parking.

- Parallel parking should be allowed on both sides of the residential streets until improvements are made which permit angled parking.

Garages, Carports and Surface Parking

- Existing garages and carports may be renovated, removed, or replaced to provide a safer environment for residents and visitors and achieve more efficient use of space. Existing detached garages may be removed and replaced with carports or clustered surface parking. Surface parking in the form of small parking lots located along alleys would provide parking in less space than is currently provided by existing garages. Clustering parking into surface lots could provide significant off-street parking when adjacent property owners remove garages and replace them with clustered lots at the property line.

3. Pedestrian Circulation Requirements for Planning Areas A, B, C and D

- Opportunities shall be provided to connect rather than separate adjacent residential and non-residential uses in the Village. Connective elements such as walkways, common landscape areas, building orientation, and decorative fencing shall be employed where opportunities are identified.
Development proposed in Planning Areas A, B, C and D shall be organized to encourage relaxed pedestrian circulation throughout individual sites and between sites. Walkways shall be designed to be attractive and varied, and shall be accentuated with landscaping and/or other simple but attractive decorative features. Building elements, such as large blank building walls, loading areas, etc., which disrupt the continuity of storefronts and businesses along pedestrian ways shall be avoided.

Development proposed in Planning Area B shall provide a pedestrian paseo, called the “Village Pedestrian Paseo” or “the Paseo,” that serves as a linkage between the commercial center and the residential neighborhood. The Paseo and adjacent development shall be designed consistent with the following:

- The Paseo shall provide open pedestrian access during the normal business hours of the commercial center.
- The Paseo shall be configured to provide straightforward access from Planning Area F and shall be oriented in a north-south direction.
- The Paseo shall be provided between Planning Areas B and C, connecting Planning Areas E and F to the first major east/west aisle serving the commercial area.
- The Paseo shall be designed as an integral part of development in Planning Area B and shall be coordinated with adjacent existing or planned development in Planning Area C.
- Buildings adjacent to the Village Pedestrian Paseo shall be designed to incorporate CPTED principles as described in Appendix D, *Crime Prevention Through Environmental Design*. The preferred method would be to include glazing for at least thirty (30) percent of the first story wall area facing said paseo. Where the Planning Manager determines that this requirement cannot be met, other standards are acceptable:
  - A minimum of one (1) display window facing onto the Paseo per business under 5,000 square feet of gross floor area;
  - A minimum of two (2) display windows facing onto the Paseo per business between 5,000 and 10,000 square feet of gross floor area; and
  - A minimum of four (4) display windows facing onto the Paseo per business greater than 10,000 square feet of gross floor area.

Where these options are not deemed acceptable by mutual agreement of the City and developer, CPTED approaches satisfactory to the City shall be provided.

- Buildings adjacent to the Paseo should include storefront features, including primary business entrances and outdoor dining or sitting areas. Where storefront features beyond required glazing are not included, building articulation, murals, public art, or landscaping shall be included to provide a
comfortable pedestrian environment. The incorporation of plazas into the design of the Paseo is highly encouraged.

- The minimum width of the Paseo shall be twenty-five (25) feet, plus and additional thirty (30) feet devoted to a truck access driveway. The total minimum building setback would therefore be fifty-five (55) feet.

- The Paseo shall incorporate landscape features, lighting, shade, textured paving, and other design elements to enhance the overall pedestrian environment and provide a high level of security, natural surveillance, and convenience.

- A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities of the Paseo. A bond shall be posted to ensure the completion of the Paseo-oriented improvements as a condition of building permit issuance.

M. Landscaping

Except as otherwise noted in this section, landscaping regulations provided in the City of Inglewood Zoning Ordinance shall apply to new development in the Village Specific Plan District.

1. Landscape Provisions in Planning Areas A, B, C, and D

Unless otherwise noted, the following landscape standards shall be required in Planning Areas A, B, C, and D.

- All setbacks, parkways, and non-work /storage areas that are visible from a public street or from a parking lot available to the public shall be landscaped. Areas proposed for development in another phase shall be temporarily treated to control dust and soil erosion if the phase will not begin construction within six (6) months of completion of the previous phase.

- All landscape areas shall be a minimum of 5 feet wide (excluding curbs). Larger areas may be required in some circumstances.

- Trees shall be planted throughout the project in areas of public view, predominately adjacent to and along structures adjacent to Planning Areas E, F and G and street frontages at a rate of at least one (1) tree per thirty (30) linear feet of structure wall and/or street frontage.

- Trees and shrubs shall be planted so that at maturity they do not interfere with utility service lines, street lighting, traffic safety sight areas, onsite signs, and basic property rights of adjacent property owners, particularly the right of solar access.

- Trees planted within five (5) feet of paving shall be provided with approved root control devices.
Landscape areas shall have plant material selected and plant methods used that are suitable for the soil and climatic conditions of the site. The use of water efficient, drought tolerant plants shall be emphasized.

Sizes of the plant materials shall conform to the following minimum mix:

- Fifty percent (50%) of trees used in landscaping shall be a minimum size of 24-inch boxes;
- Fifty percent (50%) of trees used in landscaping shall be a minimum size of 15 gallon;
- Seventy-five percent (75%) of shrubs used in landscaping shall be a minimum size of 5 gallon;
- Twenty-five percent (25%) of shrubs used in landscaping shall be a minimum size of 1 gallon;
- Groundcover shall be used in all landscape area and shall be selected and planted to provide one hundred percent (100%) coverage within one (1) year.

Projects larger than 40,000 square feet in total site area shall include mature specimen trees in 36-inch and 48-inch boxes of sufficient quantity, subject to the approval of the Planning Manager, to provide variety and emphasis at entrances and focal areas within the project.

Concrete mow strips of a minimum of twelve (12) inches in width shall be required to separate turf areas from other landscaped areas.

For Planning Areas A and B, a greenbelt shall be provided spanning the full length of the rear property line to ensure compatibility with the existing and/or planned residential and public/quasi-public uses in Planning Areas E, F, and G. Where it is adjacent to the new local street providing access to Club Drive, Dixon Street, Darby Street and adjacent alley, the greenbelt shall be minimum of thirty-two (32) feet in width, as illustrated in Figure IV-13, Residential Pedestrian Path. Where it is adjacent to the Central Park, it may vary in width and shall be integrated into the design of the park to provide a secure boundary and achieve maximum usable space in the park. Said greenbelt shall include the following:

- A screening wall shall be provided between residential and non-residential uses. An undulating eight (8) foot high, architecturally treated, unit masonry wall (stone, treated block, split face block) beginning at the westernmost point of Planning Area A and terminating at the easternmost point of Planning Area B. A six (6) foot high tubular steel fence shall be located on top of the masonry wall to provide security from both sides and still afford some degree of openness of view from the residential/park side of the wall structure. Undulations, including wall offsets and planting pockets, in the wall shall not create any right angles. Areas immediately adjacent to both sides of the screening wall shall be improved with vandal resistant, security lighting which illuminates the wall and areas adjacent thereto for a period not less than one-half (½) hour after sunset to one-half (½) hour before sunrise. Light direction shall be controlled to avoid spillover onto residential lots.
V. DEVELOPMENT REGULATIONS AND GUIDELINES

- The wall shall be modified for a distance of twenty (20) feet where it approaches Club Drive and the Village Pedestrian Paseo. The modification shall be accomplished by reducing the masonry wall to a height of three (3) feet with decorative tubular steel grillwork extending an additional six (6) feet in height.

- A landscape strip averaging fourteen (14) feet in width shall be provided immediately adjacent to the screen wall, facing Planning Areas E, F, and G. Landscaping including vines, shrubs and trees shall be provided adjacent to the screening walls to mitigate the visual effects of flat wall surfaces. Landscaping shall maintain visual clearance between two and one-half (2½) feet and six (6) feet above ground. Where landscaping is adjacent to the twenty (20) foot portions of decorative three (3) foot high masonry wall with wrought iron grillwork comprising the screening wall, it shall not exceed two and one-half (2½) feet in height. A one (1) to two (2) foot high decorative masonry border shall define the perimeter of the landscape strip opposite the screening wall.

- An eight (8) foot wide meandering concrete sidewalk shall be provided within the greenbelt, extending from Club Drive to the easternmost edge of Planning Area A, adjoining the Central Park. The alignment of the trail shall permit a minimum landscape strip averaging ten (10) feet in width on the curb side, with the minimum distance to curb no less than five (5) feet. The landscape strips shall provide landscaping, including groundcover, shrubs and trees, that maintain visual clearance between two and one-half (2½) feet and six (6) feet above ground. Vandal resistant, pedestrian-scale lighting shall be provided along the trail which fully illuminates the trail one-half (½) hour after sunset to one-half (½) hour before sunrise, oriented to avoid light spillover onto residential lots.

N. Signs

Signs in the Village Specific Plan Area, including temporary signs, shall be erected, constructed, altered, and maintained in accordance with Article 23 of the Zoning Ordinance and the exceptions listed below.

- All pole signs shall be expressly prohibited.
- Monument signs shall be permitted subject to review and approval by the City.

- A monument sign shall be provided in Planning Area D, facing the intersection of Crenshaw and Century Boulevards. The monument sign include a landscaping at its base and shall be of a location and height that does not obstruct the vision of drivers or pedestrians. Said monument sign shall be illuminated only with focused uplighting and shall identify the name of the commercial center as approved by the City.

- A monument sign shall be provided within the landscape area of the main access drive serving Planning Areas A and B as provided in the section above entitled Parking Lot Layout and Access.

- Neighborhood entry monument signs, of a maximum or four (4) feet in height and sides not exceeding three (3) feet in width, shall be permitted in Planning
Village Specific Plan

Areas E, F, and G as approved by the City. Such signs shall be of solid masonry construction or other permanent materials and shall include the "Village," appropriate logo, and other limited text copy as approved by the City.

O. Lighting

Lighting is a critical ingredient in the Village in terms of security and functional access to commercial, recreation, and parking facilities. In general, it is more important to have even lighting than to achieve a certain light level in proximity to the light source, surrounded by areas of shadow. Lighting standards shall be as follows:

- Street lighting: no less than 0.5 ft. candle
- Alleys: no less than 0.5 ft. candle
- Parking perimeters: no less than 1.0 ft. candle
- Parking areas: no less than 3.0 ft. candles*
- Public areas: no less than 3.0 ft. candles*

* A light analysis shall be provided which can achieve an even distribution of lighting as opposed to "hot spots" which defeat the purpose of lighting. An even distribution between 2 and 3 foot candles is preferable to a situation in which a circle of 3.0 foot candles is surrounded by a much lower level of light.

The following rules shall apply to lighting programs:

- Light shall be shielded from residential properties so that glare is not directed on residences.
- Mounting heights, fixture types, and grid spacing shall be adjusted in balance with each other to achieve an even distribution of light.
- Dependability and maintenance costs shall be weighed in selecting lighting equipment.
- Signs should be internally illuminated or, in the case of monument signs, ground lighted to achieve readability without undue glare.
- Lighting shall be directed so to avoid glare interfering with motorist visibility.

P. Urban Design for Public Safety & Liability

All development subject to the provisions of this Specific Plan shall demonstrate good faith effort in incorporating Appendix D, Crime Prevention Through Environmental Design, into the planning and design of proposed projects.
APPENDIX A.
IMPLEMENTATION PROGRAM
Appendix A. Implementation Program

This chapter provides recommendations for the administrative, procedural, financing and regulatory approaches that will implement the Village Specific Plan.

A. Amendments

1. General Plan Text and Map Amendments

General Plan Text Amendments

Through the Village Specific Plan, land use regulations, development standards, and design guidelines combine to implement, in large part, the goals and policies of the City of Inglewood General Plan. Implementation of the Village Specific Plan, however, will require the following amendments to the General Plan text in the following areas:

- Land Use Designation. The Specific Plan area is currently designated Industrial in the General Plan. A re-designation of the area to designations consistent with the Specific Plan will be necessary. The area will be changed to include the following designations: Medium Density Residential, Commercial and Open Space. New uses will include the following:
  - Residential Land Use: Multi-family residential units up to existing density (including provision of pocket parks);
  - Commercial Land Use: Community Commercial, Neighborhood Commercial; and,
  - Open Space: Community Center/Park.

- Any statistical tables or discussion of acreage or amount of designated uses shall be modified to reflect the new land use designations.

General Plan Map Amendments

The City of Inglewood General Plan Map designates the entire Project Area as Industrial.

In order to implement the Specific Plan and revitalize the neighborhood, the General Plan Map must be amended to reflect the preferred land use pattern. Figure A-1: General Plan Map Amendments identifies recommended amendments to the General Plan Map that will be required in order to maintain consistency with the Specific Plan.
Village Specific Plan

Existing zoning within the Specific Plan Project Area boundary shall be repealed and the zoning map amended to indicate zoning designations of C2-V, R3-V and OS-V as shown in Figure IV-2 Zoning Map. All land use regulations, development criteria, design guidelines, and other development regulations and incentives of this Specific Plan will apply. All regular provisions of the City of Inglewood Zoning Ordinance not amended by this Specific Plan shall apply, including, but not limited to, use permits, variances, public notice and hearing, and appeals provisions.

B. Administration and Procedures

1. Conflict With Other Regulations

Whenever the Village Specific Plan imposes more restrictive regulations upon development, or on the use of lands, or require larger open spaces, yards or setbacks, or otherwise establish more restrictive regulations than are imposed or required by the City of Inglewood Zoning Ordinance, the provisions of this Specific Plan shall govern.


If ambiguity arises concerning the appropriate classification of a particular use within the meaning and intent of the Village Specific Plan, or if ambiguity exists with respect to matters of height, yard requirements, area requirements, or zoning district boundaries as established herein, the remedies provided in the City of Inglewood Zoning Ordinance for interpretations shall govern.

Nothing in the Village Specific Plan shall be deemed to affect, annul or abrogate any ordinances pertaining or applicable to the properties and areas affected by this Specific Plan. In the event that a conflict does arise, the more restrictive requirements shall control.

3. Findings Regarding The Specific Plan

No division of land, use permit, site plan approval or other entitlement for use, and no public improvement shall be authorized in the Village Specific Plan area unless a finding has been made that the proposed project is in substantial compliance with the requirements of the Specific Plan. Approval of final development plans and special use permits shall be contingent upon a determination of substantial compliance with the applicable provisions of the Village Specific Plan, applicable provisions of the City of Inglewood Zoning Ordinance, and the City of Inglewood General Plan.
LAND USE DESIGNATIONS
C - Commercial
MDR - Medium Density Residential
OS - Open Space

Village Specific Plan
City of Inglewood, California
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4. Development and Site Plan Review and Approval

Development review and approval of projects proposed within the Village Specific Plan area shall be as set forth in the City of Inglewood Zoning Ordinance, Chapter 12 of the Inglewood Municipal Code. Site plans for proposed development within the Village Specific Plan area shall be reviewed in accordance with Article 18.1 of the City of Inglewood Zoning Ordinance, Site Plan Review, with the following exceptions:

- Site plan review, and mutual approval by the Community Development and Housing Director and the Chief of Police or his designee, shall be required for all development within the Village Specific Plan area prior to the issuance of a building permit.
- Proposed development shall be reviewed using the CPTED Development Review Checklist provided in Appendix D of the Village Specific Plan.

5. Administrative Modifications

Administrative modifications to the development standards of the Village Specific Plan, not to exceed 15% of the provisions specified, may be approved, or conditionally approved, by the Director of Community Development and Housing and the Chief of Police or his designees, upon demonstration that the proposed modification would accomplish the following:

- Enhance the overall appearance, safety and function of the project;
- Promote compatibility with, and would not be detrimental to, adjacent property or improvements; and
- Advance the vision of the Village Specific Plan.

6. Amendments To The Specific Plan

The Village Specific Plan may be amended or replaced by the same procedure as the one by which the Specific Plan was adopted.

7. Regular Review and Update Specific Plan

The Village Specific Plan should be the subject of a comprehensive review by the City at least every three years. Such review shall be undertaken in a collaborative forum involving, at a minimum, the following parties: Village Neighborhood Improvement Team, the Village City Support Team, the Chief of Police, the Director of Community Development and Housing, the Planning Manager, and Inglewood Neighborhood Housing Services. The first review of the Village Specific Plan shall occur three years from the date of adoption recorded by the City Clerk and should occur at intervals of three years thereafter.

8. Enforcement and Penalties Related to the Specific Plan

Any person or entity that violates one or more requirements set forth in the Village Specific Plan or fails to obey an order issued by the City or comply with a condition of approval of any certificate or permit issued under this Specific Plan shall be subject to the penalty provisions as provided in the City of Inglewood Municipal Code.
C. Neighborhood Improvement Team and City Support Team

During the preparation of the Village Specific Plan, a Neighborhood Improvement Team (NIT) and the City Support Team (CST) were established to provide input and support to the planning process and to facilitate implementation of the Plan.

The NIT consists mainly of residential and commercial participants in the community. Other members of the NIT are representatives from local businesses and schools. This team participated in shaping the Specific Plan and is officially established to play a key role in its implementation. Meetings of the NIT are generally held at the Woodworth Elementary School or in other locations within the project area.

The CST was established to serve as a source of information, technical review, and feasibility analysis, bringing together for technical and program input various City departments including: Planning, Redevelopment, Transportation, Code Enforcement, Police, Fire Department, Noise Abatement, Finance, Recreation, Neighborhood Services, and others as necessary. This level of departmental involvement is necessary to ensure the viability of the Specific Plan and the Implementation Strategy. In addition to City departments, selected agencies serving constituencies in the neighborhood will be invited to participate where necessary to support implementation of the Specific Plan.

D. Guidelines for Promoting Local-Serving Businesses and Employment of Local Residents

A variety of job training and vocational assistance is available to residents of the Village Specific Plan (VSP) area. Inglewood Unified School District provides adult school services as well as school-to-career opportunities. A Work and Education Resource Center (WERC) is located at Morningside High School to provide students with career and academic preparation services. The Inglewood Unified School District can supply more information at (310) 419-2500. Also serving Inglewood is the Job Training Development Center and South Bay Private Industry Council. This center provides career counseling and job training assistance. The Job Training Development Center can provide more detailed information at (310) 412-5464.

At a more local level, the City and the NIT can work with local businesses to provide special consideration in hiring of local residents. Major local businesses have expressed a willingness to cooperate in opening jobs for neighborhood residents. Part of the operation and activity of the NIT should include engaging those businesses in cooperative work training programs with other local resources. The City may also pursue special grant funding for special job training programs that could target this area of the City.

The City should also promote the commercial area of the VSP for the location of local-serving businesses. Specialized grant funding could be pursued by the City to encourage new local-serving businesses, perhaps owned and operated by local residents, to locate within a portion of Planning Area B.
E. **Strategy for Public and Private Sector Actions**

The concept of public/private partnerships is not only getting a considerable amount of attention in achieving public purposes; such partnerships are happening in a variety of formats. This approach is appropriate for the Village and, in fact, is already underway in the form of negotiations for commercial development on land already owned by the City and additional land to be acquired, cleared, and assembled. Additional examples for partnership include:

- Joint training programs for employment;
- Improvements/programs in the central park area;
- Internal access expansion within the total commercial area; and
- Joint participation in developer acquisition, revitalization and management of portions of the residential neighborhood.

Multi-agency as well as public/private partnership endeavors are also appropriate in this area, especially between the Inglewood School District and the City. Job training and recreation programs are excellent examples of the types of arrangements appropriate, considering the proximity of the multi-campus school complex adjacent to the Village.

F. **Capital Improvement Program**

Appendix E of this Specific Plan provides a neighborhood improvement and maintenance strategy for the Village Specific Plan Area. Section B of the appendix presents estimated costs for the proposed neighborhood capital facilities and estimated maintenance costs. Section C of the appendix presents a preliminary financing plan for funding the recommended capital improvements and their operation and maintenance. Detailed cost estimates and potential funding sources are also provided in Appendix E.

G. **Funding Program**

The following table summarizes possible methods for financing the specific plan improvements and other elements of the revitalization effort for the Village. The listing is not intended to exclude any other available funding sources. The table is organized according to the following categories:

- Noise Mitigation, Rehabilitation and Related Improvements
- Roads, Utilities and Infrastructure
- Parks, Trees, Streetscape and other Beautification Features
- Miscellaneous Community Services
Table A-1
Village Revitalization Specific Plan
Possible Funding Sources

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Description</th>
<th>Applicability to the Village</th>
<th>Contacts</th>
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<tbody>
<tr>
<td><strong>NOISE MITIGATION, REHABILITATION AND RELATED IMPROVEMENTS</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Federal Aviation Administration (FAA) and Department of Airports (DOA)</td>
<td>For financing, acquisition, relocation and demolition costs related to airport noise abatement</td>
<td>Purchasing properties (both residential and non-residential), preparing land for resale, and relocating households and businesses</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Mello-Roos Special Tax Bonds</td>
<td>Secured by special tax that is levied upon land in specific areas (CFD) and used to finance facilities and services that are necessary due to growth and development</td>
<td>For the Village, this source could be used to finance the purchase, construction, expansion, improvement or rehabilitation of any real or tangible property and may also be used to pay for services including police protection</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Housing Set Aside — City of Inglewood Redevelopment Agency</td>
<td>Twenty (20) percent of redevelopment revenues set aside for low and moderate income housing purposes</td>
<td>Sound insulation and related noise mitigation</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Ford Foundation</td>
<td>Grants provided for community revitalization, housing rehabilitation, services to children, youth and families, youth employment programs, and neighborhood security</td>
<td>The Village could benefit from this source to assist in its comprehensive revitalization program.</td>
<td>Ford Foundation Urban Poverty Program 320 East 43rd Street New York, NY 10017 (212) 573-4634</td>
</tr>
</tbody>
</table>

**ROADS, UTILITIES AND INFRASTRUCTURE**

<p>| Sewer and Water Utility Charges | Fees and charges of enterprise | The City can improve, maintain and upgrade sewer and water facilities in the Village through utility charges | City of Inglewood |
| Tax Increment Bonds — City of Inglewood Redevelopment Agency | Tax increment bonds secured by property tax increment revenues | Capital improvements such as roads, utilities, and public facilities | City of Inglewood |
| State Gasoline Taxes | State subventions from gas tax revenues | The City of Inglewood can utilize this funding source for road construction and related transportation facilities and improvements (i.e. traffic calming devices, etc.) | City of Inglewood |
| General Obligation Bonds | Voter-approved general obligations that are secured by full faith and credit by the City of Inglewood. Funding is received by a general tax on all properties within the City of Inglewood. | The City of Inglewood can use these bonds to finance acquisition and improvement of real property, including construction of new roads, sewers, parks, bridges and libraries (i.e. community center, park system, residential streets, etc.). | City of Inglewood |
| Economic Development Administration Loans and Grants | Grants to communities for site preparation and construction of public works projects that will help spur economic development. Often combined with CDBG monies due to requirement for matching funds. | In the Village, this funding source could be used to improve the commercial area along Century as well as to enhance the transitional areas between the commercial center and the residential neighborhood. | Economic Development Admin. Loans and Grants (206) 220-7880 |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>PARKS, TREES, STREETSCAPE AND OTHER BEAUTIFICATION FEATURES</strong></td>
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</tr>
<tr>
<td>Special Assessment Bonds</td>
<td>Assessed on land that receives special benefits from a public improvement financed by the assessment. The amount assessed is proportional to the benefit received.</td>
<td>For the Village, applicable improvements (as allowed by law) include street lighting, park improvements and acquisition of land for public use</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>General Obligation Bonds</td>
<td>Voter-approved general obligations that are secured by full faith and credit by the City of Inglewood. Funding is received by a general tax on all properties within the City of Inglewood.</td>
<td>The City of Inglewood can use these bonds to finance acquisition and improvement of real property, including construction of new roads, sewers, parks, bridges and libraries (i.e. community center, park system, residential streets, etc.).</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>California ReLeaf / California Dept. of Forestry and Fire Protection Tree-Planting Grant Program</td>
<td>Projects that plant large-crowning, environmentally tolerant trees on public property to provide shade and other benefits</td>
<td>Provide the Village Neighborhood Improvement Team (i.e., citizen groups and city-affiliated volunteer entities) with opportunities to receive up to $5,000 for street trees in parkways and for shade trees in neighborhood parks</td>
<td>California ReLeaf, The Trust for Public Land 3001 Redhill Avenue Bldg. 4, Suite 224 Costa Mesa, CA 92626 (714)557-2575</td>
</tr>
<tr>
<td>California ReLeaf / National Urban Forestry Program</td>
<td>Project categories from year to year. In 1996, categories included: education and public awareness; tree-care programs; and volunteer development.</td>
<td>Provide the Village Neighborhood Improvement Team (i.e., citizen groups and city-affiliated volunteer entities) with opportunities to receive up to $5,000 for maintenance and public awareness for street trees and shade trees in neighborhood parks</td>
<td>California ReLeaf, The Trust for Public Land 3001 Redhill Avenue Bldg. 4, Suite 224 Costa Mesa, CA 92626 (714)557-2575</td>
</tr>
<tr>
<td>California Wildlife, Coastal, and Park Land Conservation Bond Act Urban Forestry Grant Program (Proposition 70)</td>
<td>Projects that plant large-crowning, environmentally tolerant trees on public property, parks and open space (excluding federal property) or to replace large or medium-size trees under power lines with smaller trees</td>
<td>Provide cities (i.e. Inglewood), counties, districts and nonprofit organizations (i.e. Inglewood Neighborhood Housing Services) with up to $30,000 for new trees</td>
<td>Application: Eleanor Cooper California Department of Forestry &amp; Fire Protection 1416 Ninth Street Rm. 1516-29 Sacramento, CA 95814 653-9448 Information: Eric Oldar California Department of Forestry &amp; Fire Protection (916) 782-4140, ext. 6125</td>
</tr>
<tr>
<td>Phillips Environmental Partnership Awards</td>
<td>Projects that respond to a local environmental need, with the exclusion of fundraising events, building construction, and hazardous and toxic waste disposal</td>
<td>Provide public and private primary and secondary schools (i.e. Morningside, Monroe, Woodworth), adult nonprofit community organizations, and nature centers with up to $5,000; this could be used to plant trees along 104th Street on the northern boundary of school properties</td>
<td>Center for Environmental Education Oklahoma State University 104-A Industrial Building Stillwater, OK 74078 (405) 744-7233</td>
</tr>
</tbody>
</table>
## Table A-1
Village Revitalization Specific Plan
Possible Funding Sources

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</tr>
</thead>
<tbody>
<tr>
<td>National Small Business Administration Tree Planting Program</td>
<td>Funding (up to $200,000) is available for tree planting projects on land owned by applicant agency, so long as trees are purchased from small business nurseries and planted by small business contractors</td>
<td>The City of Inglewood could utilize this funding source for landscaping in parkways, parks, and other public-owned areas in and around the Village.</td>
<td>National Small Business Administration Tree Planting Program Calif. Dept. of Forestry (916) 654-5242</td>
</tr>
<tr>
<td>U.S. Environmental Protection Agency Environmental Education Grants</td>
<td>Projects that meet at least one of the following objectives: improve environmental education; facilitate information, communication and partnership; enhance the public’s environmental consciousness</td>
<td>Requests up to $250,000 ($5,000 is preferred) for non-individuals for projects that address an environmental issue which is of high priority (i.e. Village livability and quality of life; reduction of urban heat island; and improved air quality)</td>
<td>U.S. Environmental protection Agency (800) 424-4372</td>
</tr>
<tr>
<td>Community Development Block Grants</td>
<td>Provides partial funding for physical infrastructure, revitalization projects, low income housing, reduction of blighted conditions, job creation, etc.</td>
<td>The City receives CDBG funding annually that it can allocate to benefit low and moderate income households. In the Village, this funding could serve to install streetscape, park and alley improvements</td>
<td>California Department of Housing &amp; Community Development (916) 445-6000</td>
</tr>
<tr>
<td>Lighting and Landscaping Act of 1972</td>
<td>This funding source can be used to construct and maintain park, landscaping and lighting facilities</td>
<td>In the Village, this source could be used to install new lighting, street lights, parks and related improvements</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Developer Impact Fees</td>
<td>Impact fees charged for new development in proportion to the impacts created</td>
<td>For the Village, impact fees could be charged for new residential and non-residential development that contribute to the installation of facilities that mitigate any impacts caused by the development (i.e. linear park, central park, pedestrian linkage, etc.)</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Public Works and Development Facilities — Economic Development Administration Loans and Grants</td>
<td>Grants to public works projects that contribute to the creation or retention of private sector jobs.</td>
<td>In the Village, this funding could be used to install street improvements (i.e. chokers, chicanes, planters, crosswalk paving, etc.) within the neighborhood, on 104th Street and between the residential neighborhood and the commercial center.</td>
<td>Economic Development Admin. Loans &amp; Grants (206) 220-7680</td>
</tr>
<tr>
<td>Adopt-a-Light Program</td>
<td>Inglewood businesses, the Village property owners, and others could purchase a street light in return for having an engraved plate attached to the light pole which specifies the donor’s name</td>
<td>The Village could receive the needed pedestrian scale lighting it requires to make it a safer neighborhood. The program could be applicable to park equipment, streetscape elements, etc. in the Village.</td>
<td>Economic Development Admin. Loans &amp; Grants (206) 220-7680</td>
</tr>
<tr>
<td>Funding Source</td>
<td>Description</td>
<td>Applicability to the Village</td>
<td>Contacts</td>
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<tr>
<td><strong>MISCELLANEOUS COMMUNITY SERVICES</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mello-Roos Special Tax Bonds</td>
<td>Secured by special tax that is levied upon land in specific areas (CFD) and used to finance facilities and services that are necessary due to growth and development</td>
<td>For the Village, this source could be used to finance the purchase, construction, expansion, improvement or rehabilitation of any real or tangible property and may also be used to pay for services including police protection</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Property and Business Improvement District</td>
<td>Tax levied against property owners, as opposed to business owners, for improvements and activities that may directly benefit their investment in real property</td>
<td>With a majority vote of the property owners in the district, special assessments may be levied for a period up to five years to provide improvements and activities in the Village Commercial Center (i.e. security, lighting and landscaping, pedestrian access, buffer with residential area, etc.)</td>
<td>City of Inglewood</td>
</tr>
<tr>
<td>Ford Foundation</td>
<td>Grants provided for community revitalization, housing rehabilitation, services to children, youth and families, youth employment programs, and neighborhood security.</td>
<td>The Village could benefit from this source to assist in its comprehensive revitalization program.</td>
<td>Ford Foundation: Urban Poverty Program 320 East 43rd St. New York, NY 10017 (212) 573-4634</td>
</tr>
<tr>
<td><strong>ACTION - The National Volunteer Agency</strong></td>
<td>ACTION offers technical assistance and funding for community-based prevention and education efforts that seek to eliminate conditions related to poverty and disadvantaged living conditions</td>
<td>The City of Inglewood or Inglewood Neighborhood Housing Services could sponsor a VISTA volunteer to oversee grant writing efforts and neighborhood organization and activities for the Village</td>
<td>ACTION - The National Volunteer Agency: Drug Prevention Program 1100 Vermont Ave., N.W. Washington, DC 20525 (202) 634-9108</td>
</tr>
<tr>
<td>Edna McConnell Clark Foundation</td>
<td>Provides seed money and technical assistance to improve the educational opportunities for disadvantaged young people. And, it seeks to assist families by supporting efforts to create, improve and expand public and social services.</td>
<td>The Village, the City of Inglewood and Inglewood Neighborhood Housing Services could pursue this source as part of a comprehensive revitalization program for the neighborhood and its residents.</td>
<td>Edna McConnell Clark Foundation: 250 Park Ave., Rm. 900 New York, NY 10017 (212) 986-7050</td>
</tr>
<tr>
<td>General Electric Foundation</td>
<td>Local schools are provided with awards for mentoring and scholarship programs for minorities.</td>
<td>As related to the Village, the adjacent schools (e.g. Morningside, Monroe, and Woodworth) could tap this funding source to provide the Village youth with opportunities to learn trades and develop their opportunities for college educations</td>
<td>General Electric Foundation: 3135 Easton Turnpike Fairfield, CT 06431 (203) 375-2211</td>
</tr>
<tr>
<td><strong>Community Anti-Drug Coalitions of America (CADC)</strong></td>
<td>Provides technical assistance to communities wishing to form anti-drug coalitions and implement substance abuse prevention programs.</td>
<td>The Village could utilize this funding source to establish a solid anti-drug program in the neighborhood to help improve the area’s quality and life and overall livability</td>
<td>Community Anti-Drug Coalitions of America (CADC): 701 N. Fairfax Street Alexandria, VA 22314 (800) 544-5011 (703) 706-0560</td>
</tr>
</tbody>
</table>
Village Specific Plan

Table A-1
Village Revitalization Specific Plan
Possible Funding Sources

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Description</th>
<th>Applicability to the Village</th>
<th>Contacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boys and Girls Clubs of America</td>
<td>Develop and sponsor recreational and social activities for youth. This source can be used in conjunction with funding from the Bureau of Justice Assistance (see below).</td>
<td>In conjunction with the development of a community center, the City could pursue the establishment of a recreational program in the Village to provide youth with stability and opportunities for positive growth and development</td>
<td>Boys &amp; Girls Clubs of America 771 First Avenue New York, NY 10017 (212) 351-5900</td>
</tr>
<tr>
<td>Bureau or Justice Assistance</td>
<td>Funding is available for programs, including recreational programs through such organizations as the Boys and Girls Clubs of America.</td>
<td>The City, Inglewood Neighborhood Housing Services, or other public/non-profit agency can receive funding for the Village to assist in any criminal-justice related program or project</td>
<td>Bureau or Justice Assistance U.S. Dept. of Justice 633 Indiana Ave., N.W. Washington, DC 20531 (202) 514-6278</td>
</tr>
<tr>
<td>National Association of Parks and Recreation</td>
<td>Assists in the development and implementation of activities in youth recreation programs and is involved in research and educational activities.</td>
<td>The City of Inglewood can tap into this funding source to assist with the recreational programs serving the Village</td>
<td>National Association of Parks and Recreation 2775 Quincy Street, #300 Arlington, VA 22206 (703) 820-4940</td>
</tr>
<tr>
<td>The Allstate Foundation</td>
<td>Assists in the areas of neighborhood revitalization and safety and security through risk reduction.</td>
<td>Available to non-profit organizations (i.e. Inglewood Neighborhood Housing Services) to undertake revitalization activities.</td>
<td>The Allstate Foundation 2775 Sanders Rd., #F4 Northbrook, IL 60062-6127 (706) 402-5502 Attn: Ron Mori, Manager</td>
</tr>
<tr>
<td>Center for Community Change</td>
<td>Provides technical assistance to lower income urban community groups in making positive changes in their neighborhoods.</td>
<td>The neighborhood Improvement Team could pursue technical assistance opportunities to more successfully effect positive change in the Village.</td>
<td>Center for Community Change 1000 Wisconsin Av., N.W. Washington, DC 20007 (202) 342-0519</td>
</tr>
<tr>
<td>National Police Athletic League (PAL)</td>
<td>Pairs at-risk youth with police officers to provide educational and sports opportunities as a juvenile crime prevention effort</td>
<td>The City could build upon its ICOPPS program to provide the Village youth with positive activities and mentors</td>
<td>National Police Athletic League (PAL) 200 Castlewod Drive N. Palm Beach, FL 33408 (407) 844-1823</td>
</tr>
</tbody>
</table>
APPENDIX B.

DESCRIPTION OF EXISTING SETTING
Appendix B. Description of Existing Setting

The Darby-Dixon area developed in the late 1950's with high density multi-family residential buildings catering primarily to adult tenants in primarily airport-related occupations. It was referred to as the North Lockhaven or Darby-Dixon area. As noise levels from aircraft operations related to the Los Angeles International Airport increased in the 1960's and 1970's, the neighborhood became a less desirable residential location for the original occupants and the tenant mix began to change. The change in tenant mix was accompanied by gradual overcrowding as the multifamily units originally designed for adults became occupied by larger families, followed by subsequent physical deterioration of the neighborhood.

To address the decline occurring in the neighborhood, a series of planning studies was conducted:

1. The first planning study, commissioned in 1973 by the City Council, recommended a stabilization program consisting of aggressive code enforcement, special police patrols, additional property maintenance activities, public works improvements, enhanced recreation programs, and other special services.

2. A follow-up study was completed in 1975 that recommended that additional CDBG funds be targeted to the neighborhood to help upgrade public improvements and provide incentives for private rehabilitation of the housing stock.

3. The third study, completed in 1979, found the City's aggressive revitalization program unsuccessful as the neighborhood continued its decline. As well, it was concluded that the neighborhoods under the flight path were consuming a disproportionate share of fire and police services.

The high costs of the ongoing revitalization programs, combined with the continued deterioration of the neighborhood, led to its redesignation to an M-IL, light industrial zoning in 1979. The area was also designated for industrial land use in the City's General Plan, all in an attempt to create land uses that were more compatible with the noise impacts of jet aircraft. Soon after, the Century Redevelopment Project was established, including the northern portion of what is now known as the Village.

In 1996 the City sought to continue the program of land use conversion for noise compatibility by extending it into the northern residential portion of the neighborhood. The conversion from residential to commercial use is proposed to be accomplished through a
Garland Village Specific Plan

grant from the Federal Aviation Administration for funding to acquire 284 homes and relocate the residents to alternative housing sites. This increment in the continuing program is generally located along Lawrence Avenue and extends north along Woodworth Avenue and south along Darby and Dixon Avenues.

Concurrent with this funding effort, the City decided to reconsider the long standing industrial concept because it has not worked as originally envisioned. A specific plan project was initiated to investigate land use options, prepare a customized plan for implementing the preferred option, define an implementation strategy, and establish some form of ongoing coordination mechanism to oversee the desired changes. The first step in this process was the approval of a basic commercial and residential land use pattern to replace planned industrial use as the basis for further design work.

Even earlier—since 1971, with adoption of the La Cienega Plan—the City of Inglewood had established the policy of removing housing most blighted by aircraft noise from neighborhoods beneath the LAX flight path and recycling the land to uses more compatible with higher noise conditions. To date, 1,121 housing units have been removed in areas to the south and west of the neighborhood and the tenants were relocated as required by the Uniform Relocation Act.

The Project Area is now at the point where further efforts to stimulate individual redevelopment or sustain the neighborhood as an industrially zoned residential area are ineffectual, and a transition to more marketable commercial or industrial land uses cannot be accomplished without significant external funding. Partially because of the industrial zoning, much of the current housing stock has not been maintained, rehabilitated or improved, which impacts the financial health of the surrounding area for residential, commercial, and/or industrial users interested in situating there.
APPENDIX C.

METHOD FOR DEVELOPING SPECIFIC PLAN
Appendix C.
Method for Developing the Specific Plan

The Village Specific Plan project entails four major steps: 1) determining the appropriate land use pattern for the neighborhood; 2) preparing a concept plan for development of that pattern; 3) preparing a specific plan to carry out the preferred concept; and 4) defining an implementation strategy to ensure the necessary actions. Throughout each step, involvement of key interests has been held as a high priority.

A. Key Interests

There are many interests that have been considered throughout the Specific Plan process for the Village. Many of these interests suffer from frustration at earlier expectations not being met. Among the interests and their concerns:

1. Property Owners

Individuals and firms who have invested in these properties feel a direct impact from decline in property values, increased ownership costs, tenant turnover, extraordinary maintenance responsibilities, inability to get property backed loans, and general uncertainty regarding the future of the area.

2. Residents

Those who live here are affected by high crime activities, drugs in the neighborhood, fear for personal safety, deteriorating conditions, difficulty in finding alternate housing, inadequate or unsafe parking, lack of recreation space/facilities, and lack of knowledge regarding what is going on.

3. Business Owners/Merchants

Business people have concerns regarding loss of business due to fear of criminal activity, limited ability to conduct business at night, property damage, theft, personal security for employees and customers, and gradual decline in market share.

4. City Officials

The City of Inglewood has devoted substantial resources to dealing with problems in this neighborhood and continues to do so. It requires attention by elected officials and staff within many departments. The City continues to seek a workable solution to the undesirable
conditions which threaten the health and well being of the community. In addition, continued erosion of property values and failure to achieve commercial potential along Century Boulevard have negative revenue impacts on the City. Moreover, the City has a vested interest in achieving successful development of its well located industrial lands to mitigate noise impacts and stimulate increased local employment.

5. Surrounding Owners/Residents

Property owners, business operators and residents of nearby properties are affected by and concerned about the condition of the Project Area, particularly regarding crime problems. There is also a concern that property values will be diminished by continued decline in conditions.

6. Schools

The adjacent Elementary, Junior High and High Schools are directly impacted by the problems experienced by families of school age children in the neighborhood. Quality of education, family support for educational activities, crime and drug conditions, a high level of student turnover, and safety of school children are all a part of the concern by school officials.

B. Determining a New Land Use Pattern

1. Background

The planning area is now used commercially along the Century Boulevard frontage and residentially over the rest of the area between the Home Base/Costco properties, Crenshaw Boulevard and 104th Street. Prior to the time of specific plan adoption, it was zoned for M-1L, Light Industrial Use and had been for 17 years. Given the conditions which now exist and projected weak marketability of industrial uses, the zoning was determined inappropriate through a market study, analysis by consultants, interviews with City officials, and meetings with property owners and residents who participated in a number of public workshops.

Among the most influential conditions which now exist is the fact that no industrial conversion has occurred in the last 17 years. Deferred maintenance, overcrowding, and increased crime have continued to erode the neighborhood until it is now generally perceived as the most troubled neighborhood in the City.

2. Alternatives

An extensive process was developed to explore alternatives for a new land use pattern in Darby-Dixon. Three primary alternatives were selected and evaluated for their potential implications. The alternatives are summarized below.
APPENDIX C. METHOD FOR DEVELOPING THE SPECIFIC PLAN

a. Status Quo

- Maintain current industrial land use designation with existing aircraft noise and incompatible blighted residential as a nonconforming use.

b. Recycle Existing Land Uses to Industrial Type Uses

- Remove all residential housing units within the 56-acre project area, utilizing all available sources of funds for acquisition and relocation of residents where required by law.

- Recycle to industrial type uses.

c. Convert 17 Acres within Century Redevelopment Area to Commercial, Revitalize Remaining Residential

- Remove the 266 housing units within the Century Redevelopment Area and recycle the 17 acres of land to commercial uses.

- Consolidate the 17 acres in the redevelopment project area with the existing strip center to provide neighborhood and community level shopping and employment opportunities.

- Implement revitalization efforts for the remaining 40 acres of multifamily housing.

- Amend the General Plan by redesignating 17 acres within the Century Redevelopment Area to a Commercial designation, and redesignate the remaining 39 acres to a High Density Residential designation.

- Redesignate the land to customized use specifications in the Specific Plan consistent with General Plan designations. This could include, for example, a modified version of the City’s R-3 Multi-Family zoning to facilitate acceptable forms of multiple family use, adapted as well as possible to the noise conditions and configurations of existing parcels and structures.

3. Implications

For each of the three alternatives, potential implications were developed to assist in determining which is most appropriate for the revitalization of the Project Area neighborhood. The implications, organized by alternative, are summarized below.

a. Status Quo

- The neighborhood will continue to decline, and safety and social conflicts between the residential and adjacent commercial uses will deteriorate. Gang activity is likely to intensify.

- Although the residential units in the neighborhood provide a significant resource for affordable housing in the City, further efforts at revitalization will most likely be ineffective.
Village Specific Plan

- Impacts of aircraft noise will continue to be a factor contributing to neighborhood deterioration. There will be little incentive for property owners to invest in costly sound insulation and other rehabilitation improvements, let alone contribute to upgrading the neighborhood and improving safety conditions. Financing from public and private resources will be very limited or nonexistent.

b. Recycle Existing Land Uses to Industrial

- In the short term, (to the year 2010 or beyond), there are adequate industrially designated sites in other locations in the City and surrounding communities to absorb existing and foreseeable demand for industrial type uses. This is true even with the planned expansion of LAX, since other properties are better located and do not have industrial redevelopment costs as onerous as would be the case with converting this largely residentially subdivided area into industrial use. Additionally, the conversion of existing aerospace facilities will make reuse options available to offset the market for substantial new development. (See Appendix F, Darby-Dixon Specific Plan Economic and Financial Analysis prepared by Stanley R. Hoffman Associates for more detailed discussion of these considerations.)

- Existing conditions do not support the development of short term industrial uses. The site is removed from the major transportation routes utilized for industrial uses; located relatively far from LAX compared to other existing industrialized areas; and the Century Boulevard/Crenshaw Boulevard area is perceived as a high crime area, all of which hinder its desirability for investors in industrial uses. The adjacent schools and residential uses contributes to the incompatibility of industrial land uses, and would limit the potential for truck traffic.

- Extensive and expensive land assembly, redesign, roadway, and infrastructure improvements would be required to support industrial type uses.

- Realtors have indicated that the current market is supporting the sale of existing buildings for industrial purposes, but land sales requiring clearance, write down and either build-to-suit or speculative development are considerably less desirable.

- The residential units within the 56 acres will have to be purchased using available public and private funding resources, the residents relocated, the site cleared and improved to support industrial uses.

- Existing housing in the Specific Plan area serves an immediate need for low and moderate income housing within the City. If all of the housing in the neighborhood were to be removed, it would increase the need for additional affordable housing in Inglewood and the surrounding area. Construction of replacement housing or additional low/moderate income housing would be difficult as the City is largely built out and has few vacant parcels available for residential uses. Although intensification of currently underutilized residentially zoned parcels is a potential means of providing additional low/moderate income housing opportunities, it is a costly method in the current market, will require financial incentives, and could generate strong community opposition. While there is no obligation by the City to accommodate all of the low and moderate income residents who might wish to locate there, elimination of currently affordable housing stock has an impact on housing supply that must be carefully considered.
c. **Convert 17 Acres within Century Redevelopment Area to Commercial and Revitalize the Remaining Residential Development**

- The 17-acre area within the Century Redevelopment Project Area is considered the most attractive portion of the neighborhood for additional retail uses focusing on neighborhood and community level shopping due to its high visibility and accessibility in comparison to other areas within the neighborhood.

- This area would benefit from the existing customer base created by Costco and Home Base located along Yukon Avenue and other businesses along Century Boulevard.

- The neighborhood and community serving uses could serve the immediate needs of the local residents in the vicinity, including those in the Village neighborhood. However, retail opportunities which are most viable in terms of taxable sales distribution and sales leakage analysis include apparel stores, home furnishings and appliances, and other specialty retail supplies. Some of these uses may be appropriate adjacent to residential uses only with special design requirements.

- The existing retail center is vulnerable to high vacancy rates, deferred property maintenance, and perceived lack of security. The center will require substantial renovation in order to develop a viable retail center plan combining all of the acreage within the Century Redevelopment Plan.

- Impacts of aircraft noise will continue to be a factor contributing to neighborhood deterioration. It will be necessary to incur significant costs for sound insulation and associated rehabilitation improvements, as well as providing incentives to upgrade the neighborhood and improve safety conditions. Financing mechanisms from a variety of public and private resources will be required. Removal of the industrial zone is essential to make this happen.

- Compatibility between the residential and commercial land uses may continue to be a problem unless measures are integrated into the design of the residential and commercial areas to provide for screening, security and access.

- The residential units within the 17-acre area will have to be purchased using available public and private funding resources, the residents relocated, and the site cleared and improved to support commercial uses.

- Compatibility between the residential use and adjacent schools will be superior to the situation in which industrial uses were immediately adjacent to the schools.

4. **Recommended Land Use Pattern**

Based on the analysis of alternatives, the recommended action approved by the Inglewood City Council was to base the specific plan on a land use pattern which eliminates all M-1L zoning and industrial designation, and replaces it with the following:

- Redesignate 17-acres of M-1L to an appropriate Commercial designation in the General Plan and Specific Plan, to include special use and development standards provisions for commercial development in the Specific Plan.
Village Specific Plan

- Redesignate the remaining 39 acres to an appropriate Residential designation in the General Plan and Specific Plan and include special use and development standards provisions for multiple family residential use in the Specific Plan.

5. Preparation of Specific Plan

The Specific Plan process is significant because of the number of interests involved and the fact that the Plan is partially physically oriented, as one might expect, and partially strategic. The strategic aspects include certain areas of flexibility in the Plan itself and the extensive treatment of implementation actions. The following points highlight key aspects of the planning process.

- **Interviews.** Meetings with a number of public officials, residents, and property owners clarified a number of issues that were central to the preparation of the Plan. Paramount among these was the concern about gangs, drugs, crime, and personal security. While this process spanned several meetings, the priorities remained consistent.

- **Reconnaissance.** Numerous site visits occurred in various modes. They included drive through photo surveys; walking and talking to residents; drive-along with police officers assigned to the area; and repeated visits to document specific details.

- **Neighborhood Involvement.** Originally conceived as a two-step process, neighborhood meetings resulted in early establishment and ultimate formalization of the Neighborhood Improvement Team, representing property owners, residents, and businesses serving the area. An event of particular noteworthiness was a photo contest resulting in approximately 25 photo boards documenting positive and negative features of the neighborhood. The quality and variety made this a highly informative and stimulating part of the process.

- **Land Use Change.** A basic consideration was what should happen to the industrial designation for the entire area. Aided significantly by a market analysis conducted by Stanley Hoffman and Associates, a recommendation was made and affirmed by vote of the City Council that the area generally north of the redevelopment project area boundary running in an east/west direction through the planning area should be commercially designated. The area in residential use south of this line would again be designated residential in character (as it had been prior to the industrial zoning).

- **Planning Concepts.** Certain ideas began to emerge as being central to the Plan. Among the most notable were that: 1) vehicular separation was necessary between the residential and commercial areas; 2) the principles practiced by Crime Prevention Through Environmental Design (CPTED) should have a strong influence on the Plan; 3) some variation of the one way circulation system would be desirable to retain; 4) park space and facilities would become an essential neighborhood enhancement; and 5) any physical plan for this area must be accompanied by strong community involvement and people serving programs if long term improvement is to be sustained.

- **Neighborhood Insights.** A particularly valuable event was the conduct of a “photo journalist for the day” contest which yielded some 25 photo boards describing positive and negative aspects of the neighborhood. The awards session not only shared those
insights; it stimulated a new level of interest by residents and property owners in the specific plan effort.

- **Alternative Concepts.** Three basic alternatives involving variations in street pattern modifications, residential/commercial linkages, park location and configuration, and parking/accessibility treatment were developed. A neighborhood work session resulted in certain features being identified as preferences as input to a preferred concept plan. This well attended workshop also involved a neighborhood process of selecting a new name to replace Darby-Dixon and serve as a starting point for building a new image for the area. The people selected the Village by a significant majority in honor of Councilman Garland Hardeman, who led the initiation and conduct of the planning program.

- **Refinement.** Based on independent consultant work, consultation with the City staff, input from the neighborhood workshops, discussions with the City Support Team, and meetings with developers interested in both commercial and residential development in the area, a concept plan was prepared. In this process, details evolved in frequent interaction between the consultant team, city officials, and others interested in the project.

- **Implementation Plan.** Even before the concept plan alternatives were crafted, work had begun on the implementation plan. This was possible because so many of the implementation thrusts necessary to make the plan work were largely independent of physical design considerations. The Implementation Plan was also significantly shaped by the cost estimating and funding analysis completed by Stanley R. Hoffman Associates.

- **Draft Review Process.** After submission of an Administrative Review Draft to the City, making refinements based on City comments, and the conduct of Planning Commission and City Council hearings, the Specific Plan adoption process was completed. EIR certification involves inclusion of the Specific Plan in a project EIR for the proposed Home Depot in the commercial sector of the Plan.

## C. Issues Shaping the Plan and Implementation Program

The implementation program (as well as the Plan itself) for the Village Specific Plan was developed through a collaborative effort between City staff and officials, non-profit agency professionals, neighborhood residents, and consultants. Implementation strategies were developed for a number of key issue areas impacting the Village. From these strategies (most, but not all have been used) and additional input from the community, consultants, and City staff, the Plan’s features were designed, implementation program set forth in Appendix A was prepared, and the neighborhood improvements and financing strategy in Appendix E to the extent that the City and the neighborhood improvement team are motivated by some of these points to initiate additional implementation actions, they should be added to the implementation program from time to time. The strategies and issue areas discussed are as follows:
1. Neighborhood Image

   a. Discussion

   The conditions of the Project Area neighborhood have fostered a negative perception or image. As part of the revitalization process, a wide array of efforts need to be exercised to reverse the negative image.

   b. Implementation Strategies

   - Rename the neighborhood.
   - Develop a program for neighborhood youth to contribute to and develop ownership in the neighborhood. For example, a public art project, or community garden project.
   - Introduce markers at the entrances the neighborhood which state the Neighborhood's Name.
   - Repaint walls, remove litter, clean up landscaping, etc., in cooperation between the City, the Nit, and local businesses.

2. Abandoned/Inoperable Vehicles, Shopping Carts, and Dumpsters

   a. Discussion

   Inoperable vehicles, stolen shopping carts, and haphazardly placed dumpsters and trash receptacles are common symptoms of neighborhood disorder and deterioration. These elements are present in the Project Area neighborhood.

   b. Implementation Strategies

   - Establish a shopping cart loaner program by stores (possibly with pick-up service); perhaps as a neighborhood fundraising operation with storage/pickup at the community center.
   - Establish a community storage facility for automobiles and recreational vehicles.
   - Develop centralized alley service zones which include community dumpsters and trash receptacles, recycling areas, collection facilities for large items (perhaps on the alley edge of the pocket parks).
   - Stripe and sign alley ways to delineate loading zones, travel lane(s), traffic flow direction, slow areas, centralized service zones, no stopping zones, speed limit, etc.
   - Initiate a parking permit program for the neighborhood that will result in ticketing vehicles by the City for illegally parked vehicles.
   - Prepare and enforce regulations prohibiting storage of vehicles, equipment or goods in areas not designated for that purpose.
APPENDIX C. METHOD FOR DEVELOPING THE SPECIFIC PLAN

- Strictly enforce no alley parking except in garages (no visitor parking should be allowed in alleys).
- Establish an ordinance, rental lease provisions, and signage for abandoned/inoperable vehicles.
- Establish an ordinance, business/apartment lease provisions, and signage for shopping carts and their proper handling.

3. Streetscape
   
a. Discussion

The design of the Project Area neighborhood yields a streetscape that creates a pleasant feeling: tree-lined streets, sidewalks separated by the street by planter strips, on-street parking, and relatively narrow street widths. However, some elements exist which conflict with this sense of place: street, sidewalk, and external building lighting is inadequate; building addresses are not easily identifiable; many front yard fences directly abut sidewalks; landscaping (particularly street trees) is not maintained to allow adequate filtration of light and visibility; and on-street parallel parking on only one side, with one-way traffic.

b. Implementation Strategies

- On-street parking for north-south residential streets should be 60° angled parking to accommodate more parking spaces, create a more narrow street and calm traffic speeds (such parking will include areas for visitor parking and ADA compliance parking only).
- All fences in the front yard shall be set back from the sidewalk by a minimum of three (3) feet.
- All street trees shall be maintained to allow light penetration from existing street lights.
- All landscaping on parcels should be designed and maintained to contribute to a visual safety zone in front and side yards: ground cover and shrubbery kept to a maximum height of 3 feet, unless immediately abutting a building wall; and, tree canopies kept at least 5½ feet above the ground.
- Install additional pedestrian-level vandal-resistant lighting.
- Develop mid-block safety zones which: are well lighted; have a unique paving patterns (possibly serving as a game area); create visual cul-de-sacs; slow traffic and provide safe crossing points between neighborhood pocket parks; include small planting and sitting areas; and have a kiosk to post community notices and information.
- Narrow the streets at corners and along the residential streets to calm traffic, provide safer street crossings, and improve the streetscape through increased opportunities for plantings.
Village Specific Plan

- Install highly visible emergency telephones/help boxes (with high intensity blue light beacons or strobe lights) that directly signal the police for help (in alleys and in mid-block safety zones).

- Implement a signage program that includes: gateway signs announcing the neighborhood's name and directory; do's and don'ts; Neighborhood Watch; directional signs; building addresses; etc.

- Place neighborhood entry monuments at all vehicular and pedestrian access points to the neighborhood to communicate a sense of ownership. Include an "Adopt-an-Entry" program to insure ongoing maintenance of the neighborhood entry monuments.

- Introduce traffic circles and crosswalks on 104th Street to calm traffic and facilitate pedestrian crossings between the residential neighborhood and schools.

4. Commercial/Residential Treatment

a. Discussion

Creating compatibility between differing land uses presents unique challenges. In terms of the Village neighborhood, creating compatibility between the neighborhood to the south and the commercial shopping area to the north is a significant issue. The existing Food-4-Less shopping center and the Project Area neighborhood are divided by a wall of approximately 10 feet in height. The wall serves as a security device for the shopping center as well as a retaining wall; however, it is the source of graffiti and visual unpleasantness and a potential contributor to safety issues in the neighborhood. The wall is not textured and is painted in a variety of colors, including two feet of unpainted masonry block along the top edge. Pedestrian and vehicular access to the shopping center from the neighborhood to the stores is achieved via Woodworth or Crenshaw. The narrow alley adjacent to the subject wall is used by pedestrians to access the shopping center.

A tubular steel fence separates the Home Base/Costco shopping area (at the western edge of the neighborhood) from the neighborhood. A portion of this fence is landscaped. Maintenance problems with the fence include vandalism to the steel bars. An access gate is provided from the adjacent residential alley to the rear of Home Base/Costco. The alley runs between Century and 104th Street. From the neighborhood, vehicular and pedestrian access to the shopping area is achieved by 104th Street, Yukon, and Century.

Future commercial development to the north of the neighborhood should be designed with the neighborhood in mind. It should not "turn its back" on the residential environment as the existing Food-4-Less shopping center does. Even if physically the orientation must be "back-on" to the neighborhood, the treatment must be neighborhood-friendly.

b. Implementation Strategies

- At least one (1) pedestrian linkage must be maintained between the neighborhood and the shopping center, generally in the vicinity of the Woodworth alignment. Design of the access point must respect CPTED principles.
APPENDIX C. METHOD FOR DEVELOPING THE SPECIFIC PLAN

- Walls erected as a barrier between the neighborhood and the shopping center must be accompanied by a pedestrian greenbelt. The wall surface should be covered with anti-graffiti materials, such as ivy or other vegetation. The area should benefit from lighting standards which illuminate the greenbelt.

- New commercial structures should be developed as close as possible to the lot line shared with the neighborhood. Any stories above the first floor of these structures should be stepped back from the lot line to minimize massing facing the residences.

5. Residential Side Yard Treatment

a. Discussion

Side yards in the Project Area neighborhood are utilized in a myriad of ways. Some side yards serve as a passageway between the street and alley. Others are neglected and are devoted to storage, litter, and vandalism. Still others are landscaped and well-maintained, and add to the aesthetic quality of the neighborhood. The concern in the neighborhood is that side yards are often used for illegitimate activities, such as escape routes for gang members when pursued by police, and are often neglected. The proper treatment of side yards could result in access control, enhanced property conditions, and a safer neighborhood.

b. Implementation Strategies

- Side yards should not provide unrestricted through access between streets and alleys. Self-closing locking gates must be used.

- Tubular steel fencing should be used to a maximum height of 6 feet to restrict movement and improve visibility.

- All landscaping must provide a visual zone between a height of 3 feet and below a height of 5½ feet.

- Building mounted lighting should be installed and mounted to illuminate side yards.

6. Activity Support

a. Discussion

The Project Area has no legitimate areas for active or passive recreation. The school grounds immediately to the south are not available for after-school use; and the potential for using school facilities for other community activities is limited. The closest public park to the neighborhood is Darby Park, approximately one mile away. A fee-based private recreation area is located north of the neighborhood on Century adjacent to Hollywood Park. No community center exists for activities and meetings. Yard space associated with each apartment building is severely limited. This lack of amenities presents a challenge to the neighborhood and the surrounding uses.

Youth and young adults hang out at area stores or congregate around street corners or in alleys. Streets and alleys become the arenas for games to be played and other, crime-
oriented activities to occur. Natural surveillance of the activities of youth is difficult, therefore their conduct is unchecked.

Adults and seniors have limited places to go, without driving, to pursue their daily needs, hobbies and interests. Some neighborhood residents play dominos or cards in their tubular gate-enclosed carports. Others may not go outside much at all—or do so only during limited time periods.

b. Implementation Strategies

- Woodworth should be closed as a through route for vehicles and should be reserved for pedestrian and bicycle access.

- The existing vacant lots at the northeast corner of Bartdon and Woodworth should be used for a passive recreation area, primarily intended for young children and senior citizens. The lot’s central location and elevated nature above street level contribute to its appropriateness for a passive park. When developed, signage should clearly state the rules of use.

- Adjacent to the Food-4-Less shopping center and directly north and west of the vacant lot described above, is a proposed location for a combined community center/active recreation area. A community center should be constructed adjacent to the existing structure, providing an anchor for the linkage that will exist between the commercial center and the neighborhood. The community center should include an enclosed active recreation area, containing basketball courts, etc. A buffer would be provided between the active and passive uses through landscaping and decorative tubular steel fencing. The community center could house a Boys and Girls Club as well as a neighborhood office for ICOPPS. The hours of operation should correspond with the operation hours of the shopping center.

- Along the western edge of both uses, a pedestrian and bicycle linkage between the commercial center and residential neighborhood should be developed.

7. Crime-Free Multi-Housing Program

a. Discussion

The Project Area is comprised of landlords and property managers with varying levels of commitment pertaining to long-term neighborhood stability. Some absentee landlords may have less “ownership” in the vitality and stability of the area; the bottom line is the greatest motivating factor. Some resident landlords may express a commitment to the neighborhood’s revitalization and a willingness to participate in its rebirth; however, these landlords may also be afraid of change due to intimidation by local gang members, etc. Given the situation in the Project Area, it is essential to have property management that reinforces the intent of the City and the neighborhood: to reclaim the neighborhood and sustain a quality of life far better than currently exists. The City’s efforts will fail if those that are responsible for the neighborhood’s properties continue the status quo styles of managing their apartment buildings and tenants.
b. Implementation Strategies

In many cities, as part of community-oriented policing efforts, crime free multi-housing programs are being initiated and implemented by police departments with remarkable success. The rationale for these programs is that criminal activity in rental property accounts for:

1. Radical decline in property value
2. High demand on police resources in the way of calls for service
3. Severe property damage from residents abuse and police raids
4. Loss of rent during eviction and repair process
5. Fear and frustration for managers and other residents
6. Animosity between neighbors and property managers
7. Increase in liability on part of manager or owner
8. Owners having to respond to abatement charges

Building upon the ICOPPS program, the City should implement a program that consists of: 1) management training; 2) security assessments; and 3) tenant training, as described below:

- **ICOPPS Officers and other professionals host regular training workshops for rental managers and property owners in the neighborhood. This management training involves:** preparing the property to not attract crime; applicant screening; rental agreements to communicate rules for eviction (Crime Free Lease Addendum, background checks, etc.); ongoing management techniques; illegal activity recognition; evictions; housing counseling; working with police; life safety and fire prevention; and the Section 8 program. Upon completion of this training, property owners and managers are provided with a certificate of completion (which can be displayed in the rental office) and may request a security assessment of their property.

- **ICOPPS Officers can conduct security assessments,** which involve CPTED audits of each property in the neighborhood. The assessment seeks to ensure that the physical conditions of the property, including security and safety hardware, are appropriate. The Officer presents the property owner or manager with a list of improvements (if any) that need to be made to comply with the minimal standards of the program. Upon satisfactorily completing the security assessment and making any necessary improvements, the property owner or manager is provided with a certificate of completion (which can be displayed in the rental office) and may schedule an on-site tenant training program.

- **A tenant training workshop** should be hosted by the property owner or manager, and should include some incentive for residents to attend (e.g. pizza party). The training will be led by an ICOPPS Officer and should result in residents gaining a better understanding of their rights and responsibilities, as well as the importance of their role as the “eyes and ears” for the community. Upon completion of this training, the property owner or manager receives a certificate (which can be displayed in the rental office).

Completing the three program components will allow the property owner or manager to purchase “Crime Free Multi-Housing” Signage for posting on their property. Additionally, the program logo can be used in advertisements for their rental property.
Each year, the property owner or manager must host at least two tenant training sessions and one security assessment to maintain the "Crime Free Multi-Housing" certification. Failing to do so automatically results in the removal of all "Crime Free Multi-Housing" Signage and rights to use the program logo for advertisement.

8. Coordinated Social Services

a. Discussion

A wide range of social services are provided to residents in the Project Area neighborhood (welfare, probation, children's services, counseling, etc.). Some residents receive social services from multiple providers. In most instances, these services are provided independent of one another. It is important that service providers coordinate their efforts so that family units can be strengthened. This coordination can help target problem households and bring to them a collective and integrated set of services that have a higher probability of getting effective results. Such coordination will insure that public service investment in family members has long-term return in improved productivity, living standard expectations, and crime avoidance. Although social services are not part of the scope of the Specific Plan, it is essential that they be coordinated for sustaining long-term revitalization of the neighborhood.

b. Implementation Strategies

- Establish a Family Preservation Task Force, led by the Police Department, with representatives from social service agencies who provide assistance in the area. The effort could lead to customized cross-department organization which delivers services, coordinates activities and evaluates needs and assesses results.

  The Task Force would develop coordination strategies to determine how best to help the entire family situation so that their mandated area of service can be more effective. The Task Force could track results of their coordinated efforts, line up additional support if needed, and identify ways City officials can help the situation (e.g. code enforcement, police services, etc.).

- Coordinate the development of neighborhood data base which records information regarding calls for service by address. Develop a statistical reporting system to track change. Establish a resource pool to target problem solving resources in the right area and direction. Use this neighborhood profile to: 1) identify problem areas needing attention; 2) focus resource needs; 3) devise effective actions; and 4) document change over time.

- Establish an active City/School liaison to coordinate with school programs and opportunities for the Village residents. Include appropriate community organizations, including non-profits if available.
APPENDIX D.
CRIME PREVENTION THROUGH
ENVIRONMENTAL DESIGN
Appendix D. Crime Prevention Through Environmental Design

A. Introduction

Crime Prevention Through Environmental Design or CPTED (pronounced “sep-ted”) focuses on the proper design and use of the built environment. CPTED is a measure for proactive and retrofit crime prevention planning — one that can help reduce the incidence and fear of crime, and improve overall quality of life. By no means is CPTED a panacea in the efforts to rid crime from communities, however it is one strategy among many others that provides value in the development and analysis of proposed design elements for the Village Specific Plan.

Section B, CPTED Design Considerations, should be consulted for all proposed development in the Village. Section C, CPTED Development Review Checklist, shall be utilized by City staff, project representatives, and the general public in the development review process, including site plan review.

There are three commonly used principles in the application of CPTED: Natural Surveillance, natural Access Control, and Territoriality. A fourth principle is equally important, especially in terms of the issues facing the Village: Management and Maintenance. Together, the four CPTED principles used for the development of the the Village Specific Plan are as follow:

1. Natural Surveillance

The organization of physical features, activities and people in such a way as to maximize visibility. That is, a space should be designed so that users feel that they will be seen or observed if they do something illegitimate. The placement of windows, doors, and common areas, the alignment of sidewalks and paths, the locations and levels of lighting, and the proper design and size of open spaces can contribute to natural surveillance opportunities.

2. Natural Access Control

The physical guidance of people coming and going from a space by the judicial placement of entrances, exits, signs, fencing, landscaping and lighting. Criminals should have not only a difficult time entering a space without being observed, but also should be provided with no opportunities to justify or rationalize their presence in private or semi-private spaces (e.g. “I didn’t know this was private property.”). A space should be designed so that criminals are not afforded any reasonable chance to explain why they trespassed.
3. Territorial Reinforcement

The use of physical attributes that express ownership, such as fences, pavement treatments, art, signage and landscaping. CPTED stresses the importance of clearly designing a hierarchy of spaces: public (i.e. intended for all to use), semi-private (i.e. intended for specific users or uses), private (i.e. intended for private use by businesses and homeowners).

4. Management and Maintenance

The continued use of a space for its intended purpose, which serves as an additional expression of ownership (e.g. enforcing landscape maintenance and minimal lighting standards to ensure that visibility is not reduced). Although the physical dimensions of CPTED are important, no effort is sustained unless it is properly maintained and operated. Whether a single-family residence, an apartment complex, or a commercial center, a space must be maintained for its designated purpose or it can become victim to undesirable activities and conditions.

B. CPTED Design Considerations

The following CPTED design considerations should be used where applicable in all development within the Village Specific Plan area.

1. Natural Surveillance Emphasis

- Minimize the height of parking lot screening (shrubs or low walls) to allow a window for natural surveillance above 2.5 feet and below 6 feet.

- Improve safety behind buildings through use of: adequate security lighting; limited access (walls, fences, gates, shrubs); introduction of activities (e.g. rear entrances for commercial activities) that increase surveillance; surveillance through windows or with cameras; and maintenance storage areas and alleys.

- Maximum opportunities for natural surveillance should be provided. Open spaces, courtyards, circulation corridors, and individual living unit entrances should be designed to be as visible from as many dwelling units as possible.

- Walls and fences should be designed and constructed for functionality (i.e. security, delineating territoriality, access control), aesthetics, and natural surveillance.

- Building mounted lighting should be installed and maintained on alley frontage, side yards, service/delivery entrances.

- Pay telephones, where permitted, should be located in areas of high visibility and should not be permitted to receive incoming phone calls.

- Windows facing or oriented towards alleys or side yards should be provided to promote natural surveillance.
APPENDIX D. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- Use security fencing/walls with view ports or sections of wrought iron grille work to allow views into the development while restricting access.

2. Natural Access Control Emphasis

- Use plants and low fencing to direct movement and restrict — symbolically—areas where people should not enter.

- Restrict the number of entry and exit points into a development or parking lot.

- Fences and gates of decorative wrought iron grillework should be used where access control is necessary, as approved by the City.

- Hiding places, unused spaces and blind corners should be eliminated from site planning and building design. No unassigned spaces should be created as a result of new development or rehabilitation of existing development.

3. Territoriality Emphasis

- Identify building numbers (street addresses) by posting numbers so they are visible from the public right-of-way wherever possible. The following guidelines should be considered:
  - All buildings should use twelve inch numbers/letters (in height) when displayed at the first story level.
  - All building numbers/letters displayed above the first story should be a minimum sixteen inches in height.
  - Multiple-family residences should include building numbers at individual unit entrances of four inches in height if illuminated and six inches if non-illuminated.
  - Multi-tenant developments (residential and non-residential) should include directories at site entrances identifying the locations of buildings, suites, apartments, etc. and on-site landmarks, including management offices and access points.

- Public and private spaces should be appropriately delineated with paving, building materials, grade separations, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures, as approved by the City.

- All site entrances should be designed to be highly visible, including lighting, from public streets or alleys.

- Landscaping should be designed to discourage crime. Tree and shrubs should be planted to: allow sufficient line-of-sight visibility; to minimize view blockage to and from public rights-of-way, doors and windows; and, to prevent the creation of potential hiding places.
4. Management and Maintenance

Programs to achieve effective management of properties should be put in place as early as possible and for as much of the development as possible. The following principles should be observed in this process:

Management responsibilities should be centralized as much as possible.

- Master developer projects are encouraged to obtain professional management;
- Cooperative management arrangements are preferable to individual operations;
- Where adjacent properties are under a single ownership, they should be under a single manager;
- Professional real estate companies with property ownerships in the neighborhood are encouraged to offer management services to individual property owners for fee; and,
- Master property owner association is encouraged to form if there is sufficient owner interest.

Individual building owners and managers should be provided incentives to:

- Attend and become certified in crime free rental housing techniques through recognized courses;
- Participate in rental housing forums sponsored by the City from time to time; and
- Establish a network of information exchange through the Neighborhood Improvement Team regarding techniques for more successful property/renter management.

Apartment renters and non-owner business operators should be encouraged to:

- Advise owners and the Neighborhood Improvement Team of management/security issues that need attention;
- Become informed on proper rental management approaches; and
- Cooperate with building owners who practice sound rental management practices and screening.

C. CPTED Development Review Checklist

The provisions within this section shall be used by the City in conducting development review, including site plan review, in the Village Specific Plan area. Additional review of development proposals for crime prevention considerations shall be undertaken by the City of Inglewood Chief of Police or his designee. Highlighted items must be provided for and fifty percent (50%) of the remaining items must be specifically responded to in order for a proposal to “pass” the CPTED review process.

1. General

   a. What kinds of concerns have come up in the past pertaining to similar types of development?
b. What solutions were developed?
c. Who are the regular users of the development proposed?
d. Who are the occasional users of the development proposed?
e. What might be the concerns of both groups?
f. How might they be involved in designing the proposed development?
g. How might the proposed development be used during the day?
h. How might the proposed development be used during the evening?
i. Has the applicant addressed in detail the issue of evening-time use of the proposed development?

2. Lighting

j. If the proposed development is intended to be used at night, does the lighting plan allow visibility?
k. Are pedestrian pathways, possible entrapment areas, vehicular drives, parking areas, entrances and exits, alleys, service areas, loading and delivery areas, inset spaces, signage and access routes lit?
l. Is lighting consistent so that it reduces contrasts between shadows and illuminated areas?
m. Does lighting take into account vegetation, including mature trees and other potential barriers?
n. Does lighting minimize unnecessary spillover?
o. Can pathways or spaces not intended for evening use remain unlit to avoid giving a false impression of acceptable use?
p. Are the lighting fixtures vandal resistant?
q. Are provisions made for lighting fixtures to be maintained in an operable condition and repaired in a timely fashion if broken or burnt out?
r. Can a development agreement be made as a condition for all proposed development that states lighting maintenance responsibility?

3. Residential

a. Is lighting sufficient to see a person approaching entrances at a distance of 30 to 40 feet?
b. Is the lighting sufficient for the sidewalks as well as the streets?
c. Are alleys and entrances well-lit and clearly visible from the street and sidewalks?
d. Can small signs be added to lighting fixtures stating who to call for repairs and maintenance?
e. Are trees and bushes trimmed to minimize blockage of lighting?
f. Are open space areas properly fenced, signed and lit to discourage illegitimate use?
g. Do porches or balconies adequately facilitate information surveillance of streets and alleys?
h. Can community gardens or other use be introduced in the neighborhood to bring people outside?
i. Does the neighborhood design allow children to play in front yards while family observes from home?
Village Specific Plan

j. Are there places designated for residents to wash their cars?
k. Are there places for residents to sit along the street and observe passersby or children playing?
l. Does the design include techniques to calm traffic and improve pedestrian activity by narrowing the street and introducing pedestrian-friendly elements (e.g. crosswalks, pedestrian-scale lighting, etc.)?
m. Is the neighborhood easy to navigate without getting lost or entrapped?
n. Is on-street parking increased to calm traffic and maximize surveillance opportunities for those residents who arrive home late in the evening?

4. Commercial

a. What are the types and characteristics of adjacent or nearby uses?
b. Is the development intended to serve as a buffer, barrier or transitional use between different existing buildings/uses? What design features and configurations optimize compatibility with those uses?
c. Who are the intended uses of the development and how can the site be designed to encourage desirable use while discouraging illegitimate activities?
d. How do the internal activities of the building relate to one another and to external activities? And, what building design elements influence the activities?
e. Where are the off-site pedestrian/bicycle and vehicular circulation systems in relation to the development, and how can the proposed structures best relate to the circulation areas?
f. How can the on-site circulation areas (entrances, exits, loading areas, refuse collection/service zones, parking lots, plazas, paseos, sidewalks, etc.) best provide safe environments while facilitating the intended use of the structures? How can the relationship between the building(s) and the circulation system elements be enhanced to promote safety?
g. Are window placement, lighting, parking areas, signs, landscaping, waiting areas, plazas, sidewalk-oriented uses, etc. designed to maximize natural surveillance?
h. What design treatments make certain features less susceptible to criminal activity or less likely to permit illegitimate activity (e.g. doors, windows, alleys, loading areas, refuse enclosures, fences, gates, etc.)?
i. How is landscaping incorporated and maintained to facilitate natural surveillance (i.e. sight lines and visual clearance areas)?
j. Do landscape materials communicate territoriality and to control access?

5. Parks

a. Is lighting adequate for areas and pathways intended for nighttime use?
b. Do lighting levels vary between those parks intended for nighttime use and those in which nighttime use is not allowed?
c. Are landscape materials installed and maintained that do not interfere with illumination?
d. Do evening patrols occur that include checking on lighting?
e. Do parks and pathways have unimpeded sightlines from within and from the street?
f. Are small parks overlooked by adjacent housing or other active use?
g. Are larger parks overlooked by multiple uses, such as a community center, commercial area or housing, and provided with routine patrols?
h. Are pathways and trails bordered with low-scale vegetation to eliminate “hiding places”?
i. Are multiple, clearly defined entry and exit points provided in parks and play areas to minimize entrapment areas?
j. Does each park have signage indicating its intended use, rules, who to call for service or emergencies, etc.?
k. Are emergency phones provided in larger parks or along trails?
l. Are activities located either along the edge of parks or clustered along trails to avoid isolation and entrapment areas?
m. Do larger parks provide a range of activities beyond traditional team sports and youth play areas (e.g. gardens, cafes, etc.)?
n. Are the parks or trails designed to facilitate safe nighttime use?
o. Is formal surveillance of parks provided through police, park attendants, volunteers, etc.?

6. School Grounds

a. Are school grounds clearly visible from the street?
b. Is there supervised recreation on the school grounds for after-school hours?
c. Are activities introduced onto the school grounds to increase the presence of people and create a safer environment in the off-hours?
d. Are school grounds adequately fenced and signed (stating rules, including penalties for trespassing) to prevent use when supervision is not present or after dark?

7. Alleys

a. Is the lighting of alleys at the same level as the street lighting?
b. Are alleys straight and provided with more than one entrance?
c. Are angled mirrors provided in alleys where sharp turns occur?
d. Is signage posted stating the proper use and allowed users of alleys?
e. Is the maintenance of alleys strictly enforced?
f. Is natural surveillance provided in alleys?
g. Do alleys serve as a place for nuisance attracting activities, such as automobile repair and inoperable vehicle storage?
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APPENDIX E.
NEIGHBORHOOD IMPROVEMENTS AND MAINTENANCE FINANCING STRATEGY
Appendix E.
Neighborhood
Improvements and
Maintenance
Financing Strategy

A. Introduction

A number of improvements are recommended throughout the Specific Plan. This appendix provides a strategy for the financing and prioritization of proposed improvements.

1. Purpose

The purpose of this report is twofold: 1) to identify neighborhood capital and maintenance costs; and 2) to present a recommended financing strategy. The cost estimates are based on the preliminary, preferred specific plan which is currently going through the public review and approval process. The preliminary financing strategy also identifies order-of-magnitude cost assumptions which will be subject to further refinement and approval. The goal of this effort is to provide an approximation of the financial feasibility of the proposed facilities and improvements.

2. Background

Current land uses within the Project Area are primarily multi-family residential with some retail and commercial services. To the north of the area is Hollywood Park and to the south is Morningside High School and Clyde Woodworth Elementary School. Immediately to the west is a retail center containing Home Base and Costco. The surrounding uses further to the west are primarily light industrial while the uses to the east and south are primarily residential.

In 1979, the Darby-Dixon residential area was designated for industrial land use in the City’s General Plan due to the area’s location beneath a flight approach to LAX. The area east of Prairie Avenue, including the Project Area neighborhood was rezoned from R-3 (Residential) and C-2 (Commercial) to M-1L (Limited Manufacturing) in 1980. Soon after, the Century Redevelopment Project was created which included the northern half of the Project Area Specific Plan area as shown in Figure E-1: 1980 Redevelopment Zoning. This area is now referred to as the Century Center commercial area.

Within the Village Specific Plan Area, there are an estimated 951 housing units. In addition, there are about 110,000 thousand square feet of commercial uses. There are also about 17 acres of underutilized or vacant commercial parcels.
APPENDIX E.

NEIGHBORHOOD IMPROVEMENTS & MAINTENANCE FINANCING STRATEGY

The Century Redevelopment Project area has had success in bringing in new retail uses such as Home Base and Costco to the City. However, the residential portion of the area is noise impacted and very deteriorated. Thus, the residential portion of the Village will be the focus of the neighborhood improvements that are recommended in this appendix. The neighborhood capital facilities improvements will focus on parks and landscaping, a community center, lighting, circulation and parking and the removal of some units. Some discussion will also be provided related to the redevelopment activities and costs within the Century Redevelopment Project Area.

3. Overview

Section B presents the proposed neighborhood capital facility improvements and the estimated costs for these improvements as well as estimated maintenance costs for the specific plan area. Section C presents a recommended financing and implementation strategy. Section D presents detailed capital facility and maintenance costs for the proposed improvements to the Village. Section E presents a description of a number of potential financial mechanisms for capital facility improvements and enhanced maintenance costs.

B. Neighborhood Improvements and Maintenance

This Section presents the estimated costs for the proposed neighborhood capital facilities improvements and the estimated maintenance costs. Capital facilities and improvements are based on information provided by the City staff and The Planning Center. Cost estimates are developed from a number of sources including:

- City of Inglewood budget information and staff experience.
- Estimates from similar projects in other jurisdictions.
- City of Inglewood Redevelopment Agency budget information and staff experience.

1. Total Capital Facilities Neighborhood Improvement Costs

Cost estimates for the Village neighborhood improvements are shown in Table D-1. Total costs for the recommended neighborhood improvements are estimated at about $16.37 million. As shown, the largest cost is for acquisition and demolition of selected housing units at about $7.6 million or 46.3 percent of total costs. The demolition would provide land for open space, parks and community amenities. This category also includes $20,000 per unit for relocation costs. The next largest cost category is for housing rehabilitation, which consists of sound insulation, at $6.1 million or about 37.3 percent of total costs. The Community Center, the third largest cost category, represents about $1.2 million or 7.1 percent of total costs.

Also shown in Table E-1 are acquisition costs for the Century Center project area estimated by the Redevelopment Agency at about $28.7 million. Development of the area is estimated at $24.0 million. The acquisition costs include relocation, acquisition and demolition costs, which would allow full clearance of the proposed site for delivery to a developer for
Village Specific Plan

commercial uses. When the Century Center costs are added to the proposed Village neighborhood improvements, this results in a total cost estimate of about $69.1 million.

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Cost</th>
<th>Percent of Total</th>
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<tbody>
<tr>
<td>CENTURY CENTER</td>
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<tr>
<td>Acquisition²</td>
<td>$28,680,000</td>
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<td>Development</td>
<td>$24,022,577</td>
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<tr>
<td>Subtotal Century Center</td>
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<tr>
<td>THE VILLAGE</td>
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<td></td>
</tr>
<tr>
<td>Parks/Landscaping</td>
<td>$364,575</td>
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<td>Community Center</td>
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<td>Recreational Facilities</td>
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<td>Lighting</td>
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<td>Subtotal The Village</td>
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<td>TOTAL COST</td>
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</table>

1. The name "Century Center" refers primarily to the commercial retail redevelopment project within the northern portion of the Village Specific Plan.
2. Includes relocation, land acquisition and demolition costs.

2. Total Operations and Maintenance Costs

Annual maintenance costs are estimated in Table E-2 for the new facilities and infrastructure improvements. As shown, total maintenance costs are estimated at about $71.1 thousand per year for the enhanced improvements. The largest maintenance cost category is parks and landscaping at $47.9 thousand or 67.3 percent of total maintenance costs. This includes maintenance of buildings and grounds, including the community center, the basketball and tennis courts and landscaping and irrigation. The community center represents the second largest maintenance cost category at $16.8 thousand or 23.6 percent of total costs. These costs are for neighborhood amenities that currently do not exist in the area. The costs within the circulation and parking category cannot be entirely estimated at this time. However, the maintenance costs for this category are not assumed to be significant based on discussion with City public works staff.

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Cost</th>
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APPENDIX E.
NEIGHBORHOOD IMPROVEMENTS & MAINTENANCE FINANCING STRATEGY

<table>
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<th>Category</th>
<th>Total Annual Maintenance Cost</th>
<th>Percent of Total Costs</th>
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<td>Parks and Landscaping</td>
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<tr>
<td>Community Center</td>
<td>$16,800</td>
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<td>Lighting</td>
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<td>Circulation/Parking*</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$71,090</strong></td>
<td><strong>100.0%</strong></td>
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</table>

* This category represents minor costs which cannot be estimated at this time, but are not assumed to be significant.
Source: Stanley R. Hoffman Associates, Inc.; The Planning Center; The City of Inglewood.

Costs for graffiti removal have not been included in this analysis. However, according to City staff, the current cost for graffiti removal in the Project Area is about $100,000 per year. With the neighborhood improvements and increased security recommended in this plan, graffiti removal costs are projected to decrease 20 to 40 percent per year.

C. Recommended Financing and Implementation Strategy

This Section presents a preliminary financing plan for funding capital facilities and the ongoing operations and maintenance of those facilities. Order-of-magnitude feasibility and phasing issues are discussed. After reviewing the potential revenue sources, this Section presents the recommended financing strategy. This strategy is based on past funding sources that the City has used as well as potential grant and loan programs that are identified. Also, private donor and private foundation funding is discussed. The funding source amounts represent estimates that are based on a range of assumptions which may vary. These numbers do not represent actual commitments at this time. Implementation will require ongoing research, application and negotiations.

1. Recommended Financing Strategy

The potential financing sources for the capital improvements for the Century Center and the Village residential area include the Federal Aviation Administration (FAA), the Department of Airports (DOA), the Inglewood Redevelopment Agency, developer and property owner contributions, and Community Development Block Grants (CDBG). Several potential grant and loan programs are also discussed. The total cost for improvements to the entire Village Specific Plan area, including both Century Center and the Village, is estimated at about $69.1 million, with about 76.3 percent of costs from Century Center and 23.7 percent of costs from the Village. The total estimated funding amount from each source is shown below and in Table E-3.

- Federal Aviation Administration $18,753,338
- DOA / FAA (costs returned by DOA to FAA) $14,365,562
- Department of Airports $6,848,900
- Inglewood Redevelopment Agency / City $5,080,000
- Developer $24,022,577
Village Specific Plan

The Century Center public improvements primarily consist of acquisition of land. This is estimated to be funded primarily by the FAA, with the remainder of the costs funded by the Inglewood Redevelopment Agency. Potentially, there may be some cost sharing from the commercial businesses planned for the Century Center to assist in financing some of the open space and community facilities that provide a buffer between the commercial and residential areas. This might be a combination of special assessments, outside funding or private donations.

In terms of the Village, the housing sound insulation and acquisition/demolition of units is estimated to be funded by the DOA and FAA. Other community improvements are estimated to be funded either through CDBG funds or various combinations of grants and loans that may be obtained. CDBG funds will need to be allocated to the project area after Citywide priorities are considered. A variety of other grants will need to be pursued such as: Safe Neighborhood Grants, Lead Based Paint Hazard Control Grants, and private donations and foundations. For a listing of potential funding sources refer to section E, below.

Table E-3
Estimated Funding Sources for Capital Improvements

<table>
<thead>
<tr>
<th>Category</th>
<th>FAA</th>
<th>DOA/FAA²</th>
<th>Dept. of Airports</th>
<th>Inglewood Redevelopment Agency/City³</th>
<th>Developer</th>
<th>Total Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTURY CENTER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisition</td>
<td>$15,270,000</td>
<td>$11,000,000</td>
<td>$2,410,000</td>
<td></td>
<td></td>
<td>$28,680,000</td>
</tr>
<tr>
<td>Development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$24,022,577</td>
</tr>
<tr>
<td>THE VILLAGE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisition</td>
<td>$2,199,650</td>
<td>$1,592,850</td>
<td>$3,792,500</td>
<td></td>
<td></td>
<td>$7,585,000</td>
</tr>
<tr>
<td>Sound Insulation</td>
<td>$1,283,688</td>
<td>$1,772,712</td>
<td>$3,056,400</td>
<td></td>
<td></td>
<td>$6,112,800</td>
</tr>
<tr>
<td>Community Center⁴</td>
<td></td>
<td></td>
<td></td>
<td>$1,170,000</td>
<td></td>
<td>$1,170,000</td>
</tr>
<tr>
<td>Public Improvements⁵</td>
<td></td>
<td></td>
<td></td>
<td>$1,500,000</td>
<td></td>
<td>$1,500,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$16,753,338</td>
<td>$14,365,562</td>
<td>$6,848,900</td>
<td>$5,080,000</td>
<td></td>
<td>$24,022,577</td>
</tr>
</tbody>
</table>

NOTES:
1. Preliminary estimates which do not represent actual commitments at this time and are subject to change.
2. Airport improvement costs returned by DOA to FAA for allocation to the City of Inglewood.
3. $1,296,820 of this amount represents the recycling of the estimated IRA portion of the land sale proceeds from the Century Center project.
4. There is a range of financial sources that may be available to the City. While CDBG will likely be a primary funding source, other sources might include: Safe Neighborhood Grants, County Proposition A & C for transportation monies and private property owner and donor contributions.


2. Financing for Maintenance of Facilities

The ongoing operation and maintenance of facilities are important to the long term success of the Village Specific Plan area. The capital facility improvements may require further maintenance costs than are currently provided in the neighborhood. The existing Darby-Dixon Maintenance District No. 1978-1 provides annual funds for special cleaning and maintenance of streets, alleys and parkways within the Maintenance District (herein referred to as the Village). The assessment for 1997-98 is $84,000, which is the same as last year's assessment. In addition to the ongoing City operation and maintenance services provided...
to the area, existing property and business owners may provide some direct maintenance funding for the specific plan area, particularly for facilities that are adjacent to their properties.

Operation and maintenance might be provided through a combination of the City General Fund and property owners' association or assessment district. A Property and Business Improvement District could be established along Century Boulevard to cover a prorata share of their maintenance costs as well as along the buffer area between the commercial and residential areas. Also, as the neighborhood improves, and property values rise, the residential property owners could be encouraged to increase their existing assessment to cover maintenance for a portion of the new facilities.

3. Implementation Steps

This section discusses the potential steps to implement the financing plan. The suggested priorities are subject to modification as they are evaluated during the public approval process. Successful implementation of recommended capital and safety improvements will greatly benefit the residents of the neighborhood, the property owners and the nearby businesses.

Step 1: Approval of Financing Strategy

After approval of the Specific Plan, it will be necessary to approve the recommended Financing Strategy, including both the capital facilities financing strategy and the strategy for operation and maintenance. This will include continued use of traditional sources as well as seeking new grant and loan program resources. This could also include arrangements with one or more developers to acquire, revitalize and manage sectors of the residential neighborhood.

Step 2: Neighborhood Organization

Currently, the City has organized a staff City Support Team to facilitate neighborhood revitalization within the Village residential area. Also, a Neighborhood Improvement Team, comprised of local property owners and residents, is formed. Ongoing support of the neighborhood organization, including annual funding, will be important to the long term success of the revitalization efforts. Funding and support may be provided through a variety of sources such as the Redevelopment Agency, non-profit organizations within the City, incorporation into a developer supported residents association, and other sources.

Step 3: Prioritize Land Acquisition and Capital Expenditures

The concept plan includes a number of land acquisition costs and other capital expenditures. The following preliminary list suggests major priorities:

- Land acquisition for commercial development in Century Center
- Public improvements along commercial / residential buffer
- The community center
- Residential sound insulation
Village Specific Plan

- Residential street and safety improvements
- Residential acquisition / related open space improvements

Step 4: Prioritize Capital Funding Sources

Comprehensive financing will require the continued use of traditional sources as well as new resources, such as:

- FAA / DOA for land acquisition and sound insulation
- Redevelopment agency / City for land acquisition and community center
- Developer contributions toward public improvements in buffer zone
- CDBG funding for public improvements
- Property/business assessments and/or improvement district
- Other grants and loans, as identified
- Private donor and private foundation programs

Step 5: Prioritize Operation and Maintenance Sources

Operation and maintenance of local facilities will also require the continued use of traditional sources as well as enlisting the local businesses and property owners in supplementing the normal maintenance requirements using techniques, such as

- Existing general funds
- Gas tax revenues for public transportation facilities
- Augmentation of local residential property owners' assessments in relationship to estimated benefits received
- Commercial property owners' association or assessments along Century Boulevard and the buffer zone
- Other sources, as identified

Step 6: Prioritize Short and Long Term Goals

Short and long term goals will need to be prioritized because full funding is unlikely in the initial years. The following goals are recommended:

Short Term:
- Land acquisition
- Development of commercial center
- Phased recreational center and buffer zone improvements
- Initial traffic and safety modifications
- Initial sound insulation of residential units
- Ongoing improvements and maintenance of public facilities with some public/private sharing of responsibilities

Long Term:
- Completion of community center
- Completion of traffic and safety modifications
- Acquisition of selected residential units for linear open space
- Improvements of the linear open space
Completion of sound insulation
Ongoing improvements and maintenance of public facilities with larger public/private sharing of responsibilities

**Step 7: Financing Strategy Approval Process**

The approval process will involve authorization from a number of entities in addition to the City Council and Redevelopment Agency. Additionally, with the new requirements under the recently approved Proposition 218, assessments will require majority voter approval in proportion to their respective assessment amount and Mello-Roos special taxes will require a 2/3 voter approval. The Mello-Roos approval is either by a 2/3 land owner vote or by registered voters if more than 12 registered voters reside within the boundaries of the proposed district. In summary, the approval process would include:

- Approvals of City Council and Redevelopment Agency
- Approvals of Federal Aviation Administration and Department of Airports
- Negotiations with developer regarding land sale price
- Approval of Neighborhood Organization
- City Council approval of multi-year CDBG funding program
- Negotiations with commercial center developer regarding ongoing share of capital facilities and enhanced maintenance costs
- Negotiations with residential property owners regarding ongoing share of enhanced neighborhood maintenance costs
- Applications for various County, State and Federal loans, such as County or ISTEA transportation funds, HUD Safe Neighborhood and Lead-Based Paint Hazard Control grants, and others, as identified.
- Research and applications related to private donations and foundations, such as through the Los Angeles based California Community Foundation.

**D. Detailed Capital Facility and Maintenance Costs**

The following table, Table E-4, provides a detailed estimate of capital facility and maintenance costs for the proposed improvements to the Village. This table will be helpful in prioritizing funding options for the initial years of the project.
### Table E-4
Detailed Estimated Costs for Neighborhood Improvements

<table>
<thead>
<tr>
<th>Category</th>
<th>Unit Count</th>
<th>Unit Measure</th>
<th>Other</th>
<th>Cost Per Unit</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PARKS/LANDSCAPING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenbelt trail</td>
<td>1,000</td>
<td>lineal ft.</td>
<td>20’ width &amp; 8’ path</td>
<td>$110</td>
<td>$110,000</td>
</tr>
<tr>
<td>Linear mid-block park</td>
<td>1.37</td>
<td>acres</td>
<td></td>
<td>$87,120</td>
<td>$119,250</td>
</tr>
<tr>
<td>Neighborhood entry w/monumentation</td>
<td>12</td>
<td>monuments</td>
<td>graffiti resistant</td>
<td>$1,200</td>
<td>$14,400</td>
</tr>
<tr>
<td>Enhanced pkwy. landscaping in neigh.</td>
<td>80</td>
<td>15 gal. trees</td>
<td>installed, staked, tied</td>
<td>$150</td>
<td>$12,000</td>
</tr>
<tr>
<td>Enhanced pkwy. landscaping on 104th</td>
<td>70</td>
<td>15 gal. trees</td>
<td>installed, staked, tied</td>
<td>$150</td>
<td>$10,500</td>
</tr>
<tr>
<td>Passive Park</td>
<td>0.40</td>
<td>acres</td>
<td>landscap’g, lighting, benches</td>
<td>$98,425</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$364,575</td>
<td></td>
</tr>
<tr>
<td><strong>COMMUNITY CENTER</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community center w/restrooms</td>
<td>10,000</td>
<td>center</td>
<td></td>
<td>$117</td>
<td>$1,170,000</td>
</tr>
<tr>
<td><strong>RECREATIONAL FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basketball court</td>
<td>1</td>
<td>court</td>
<td></td>
<td>$55,000</td>
<td>$55,000</td>
</tr>
<tr>
<td>Tennis court</td>
<td>1</td>
<td>court</td>
<td></td>
<td>$55,000</td>
<td>$55,000</td>
</tr>
<tr>
<td>Central park</td>
<td>1.40</td>
<td>acres</td>
<td></td>
<td>$96,000</td>
<td>$134,400</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$244,400</td>
<td></td>
</tr>
<tr>
<td><strong>LIGHTING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street</td>
<td>72</td>
<td>street lights</td>
<td></td>
<td>$3,000</td>
<td>$216,000</td>
</tr>
<tr>
<td>Alley</td>
<td>36</td>
<td>street lights</td>
<td></td>
<td>$3,000</td>
<td>$108,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$324,000</td>
<td></td>
</tr>
<tr>
<td><strong>CIRCULATION/PARKING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalks</td>
<td>625</td>
<td>lineal ft.</td>
<td>assumes 7.5 ft. w. sidewalk</td>
<td>$10</td>
<td>$46,875</td>
</tr>
<tr>
<td>Street construction</td>
<td>625</td>
<td>lineal ft.</td>
<td>assumes st. reconstruction</td>
<td>$600</td>
<td>$375,000</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>11</td>
<td>crosswalks</td>
<td>assumes 4 crosswalks</td>
<td>$2,500</td>
<td>$10,000</td>
</tr>
<tr>
<td>Traffic circles</td>
<td>3</td>
<td>traffic circle</td>
<td>w/one tree &amp; groundcover</td>
<td>$12,500</td>
<td>$37,500</td>
</tr>
<tr>
<td>Chokers on 104th</td>
<td>8</td>
<td>chokers w/curb, grass, landscaping</td>
<td>$2,500</td>
<td>$15,000</td>
<td></td>
</tr>
<tr>
<td>Chicanes</td>
<td>19</td>
<td>chicanes w/curb, grass, landscaping</td>
<td>$2,500</td>
<td>$47,500</td>
<td></td>
</tr>
<tr>
<td>Angled parking</td>
<td>198</td>
<td>park. spcs.</td>
<td></td>
<td>$25</td>
<td>$4,950</td>
</tr>
<tr>
<td>Parallel parking</td>
<td>108</td>
<td>park. spcs.</td>
<td></td>
<td>$25</td>
<td>$2,700</td>
</tr>
<tr>
<td>Mid-block safety zone</td>
<td>5</td>
<td>speed tables w/bollard, pedestrian lights</td>
<td>$2,500</td>
<td>$12,500</td>
<td></td>
</tr>
<tr>
<td>Alley/street safety interface zone</td>
<td>2</td>
<td>speed tables w/bollard, pedestrian lights</td>
<td>$2,500</td>
<td>$5,000</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$557,025</td>
<td></td>
</tr>
<tr>
<td><strong>UTILITIES/MISCELLANEOUS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire hydrant relocation</td>
<td>5</td>
<td>hydrants</td>
<td></td>
<td></td>
<td>$10,000</td>
</tr>
<tr>
<td>Water lines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sewer lines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td><strong>HOUSING REHABILITATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound insulation</td>
<td>650</td>
<td>units</td>
<td></td>
<td>$9,404</td>
<td>$6,112,800</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$6,112,800</td>
<td></td>
</tr>
<tr>
<td><strong>ACQUISITION AND DEMOLITION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisition</td>
<td>121</td>
<td>units</td>
<td>within 19 structures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisition purchase</td>
<td></td>
<td></td>
<td></td>
<td>$40,186</td>
<td>$4,862,500</td>
</tr>
<tr>
<td>Demolition</td>
<td></td>
<td></td>
<td></td>
<td>$2,500</td>
<td>$302,500</td>
</tr>
<tr>
<td>Demolition-related costs</td>
<td></td>
<td></td>
<td>relocation</td>
<td>$20,000</td>
<td>$2,403,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$7,585,000</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td>$16,367,800</td>
<td></td>
</tr>
</tbody>
</table>

E. Potential Financial Mechanisms

This section provides a listing of potential financial mechanisms for the Village Specific Plan area which may be considered for implementation in order to upgrade the area for the recommended land uses. The following table includes a list of potential public and private financing sources, as well as foundations and donor organizations that could be explored.

1. Public Financing

Table E-5 presents some of the potential sources of public financing that could be used to upgrade the Village Specific Plan area. While all of these are potential financing sources, some will be more applicable to the Village than others because of the unique nature of the noise impacts related to aircraft operations at LAX.

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Federal Aviation Admin. (FAA),</strong></td>
<td>For financing, acquisition, relocation and demolition costs related to airport noise abatement.</td>
<td>Purchasing properties, both residential and non-residential, and preparing land for resale; relocation of households and businesses.</td>
<td>Capital</td>
</tr>
<tr>
<td><strong>Dept. of Airports (DOA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Redevelopment</strong></td>
<td>Tax increment bonds secured by property tax increment revenues. 20% of redevelopment revenues set aside for low and moderate income housing purposes.</td>
<td>Capital improvements such as roads, utilities, public facilities. For the Village, sound insulation and related noise mitigation.</td>
<td>Capital Capital</td>
</tr>
<tr>
<td><strong>Agency</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tax Increment Bonds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Housing Set Aside</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. Community Development Block Grant</strong></td>
<td>Federal monies that allow for partial funding of infrastructure, revitalization projects, low income housing, reduction of blighted conditions, job creation, etc.</td>
<td>City receives CDBG funding annually that it can allocate to benefit low and moderate income households. Could serve to install streetscape and park and alley improvements</td>
<td>Capital</td>
</tr>
<tr>
<td><strong>4. Intermodal Surface</strong></td>
<td>For enhancing connections between highways, transit and pedestrian movement.</td>
<td>Circulation improvements including landscaping. Subject to renewal at Federal level before further funding will become available.</td>
<td>Capital</td>
</tr>
<tr>
<td><strong>Transportation Efficiency Act (ISTEA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5. Safe Neighborhoods</strong></td>
<td>To reimburse local law enforcement for additional police presence.</td>
<td>Can be used for capital improvements that enhance security as well as additional police presence.</td>
<td>Capital</td>
</tr>
<tr>
<td><strong>Grants</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6. State Gasoline</strong></td>
<td>State subventions from gas tax revenues.</td>
<td>Road construction and related transportation facilities and improvements such as traffic calming devices, etc.</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td><strong>Taxes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7. Sewer and Water</strong></td>
<td>Fees and charges of enterprise</td>
<td>Upgrading of sewer and water facilities.</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td><strong>Utility Charges</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8. General Obligation Bonds</strong></td>
<td>Voter-approved debt obligations secured by full faith and credit of the City. General tax on all property within boundaries of the City.</td>
<td>Finance acquisition and improvement of real property; build streets, sewers, parks, bridges and libraries.</td>
<td>Capital</td>
</tr>
<tr>
<td><strong>Table E-5</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Potential Sources of Financing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Village Specific Plan
## Table E-5
### Potential Sources of Financing

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>9. Lease Financing and Certificates of Participation (COPs)</td>
<td>Public agency may finance a capital asset by leasing directly from vendor with the lessor receiving a portion of each rental payment as tax-exempt interest.</td>
<td>May be used to finance any property which the governmental entity has authority to lease.</td>
<td>Capital</td>
</tr>
<tr>
<td>10. Lead-Based Paint Hazard Control Grant</td>
<td>HUD money for removal of lead-based paint in privately owned housing.</td>
<td>Used for assessment and abatement of lead-based hazards.</td>
<td>Capital</td>
</tr>
<tr>
<td>11. Other Grants and Loans</td>
<td>For example, HUD Section 108 loans.</td>
<td>Parks, recreation and rehabilitation.</td>
<td>Capital</td>
</tr>
<tr>
<td>12. Other External Funds</td>
<td>For example, County Proposition A and C and Transportation Development Act monies.</td>
<td>May be applicable for a variety of uses, such as urban tree planting, bicycle and pedestrian-related improvements.</td>
<td>Capital</td>
</tr>
</tbody>
</table>

### PRIVATE FINANCING SOURCES

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Special Assessment Bonds</td>
<td>Assessed on land that receives special benefit from a public improvement financed by assessment. Amount of assessment is proportional to benefit received.</td>
<td>Specific improvements are outlined in the law and include water, sewer and street improvements, street lighting, landscaping and park improvements and acquisition for public use.</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td>2. Mello-Roos Special Tax Bonds</td>
<td>Secured by special tax that is levied upon land in specific area (CFD). Used to finance facilities and services that are necessary due to growth and development.</td>
<td>To finance the purchase, construction, expansion, improvement or rehabilitation of any real or tangible property. May also be used to pay for services including police protection.</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td>3. Lighting and Landscaping Act of 1972</td>
<td>To construct and maintain park and landscaping and lighting facilities.</td>
<td>Could be used to install new landscaping, street lights, parks and related improvements.</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td>4. Developer Impact Fees</td>
<td>Impact fees charged for new development in proportion to impacts created.</td>
<td>For specific capital facilities such as roads, sewers, water and park facilities.</td>
<td>Capital</td>
</tr>
<tr>
<td>5. Property and Business Improvement District Law of 1994</td>
<td>Assessments levied against property owners as opposed to business owners for improvements and activities that may directly benefit their investment in real property.</td>
<td>Assessments can be levied over a period of up to five years for capital facilities, maintenance and marketing (i.e., security, lighting and landscaping, pedestrian access, etc.).</td>
<td>Capital or Operating</td>
</tr>
<tr>
<td>6. Private Property Owners</td>
<td>Private property owner contributions.</td>
<td>Can be used to install elements of the circulation improvement plan or landscaping, particularly when they are adjacent to their respective properties.</td>
<td>Capital</td>
</tr>
<tr>
<td>7. Donor Programs</td>
<td>For providing funds for streetscape, street furniture and park elements.</td>
<td>Used for street improvements, street furniture or park elements.</td>
<td>Capital</td>
</tr>
</tbody>
</table>

### PRIVATE FOUNDATIONS AND DONOR ORGANIZATIONS

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ford Foundation</td>
<td>Grants provided for community revitalization, housing rehabilitation, services to children, youth and families, youth employment programs, and neighborhood security.</td>
<td>The Village could benefit from this source to assist in its comprehensive revitalization program.</td>
<td>Program</td>
</tr>
<tr>
<td>2. Economic Development Administration Loans and Grants</td>
<td>Grants to communities for site preparation and construction of public works projects that will help spur economic development. Often combined with CDBG monies due to requirement for matching funds.</td>
<td>In the Village, this funding source could be used to improve the commercial area along Century as well as to enhance the transitional areas between the commercial center and the residential neighborhood.</td>
<td>Capital</td>
</tr>
</tbody>
</table>
# Table E-5
## Potential Sources of Financing

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. California ReLeaf / National Urban Forestry Program</td>
<td>Project categories from year to year. In 1996, categories included: education and public awareness; tree-care programs; and volunteer development.</td>
<td>Provide the Village Neighborhood Improvement Team (i.e., citizen groups and city-affiliated volunteer entities) with opportunities to receive up to $5,000 for maintenance and public awareness for street trees and shade trees in neighborhood parks</td>
<td>Operating</td>
</tr>
<tr>
<td>4. California Wildlife, Coastal, and Park Land Conservation Bond Act Urban Forestry Grant Program (Proposition 70)</td>
<td>Projects that plant large-crowning, environmentally tolerant trees on public property, parks and open space (excluding federal property) or to replace large or medium-size trees under power lines with smaller trees</td>
<td>Provide cities (i.e. Inglewood), counties, districts and nonprofit organizations (i.e. Inglewood Neighborhood Housing Services) with up to $30,000 for new trees</td>
<td>Capital</td>
</tr>
<tr>
<td>5. Phillips Environmental Partnership Awards</td>
<td>Projects that respond to a local environmental need, with the exclusion of fundraising events, building construction, and hazardous and toxic waste disposal</td>
<td>Provide public and private primary and secondary schools (i.e. Morningside, Monroe, Woodworth), adult nonprofit community organizations, and nature centers with up to $5,000; this could be used to plant trees along 104th Street on the northern boundary of school properties</td>
<td>Capital</td>
</tr>
<tr>
<td>6. National Small Business Administration Tree Planting Program</td>
<td>Funding (up to $200,000) is available for tree planting projects on land owned by applicant agency, so long as trees are purchased from small business nurseries and planted by small business contractors</td>
<td>The City of Inglewood could utilize this funding source for landscaping in parkways, parks, and other public-owned areas in and around the Village.</td>
<td>Capital</td>
</tr>
<tr>
<td>7. U.S. Environmental Protection Agency Environmental Education Grants</td>
<td>Projects that meet at least one of the following objectives: improve environmental education; facilitate information, communication and partnership; enhance the public’s environmental consciousness</td>
<td>Requests up to $250,000 ($5,000 is preferred) to non-individuals for projects that address an environmental issue which is of high priority (i.e., the Village livability and quality of life; reduction of urban heat island; and improved air quality)</td>
<td>Program</td>
</tr>
<tr>
<td>8. Public Works and Development Facilities — Economic Development Administration Loans and Grants</td>
<td>Grants to public works projects that contribute to the creation or retention of private sector jobs.</td>
<td>In the Village, this funding could be used to install street improvements (i.e. chokers, chicanes, planters, crosswalk paving, etc.) within the neighborhood, on 104th Street and between the residential neighborhood and the commercial center.</td>
<td>Capital</td>
</tr>
<tr>
<td>9. Adopt-a-Light Program</td>
<td>Inglewood businesses, the Village property owners, and others could purchase a street light in return for having an engraved plate attached to the light pole which specifies the donor's name.</td>
<td>The Village could receive the needed pedestrian scale lighting it requires to make it a safer neighborhood. The program could be applicable to park equipment, streetscape elements, etc. in the Village.</td>
<td>Capital</td>
</tr>
<tr>
<td>10. Ford Foundation</td>
<td>Grants provided for community revitalization, housing rehabilitation, services to children, youth and families, youth employment programs, and neighborhood security.</td>
<td>The Village could benefit from this source to assist in its comprehensive revitalization program.</td>
<td>Operating</td>
</tr>
<tr>
<td>11. ACTION - The National Volunteer Agency</td>
<td>ACTION offers technical assistance and funding for community-based prevention and education efforts that seek to eliminate conditions related to poverty and disadvantaged living conditions</td>
<td>The City of Inglewood or Inglewood Neighborhood Housing Services could sponsor a VISTA volunteer to oversee grant writing efforts and neighborhood organization and activities for the Village.</td>
<td>Operating</td>
</tr>
</tbody>
</table>
### Table E-5
**Potential Sources of Financing**

<table>
<thead>
<tr>
<th>Financing Method</th>
<th>General Description</th>
<th>Potential Uses</th>
<th>Type of Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>12. Edna McConnell Clark Foundation</td>
<td>Provides seed money and technical assistance to improve the educational opportunities for disadvantaged young people. And, it seeks to assist families by supporting efforts to create, improve and expand public and social services.</td>
<td>The Village, the City of Inglewood and Inglewood Neighborhood Housing Services could pursue this source as part of a comprehensive revitalization program for the neighborhood and its residents.</td>
<td>Program</td>
</tr>
<tr>
<td>13. General Electric Foundation</td>
<td>Local schools are provided with awards for mentoring and scholarship programs for minorities.</td>
<td>As related to the Village, the adjacent schools (e.g. Morningside, Monroe, and Woodworth) could tap this funding source to provide the Village youth with opportunities to learn trades and develop their opportunities for college educations.</td>
<td>Program</td>
</tr>
<tr>
<td>14. Community Anti-Drug Coalitions of America (CADCA)</td>
<td>Provides technical assistance to communities wishing to form anti-drug coalitions and implement substance abuse prevention programs.</td>
<td>The Village could utilize this funding source to establish a solid anti-drug program in the neighborhood to help improve the area's quality and life and overall livability.</td>
<td>Program</td>
</tr>
<tr>
<td>15. Boys and Girls Clubs of America</td>
<td>Develop and sponsor recreational and social activities for youth. This source can be used in conjunction with funding from the Bureau of Justice Assistance (see below).</td>
<td>In conjunction with the development of a community center, the City could pursue the establishment of a recreational program in the Village to provide youth with stability and opportunities for positive growth and development.</td>
<td>Program</td>
</tr>
<tr>
<td>16. Bureau or Justice Assistance</td>
<td>Funding is available for programs, including recreational programs through such organizations as the Boys and Girls Clubs of America</td>
<td>The City, Inglewood Neighborhood Housing Services, or other public/non-profit agency can receive funding for VillaGe assist in any criminal-justice related program or project.</td>
<td>Program</td>
</tr>
<tr>
<td>17. National Association of Parks and Recreation</td>
<td>Assists in the development and implementation of activities in youth recreation programs and is involved in research and educational activities</td>
<td>The City of Inglewood can tap into this funding source to assist with the recreational programs serving the Village.</td>
<td>Program</td>
</tr>
<tr>
<td>18. The Allstate Foundation</td>
<td>Assists in the areas of neighborhood revitalization and safety and security through risk reduction.</td>
<td>Available to non-profit organizations (i.e. Inglewood Neighborhood Housing Services) to undertake revitalization activities.</td>
<td>Capital Program</td>
</tr>
<tr>
<td>19. Center for Community Change</td>
<td>Provides technical assistance to lower income urban community groups in making positive changes in their neighborhoods.</td>
<td>The neighborhood Improvement Team could pursue technical assistance opportunities to more successfully effect positive change in the Village.</td>
<td>Program</td>
</tr>
<tr>
<td>20. National Police Athletic League (PAL)</td>
<td>Pairs at-risk youth with police officers to provide educational and sports opportunities as a juvenile crime prevention effort</td>
<td>The City could build upon its ICOPPS program to provide the Village youth with positive activities and mentors</td>
<td>Program</td>
</tr>
</tbody>
</table>


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As required by the Uniform Relocation Act, all residents of housing removed by the City must be relocated to decent, safe and sanitary housing. Based upon review of the *City of Inglewood Aircraft Noise Mitigation Program Century Center Proposal*, 1996, cost estimates for relocation can be as high as $25,000 per household. For the purposes of this analysis, the most significant financing mechanisms are those of the Federal Aviation Administration (FAA) and the City of Los Angeles Department of Airports (DOA).
APPENDIX E.

NEIGHBORHOOD IMPROVEMENTS & MAINTENANCE FINANCING STRATEGY

- **Federal Aviation Administration (FAA).** Since fiscal year 1984/85, some $36.78 million in grants have been provided to the City from the FAA to assist in noise mitigation efforts. This money can be allocated to the efforts of financing acquisition, relocation and demolition as well as sound insulation related to airport noise abatement.

  These funds are available to assist communities in noise mitigation programs. The grant programs were established as a result of the approval of the FAA Part 150 Noise Compatibility Program by the Board of Airport Commissioners for the Los Angeles Department of Airports. The approved Noise Compatibility Program balances a number of air operations and land use actions and requires all political jurisdictions to take an active role in carrying out the portions of the program that are within their jurisdiction.

- **Department of Airports (DOA).** Similar to the FAA grants, the DOA has provided funds of some $19.33 million since fiscal year 1984/1985. This money can be used to purchase properties, both residential and non-residential, prepare land for resale and also for relocation of households and businesses, and noise insulation.

- **Redevelopment Agency Tax Increment Revenues and Bonds.** This mechanism allows for annual property tax increment revenues and the funding of bonds that are secured by property tax increment revenues. The funds from the issuance of the bonds can be used for capital improvements such as roads, utilities and other public facilities. Currently the City of Inglewood has six redevelopment project areas. The Village Specific Plan area lies partly within the Century Redevelopment Project area which covers a majority of the Hollywood Park area plus some areas south of Century Boulevard to 102nd Street.

  The City recently combined all of its six project areas into one large redevelopment area. This means that property tax increment generated by each respective project area may be used for improvements within any of the six areas. This allows the Redevelopment Agency to finance improvements within any of the project areas, especially where redevelopment activities have been slow.

  The use of redevelopment funds is most advantageous when revitalizing commercial or industrial areas. One disadvantage of using the redevelopment funds is that any demolition of housing units would require the provision of replacement housing. This is not required under the FAA/DOA funding.

- **Redevelopment Agency Housing Set Aside.** Of the tax increment received from property taxes within a redevelopment area, 20.0 percent must be allocated to low and moderate income housing purposes. In the case of the Village, these funds could be used for housing rehabilitation, although properties would have to be deed restricted for a period of time.

- **Community Development Block Grant (CDBG).** The City receives monies annually under the CDBG program that allow for a wide range of community improvements. The City has discretion as to where and how much to allocate throughout the City, as long as the funding benefits low-and-moderate income persons.

- **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).** Funds were available from this federal source through a grant process administered by the Los
Village Specific Plan

Angeles County Metropolitan Transportation Authority. A high priority was placed on enhancing connections between highways, transit and pedestrian movement and on integrating these systems into their surrounding communities. A special category places a priority on facilities for pedestrians, landscaping and scenic beautification. This funding source could be pursued to enhance streetscape and pedestrian elements. It should be noted that all funding related to the 1991 Act has expired. A reauthorization of ISTEA is currently under debate at the federal level. It is anticipated that an ISTEA bill will be passed by early 1998 that would provide funding similar to the 1991 Act.

- **Safe Neighborhoods Grants.** Funds are available through a grant process administered by the Department of Housing and Urban Development. This grant is available to benefit public housing developments, federally assisted multifamily, or other multifamily housing developments for low-income families supported by non-Federal governmental housing entities or similar developments supported by nonprofit agencies. The purpose of the grant is to reimburse local law enforcement entities for additional police presence in and around such housing developments. Eligible activities include: increased law enforcement, security services provided by other entities, assistance in the investigation and/or prosecution of drug-related criminal activity in or around housing developments and capital improvements to enhance security.

- **State Gasoline Taxes.** The City receives gasoline taxes as State subventions which can be used for circulation-related capital or operation and maintenance expenditures. The use of these funds would likely be allocated as part of an annual capital improvements budgeting program.

- **Lead-Based Paint Hazard Control Grant.** This grant is available from HUD for privately owned housing with grants in the one to three million range. The money can be used during housing rehabilitation for assessment and abatement of lead based paint. The City would need to apply for and administer this money which would be targeted to priority areas of the neighborhood.

- **Other Public Sources.** Other potential sources of public financing include utility charges, general obligation bonds, lease financing and certificates of participation (COPs), and other grants and loans (as discussed in section 3 below).

- **Other External Funds.** Other funding that may be available through City, State or Federal funds are the following: Funding for trees in parks currently is available citywide through an Urban Tree Planting grant from County Proposition A funds, subject to local match contributions from the City and other eligible entities. Funds for bicycle racks are currently available through federal Transportation Development Act monies and from funds from County Propositions A and C subject to City of Inglewood and Metropolitan Transit Authority approvals (as discussed in section 3 below).

2. **Private Financing**

Table D-5 presents the potential private financing sources that could be used to upgrade the Village Specific Plan area.
Special Assessment Bonds. These bonds are assessed on land that receives a special benefit from a public improvement financed by an assessment. Improvements could include streets, street lighting, parks and acquisition of land for public use. They are subject to a majority voter approval with votes weighed proportional to the respective assessments.

Mello-Roos Special Tax Bonds. This financing method is used for facilities and services and requires a 2/3 voter approval. The Mello-Roos approval is either by a 2/3 land owner vote or by registered voters if more than 12 registered voters reside within the boundaries of the proposed district. The special tax revenues can be used annually on a pay-as-you-go basis or for bonded indebtedness. This method of cost allocation does not have to be based strictly on the benefits received method like the special assessment. They can be used to purchase, construct, expand, improve or rehabilitate real or tangible property with a life of 5 years or more. Special services, such as the funding of additional police or fire protection, can also be included.

Lighting and Landscaping Act of 1972. This is used for park, landscaping and lighting facilities and can be used for both the provision of capital facilities as well as the operations and maintenance of the facilities.

Developer Impact Fees. These are fees charged to new development in relation to the impacts created. Fees are generally for capital facilities such as roads, sewers, water and parks.

Property and Business Improvement District Law of 1994. This provides funding for a wide range of improvements and activities which are applicable to the Century Center area. Assessments are levied against property owners rather than businesses, a key difference from prior Parking Business Improvement Area Law of 1989. Property owners are often more willing to tax themselves if the result may directly benefit their investment in real property. Special assessments may be levied over a period of up to five years, subject to a majority vote of property owners in the district based on their proportional amount of the assessment.

Private Property Owners. Private property owners can install elements of the streetscape plan on their buildings and properties. Privately installed elements might include wall-mounted light fixtures along alleys and walkways; building facade and cornice up-lighting; improved garbage disposal methods, such as joint use trash compactors; potted landscaping in doorway locations; and other potential elements. Design standards for these improvements, once implemented, will have an immediate and significant impact on the streetscapes and alleyways.

3. Private Foundations and Donor Organizations

Table D-5 presents a list of potential private foundations and donor organizations offering grants and other funding opportunities that could be used to upgrade the Village Specific Plan area.

Donor programs have been used very successfully in many cities in the United States for providing funds for streetscape, street furniture and park elements. Such programs can be
Village Specific Plan

tailored to solicit contributions from individuals, corporations, local businesses and communities and business associations. Donor program items could include benches, trash receptacles, street trees, street tree grates, public art elements, information kiosks and news vendor organizing boxes. Donors could be acknowledged with a plaque or engraving on the element itself, a certificate of appreciation or other prominent display such as a "wall of fame" with donors' names. A buy-out program is another donor program avenue, whereby the City purchases the elements up-front and donors subsequently "buy-out" the items.

Funds are also available from private foundations for use in under privileged neighborhoods. These funds may be used for a variety of sources, depending on the foundation, such as economic development, housing and programs and social services, especially for children. A good source for locating available foundation grants is the California Community Foundation (CCF) which can be contacted at: (213) 413-4042. The CCF, located in Downtown Los Angeles, offers a full-time librarian and directories on foundation guidelines, annual reports and available grant programs. The center also offers an orientation to acquaint people with the general grant process. Some other foundations that might be possible sources of funds include the Stuart Foundation, the Zellerbach Foundation and the James Irvine Foundation, all located in the Bay Area and the Parsons Foundation and the California Wellness Foundation, located in the Los Angeles area. If the City wants to pursue monies from private foundations, a staff person or consultant dedicated to this process would be helpful.

- **Economic Development Administration Loans and Grants.** This program provides funding to communities for public works projects to spur economic development. For more information contact: Economic Development Administration Loans and Grants at (206) 220-7680.

- **California ReLeaf/California Dept. of Forestry and Fire Protection Tree-Planting Grant Program.** This program provides funds for the planting of trees on public property. For more information contact: California ReLeaf or The Trust for Public Land, 3001 Redhill Avenue, Bldg. 4, Suite 224, Costa Mesa, CA 92626, (714) 557-2575 for more information.

- **California Wildlife, Coastal and Park Land Conservation Bond Act Urban Forestry Grant Program (Proposition 70).** Provides funding for tree planting on public property, parks and open space. For more information contact: Eric Oldar, California Department of Forestry and Fire Protection, (916) 782-4140 x6125.

- **Phillips Environmental Partnership Awards.** This program provides funding to projects that respond to local environmental need. For more information contact: the Center for Environmental Education, Oklahoma State University, 104-A Industrial Building, Stillwater OK, 74078 (405) 744-7233.

- **National Small Business Administration Tree Planting Program.** Provides funding for tree planting projects. For more information contact: the National Small Business Administration Tree Planting Program, California Dept. of Forestry, (916) 654-5242.
U.S. EPA Environmental Education Grants. This program provides funding to programs meeting a number of criteria for environmental education. For more information contact: U.S. EPA, (800) 424-4372.

Economic Development Administration Grants and Loans. Provides grants to public works projects that contribute to the creation or retention of private sector jobs. For more information contact: Economic Development Administration Loans and Grants at (206) 220-7680.

Ford Foundation. This foundation provides grants for community revitalization programs. For more information contact: the Ford Foundation Urban Poverty Program, 320 East 43rd Street, New York NY, 10017 (212) 573-4634.

ACTION - The National Volunteer Agency. This agency offers technical assistance and funding for community-based efforts to eliminate poverty and disadvantaged living conditions. For information contact: ACTION, 1100 Vermont Avenue, NW, Washington D.C., 20525, (202) 634-9108.

Edna McConnell Clark Foundation. This foundation provides seed money and technical assistance to improve educational opportunities for young people. For more information contact: the Edna McConnell Clark Foundation, 250 Park Avenue, Rm. 900, New York, NY 10017, (212) 986-7050.

General Electric Foundation. This foundation provides awards for local schools. For more information contact: the General Electric Foundation, 3135 Easton Turnpike, Fairfield, CT 06431 (203) 373-2211.

Community of Anti-Drug Coalitions of America (CADCA). This coalition provides technical assistance to communities to form anti-drug coalitions and substance abuse prevention programs. For more information contact: CADCA, 701 N. Fairfax Street, Alexandria, VA 22314, (800) 544-5011, or (703) 706-0560.

Boys and Girls Clubs of America. Develops and sponsors recreational and social activities for youth. For more information contact: Boys & Girls Clubs of America, 771 First Avenue, New York, NY 10017, (212) 514-6278.

Bureau of Justice Assistance. This program provides funding for various programs, including recreation. For more information contact: Bureau of Justice Assistance, U.S. Dept. of Justice, 633 Indiana Avenue NW, Washington DC, 20531, (202) 514-6278.

National Association of Parks and Recreation. This program assists in development and implementation of recreation programs. For more information contact: NAPR, 2775 Quincy Street, #300, Arlington, VA 22206, (703) 402-5502.

The Allstate Foundation. This foundation assists with neighborhood revitalization and risk reduction. For more information contact: Ron Mori, Manager, The Allstate Foundation, 2775 Sanders Road, #F4, Northbrook, IL 60062-6127, (708) 402-5502.
Village Specific Plan

- **Center for Community Change.** This organization provides technical assistance to lower income urban communities making positive changes in their neighborhoods. For more information contact: Center for Community Change, 1000 Wisconsin Avenue NW, Washington, DC 20007, (202) 342-0519.

- **National Police Athletic League (PAL).** This organization pairs at-risk youth with police officers in the community for educational and recreational opportunities and as a crime prevention effort. For more information contact: National Police Athletic League (PAL), 200 Castlewood Drive, N. Palm Beach, FL 33408, (407) 844-1823.
APPENDIX F.
APPLICABLE GOALS AND POLICIES
INGLEWOOD GENERAL PLAN
Appendix F.
Applicable Goals & Policies – Inglewood General Plan

A. General Plan, Zoning Ordinance and Specific Plan

The overall guidance for physical development in the City of Inglewood is provided by the General Plan. It sets forth goals, objectives, policies and programs for the entire city in a variety of subject areas specified by State law. The Zoning Ordinance provides the regulations that result in development consistent with the guidance provided by the General Plan.

A Specific Plan provides a bridge between the General Plan and the Zoning Ordinance to address detailed issues related to a specific subarea or portion of a City. In the case of the Village, the Specific Plan addresses the detailed challenges facing the neighborhood; because of their city-wide orientation, neither the General Plan nor Zoning Ordinance can adequately resolve the specialized physical development needs of this area.

The Specific Plan serves as an implementation tool for carrying out General Plan goals, policies, and objectives and as such, must be consistent with the provisions of the General Plan. The Specific Plan development regulations will be incorporated into the Zoning Ordinance; where any of the development regulations contained within the Specific Plan conflict with existing provisions of the zoning ordinance, those of the Specific Plan will take precedence. Any land uses or development provisions not contained in this Specific Plan shall be subject to the provisions of the Zoning Ordinance.

The uses proposed in the Specific Plan are not consistent with current General Plan land use designations in the project area. As part of the implementation of the Specific Plan, the General Plan will be amended so that the land uses in the Specific Plan are consistent with the City’s General Plan.

The following discusses the goals, policies and objectives that serve as the guiding framework within which the Village Specific Plan is prepared.

1. Noise Element (Adopted 1987)

Noise is an important component to the Village Specific Plan. The provisions of the Specific Plan uphold the intent of the City of Inglewood General Plan related to noise. The Noise Element recognizes the importance of linking land use considerations with noise impacts, stating that “Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities.” Further, the Element contains three goal statements which directly influenced the development of the Village Specific Plan.
Village Specific Plan

- Provide for the reduction of noise where the noise environment represents a threat to the public health and welfare. In those areas where the environment represents a threat to the public health and welfare, it is the objective of the City to reduce environmental hazards to levels consistent with the protection of the public health and welfare.

- Reduce noise impacts in degraded areas. In those areas where the environment is degraded, but not to an extent that represents an immediate hazard to public health and welfare, it is the objective of the City to reduce environmental degradation as much as feasible and practical within the limits imposed by conflicting objectives.

- Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions. Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning and design of the project. It is the objective of the City to prevent future land use and noise conflicts through the planning process.

Specific policies are contained within the Noise Element which have provided a framework for the Village Revitalization Specific Plan:

- Incorporate noise considerations into land use planning decisions.

- Reduce noise conflicts at the receiver.

The Village Specific Plan supports the goals and policies of the Noise Element through abatement of noise impacts associated with jet aircraft approaching Los Angeles International Airport. Noise attenuation funding will be sought by the City through the FAA for upgrading and sound insulation of residences in the Village Neighborhood.

2. Land Use Element (Adopted 1980)

The Village Revitalization Specific Plan is consistent with the goals and objectives of the City’s Land Use Element of the General Plan. Specifically, the following Land Use Element goals have particular relevance to this Specific Plan and have been followed in the preparation of land use-related provisions.

a. General

- Help promote sound economic development and increase employment opportunities for the City’s residents by responding to changing economic conditions.

b. Residential

- Encourage neighborhood stability and conservation by reducing the amount of land designated for high density development.
- Promote the maintenance, rehabilitation, and modernization of the City’s housing stock.
- Safeguard the City’s residential areas from the encroachment of incompatible uses.
Foster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.

c. Commercial

- Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood’s major streets.
- Encourage the continued development and promotion of existing commercial centers such as Crenshaw-Imperial and Morningside Park.

d. Circulation

- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.

e. Community Facilities

- Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the City’s budgetary capability.
- Expand opportunities for cultural and social growth for the City’ residents.

The Project Area is currently designated for industrial land use by the City of Inglewood General Plan. Although this area has been developed with residential land uses since the 1950’s, a redesignation to industrial was implemented in 1979 in an attempt to stimulate land uses more compatible with the noise impacts of jet overflight. When adopted, the Village Specific Plan will redesignate this area for the multifamily residential and commercial uses that currently exist.

The redesignation of Village land use designations to multifamily residential and commercial is consistent with the goals and policies of City’s Land Use Element. It is a general goal of the Land Use Element to promote economic development and increase employment opportunities for residents. The planned commercial area of the Specific Plan will promote this goal.

The goals for residential uses listed above are all supported by the Village Specific Plan. The Specific Plan will encourage neighborhood stabilization by re-zoning the land for residential uses and through crime prevention programs. It will promote maintenance and rehabilitation of housing, and will encourage the revitalization of residential areas with jet noise impact through the use of FAA funding for noise attenuation. The goals for commercial uses listed above are also supported by the Specific Plan. The Specific Plan will contribute to improvements in the economic condition through improvement and continued development of the commercial development along Century Boulevard. Goals for circulation and community facilities also gain support through the Village Specific Plan. The Plan promotes modified traffic systems, discouraging through traffic from neighborhood streets. The plan also supports continued development of parks and recreation facilities through the provision of a central park, pocket parks and a community center.
3. Housing Element (Updated 1993)

The residential neighborhood in the Project Area provides important housing opportunities for low and moderate income households. The intent of the Village Specific Plan is to improve the quality of housing while maintaining the affordable nature of the neighborhood. The Village Specific Plan is consistent with the intent of the City’s General Plan Housing Element and the following housing-related goal and objectives set forth therein:

Goal

- Inglewood’s primary housing goal is to provide all its residents with decent and affordable housing within a quality environment. This goal may be refined into several specific objectives used to establish or implement actual policies and programs.

Objectives

- Promote the maintenance, rehabilitation and modernization of the City’s existing housing stock.

- Promote the beautification and security of neighborhoods through public awareness, community involvement, and financial assistance.

- Reduce the impact of aircraft noise in those residential areas adversely affected by such noise.

The Village Specific Plan supports the goals and objectives of the Inglewood Housing Element. The Specific Plan will promote maintenance, rehabilitation and modernization of the area housing stock and will reduce the impact of aircraft noise through the use of FAA funding for noise attenuation. The beautification and security of the neighborhood will be improved through the use of CPTED principles in planning, and through community involvement with the implementation of the plan.

4. Open Space Element (Adopted 1995)

The Project Area residential neighborhood is deprived of open space. Small lots and large multi-family buildings provide minimal open space for all ages to use and enjoy. Use of the open space associated with the school facilities is severely restricted. In preparing the Village Specific Plan, the City’s Open Space Element of the General Plan was consulted for guidance. The goal and policies of the Open Space Element most relevant to the Village Specific Plan include:

Goal

- The primary goal of the Open Space Element is to provide recreational park facilities for all residents in Inglewood.
Policies

- The highest priority shall be the provision of two recreational parks, that should each be five acres or more in size, to be located within the park deficient areas defined herein as the Southwest Inglewood area and the Lockhaven area.

- Additional municipal park land shall be acquired to provide a minimum city-wide total of one acre per 1000 residents. Based on current acreage and the anticipated population at the end of this decade, there is an immediate park deficiency of 34 acres.

The VSP proposes the use of "pocket parks" or mini-parks throughout the neighborhood. The General Plan Open Space Element indicates that mini-parks have been used in the City in the past, with little success. The City of Inglewood General Plan Open Space Element includes a discussion about mini-parks (pages 27-28) which may be interpreted as conflicting with the open space objectives and concepts in the Village Specific Plan. Nevertheless, mini-parks are an important component of the Village Specific Plan. These parks were included to provide much needed recreational and open space opportunities for residents.

The pocket parks in the Village neighborhood will differ from the City's previous mini-park demonstration in that they will be part of a larger system of parks throughout the neighborhood. The parks are designed as a central "green belt" providing a continuous connection between eastern and western portions of the neighborhood. Also included in the VSP is a central park and community center. The larger central park, community center, and pocket parks received much support from residents of the neighborhood during community outreach sessions prior to the preparation of the Specific Plan.

This form of open space was determined to be the most practical for the Village due to land constraints in the neighborhood. The City's previous focus was on the introduction of mini-parks in lower density neighborhoods. The fact that the Village contains high density residential uses negates those concerns. Additionally, the integration of Crime Prevention Through Environmental Design considerations, combined with an active and coordinated resident population in The Village, is expected to minimize illegitimate behavior resulting from newly introduced mini-parks.

Each of the open space elements will provide needed open space within the dense Village neighborhood. Pocket parks will provide mid-block safety zones for residents, and safe open space for children to play. A primary goal of the Inglewood General Plan is to provide recreational park facilities for all residents. A deficiency of parks and open space has been identified in Inglewood. Southwest Inglewood, the area where The Village is located, has been identified as a priority area for future parks in the City. The VSP provides needed park acreage in support of the City's goals.


Although the Circulation Element contains no express goal statements, policy statements regarding the street environment are provided. The Village Specific Plan supports several policies. For example, the City supports the use of street furniture programs and landscape
improvements to parkways and medians. The Circulation Element also discusses the use of street closures and diverters as traffic calming devices in several locations throughout the City. The VSP proposes street furniture, landscaping improvements, traffic calming devices, and diverters for the residential portion of the Specific Plan.


Public safety is a leading concern to the City and the residents and businesses of the Project Area. The Village Specific Plan has been developed with safety in mind. In general, the City's General Plan Safety Element provides a foundation for this Specific Plan. Specifically, the General Plan Safety Element states that, "The Safety Element is designed to ensure that the citizens of Inglewood can be protected from unreasonable risks caused by natural and manmade disasters. The City's goals are to minimize the dangers associated with natural and manmade hazards by implementing standards, regulations and laws that will reduce loss of life, injuries and property damage resulting from disasters, and to provide for the continuity of government operations and civilian life during and after a major disaster."

The Safety Element also includes a discussion on and mitigation measures for crime prevention and public safety. According to the Safety Element, "Crime and its impact on the community is of paramount concern to the Inglewood Police Department which is responsible for the preservation of law and order, as well as protecting the health, safety, morals, peace and general welfare of the community." Of the mitigation measures provided in the Safety Element, the following are most relevant to the Village Specific Plan:

- Evaluate new methodologies and technologies that might improve services to the community, reduce response times, and reduce crime rates.

- Improve existing public/police liaison programs. Create new community relations programs.

- Continue to monitor and gather information on gangs through the Police Department's Gang Intelligence Unit in order to anticipate and prevent their criminal activities and rid the City of their adverse impacts.

- Continue Police Department services and programs designed to promote public safety and improve community relations and involvement. The following are the services and programs that the Police Department currently provides: Neighborhood Watch; property Owner Assistance Program; Victim's Assistance Program; Police Clergy Council; Police Activities League; Merchants Against Crime; and Drug Abuse Resistance Education.

The VSP uses CPTED principles to design a safe environment for residents and visitors to the neighborhood and commercial areas. Through the use of improved lighting and surveillance opportunities, public safety will improve and crime will decrease. Long-term crime reduction programs and police presence, and active neighborhood involvement in crime prevention actions will also improve the safety of the area.
APPENDIX G.
CITY SUPPORT TEAM
Appendix G.
City Support Team

The following is a list of service providers to the Village neighborhood:

COMMUNITY DEVELOPMENT
Planning (310) 412-5230
   HUD Block Grant Program Zoning
Housing (Section 8) (310) 412-5221
Redevelopment Agency (310) 412-5290
   Relocation Services (310) 645-3729
Building & Safety (310) 412-5294
Code Enforcement (310) 412-5590
   Property Maintenance
Aircraft Noise Mitigation (310) 412-5230
   Sound Insulation Program

PUBLIC WORKS DEPARTMENT
Street Maintenance (310) 412-5333
Engineering (310) 412-5333
Refuse Collection (310) 412-5333
   Western Waste (310) 873-8750
Transportation (310) 412-5530

PARKS & RECREATION
(310) 412-8750

POLICE (I-COPPS)
(310) 412-5530

INHS (First-Time Home Buyer Program)
(310) 674-3756

WESTSIDE FAIR HOUSING
Landlord/Tenant Relations
(310) 474-1667