ORDINANCE NO. 22-09

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA, APPROVING ZONING CODE AMENDMENT ZCA 2022-001 TO ESTABLISH A TRANSPORTATION CORRIDOR OVERLAY ZONE IN CHAPTER 12 (PLANNING AND ZONING) OF THE INGLEWOOD MUNICIPAL CODE

(Zoning Code Amendment ZCA 2022-001)

WHEREAS, the City seeks the development of the Inglewood Transit Connector (ITC) Project to extend service from the Metro K (Crenshaw/LAX) Line to the City's activity centers. The ITC Project would include an approximately 1.6-mile long, elevated guideway, located within current and to-be-acquired public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, as shown in Exhibit A.

WHEREAS, a City initiated proposal was made to establish a Transportation Corridor Overlay Zone that would apply to the proposed ITC Project areas. The Transportation Corridor Overlay Zone would modify the underlying zones to allow the development and operation of the proposed Project and all components on the properties in the underlying zones that overlap with the Project. The Transportation Corridor Overlay Zone would define the uses permitted in this overlay zone area and applicable supplement development standards for the ITC Project facilities, and the City’s design review process for the ITC Project.

WHEREAS, on March 2, 2022 the Planning Commission conducted a public hearing for this matter and approved Resolution No. 1925 entitled:

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A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF INGLEWOOD, CALIFORNIA, APPROVING AND
RECOMMENDING TO THE CITY COUNCIL FOR APPROVAL,
ZONE CHANGE ZC-2022-001 AND ZONING CODE AMENDMENT
ZCA-2022-001 TO CHAPTER 12 (OF THE INGLEWOOD
MUNICIPAL CODE (IMC) TO ESTABLISH THE
TRANSPORTATION CORRIDOR OVERLAY ZONE

WHEREAS, the matters covered in Resolution No. 1925 consisting of the
proposed Zoning Code Amendment ZCA-2022-001 were presented to the City
Council on March 22, 2022, who then scheduled a public hearing for April 5, 2022;
and

WHEREAS, notice of the time and place of the hearing was given as required
by law; and

WHEREAS, on April 5, 2022, at its scheduled meeting, the City Council
continued the public hearing for ZC-2022-001 and ZCA-2022-001 to the meeting of
the City Council taking place on April 12, 2022;

WHEREAS, notice of the time and place of the hearing was given as required
by law; and,

WHEREAS, on April 12, 2022, the City Council conducted the hearing at the
time and place stated in the notice and afforded all persons interested in the matter
of the proposed Zoning Code Amendment to the Inglewood Municipal Code, or in any
matter or subject related thereto, an opportunity to appear before the City Council
and be heard and to submit any testimony or evidence in favor or against the
proposed Zoning Code Amendments; and,

WHEREAS, after taking public testimony and considering the issues, the City
Council determined that the Transportation Corridor Overlay Zone should be
established and that certain changes specified herein should be made to the text of
Chapter 12 of the Inglewood Municipal Code; and,

WHEREAS, the City Council has carefully considered all testimony and
evidence presented in this matter, and being advised finds as follows:
SECTION 1.

Pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000, et seq. (CEQA), the City prepared an Environmental Impact Report (EIR) for the Inglewood Transit Connector Project (State Clearinghouse No. 2018071034), which analyzed environmental impacts of the proposed ITC Project and the associated entitlements, including the proposed Zone Change and Zoning Code Amendments. Prior to making a decision on the Zone Change, the City Council reviewed and considered the EIR and pursuant to Resolution No. _____ (City Council EIR Certification Resolution) certified the EIR, made certain environmental findings, and adopted a Mitigation Monitoring and Reporting Program (MMRP).

SECTION 2.

Based on the entirety of the materials before the City Council, including without limitation, agenda reports to the City Council and Planning Commission; the EIR and all appendices thereto and supporting information; City Council Resolution No. _____ (EIR Certification Resolution) including the CEQA Findings and MMRP; all minutes, reports, and public testimony and evidence submitted as part of the Planning Commission's and City Council's duly-noticed meetings regarding the ITC Project, and all other information contained in the administrative record regarding the Project, the City Council finds as follows:

1) The Zoning Code Amendment is consistent with the provisions of the General Plan in that it:
   a. Facilitates the allocation of land in the City to satisfy the multiple needs of residents
   b. Facilitates the development of a key transit facility connection that will result in new economic and air quality benefits, improve mobility, reduce vehicle miles traveled and greenhouse gas emissions, and offer a major regional economic stimulus through job creation and workforce development opportunities
2) The Zoning Code Amendment will not constitute the granting of a special privilege to the property owner inconsistent with the current or designated uses or limitations of other properties in the vicinity because the proposed zone change encompasses numerous properties in different areas of the City and applicable owners.

3) The Zoning Code Amendment will not constitute the establishment of unique standards, offering special privilege to a particular individual or group of individuals, that is inconsistent with the general intent of the provisions of this Chapter or that may be detrimental to the general welfare of the community because the Zoning Code Amendment each encompass numerous properties in different areas of the City and applicable owners.

4) Pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000, et seq. (CEQA), the City prepared an Environmental Impact Report (EIR) for the Inglewood Transit Connector Project, including the Zone Change and Zoning Code Amendments (State Clearinghouse No.2018071034), which analyzes adverse environmental impacts of the proposed project and the amendments. Prior to making a decision on the amendments, the City Council certified the EIR, adopted the related CEQA findings, and adopted the MMRP for the ITC Project as provided in City Council Resolution No. ___ (EIR Certification Resolution).

SECTION 3

WHEREAS, at the conclusion of the public hearing, the City Council determined that the Zoning Code Amendment specified herein should be approved.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INGLEWOOD DOES HEREBY ORDAIN AS FOLLOWS:
The text of Article 5.1 ("R-M" Residential Medical), Section 12-22.29 of Chapter 12 of the Inglewood Municipal Code is hereby modified to read as follows:

The following Medical Enterprise Overlay Zone provisions are applicable only to R-M (Residential and Medical) and C-2 (General Commercial) zoned properties located in the following Planning Areas:

Planning Area One. Properties that are zoned R-M and located to the north of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Florence Avenue to the north and Manchester Terrace to the south.

Planning Area Two. Properties that are zoned R-M and located to the south of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Manchester Boulevard to the north and Hardy Street to the south except Transportation Corridor Overlay Zone Permitted Uses under Section 12-38.104 are exempt from all provisions of the Medical Enterprise Overlay Zone.

SECTION 4

The Inglewood Municipal Code, Chapter 12 (Planning and Zoning) is hereby amended by adding Article 17.6, Transportation Corridor Overlay Zone, to read as follows:

Article 17.6 “TCO” TRANSPORTATION CORRIDOR OVERLAY ZONE

Section 12-38.101. Purpose.

The Transportation Corridor Overlay Zone ("Transportation Corridor Overlay Zone") is established to provide for the orderly development of a fixed guideway public mass transit facility extension of approximately 1.6 miles to connect (and allow for the transfer of passengers between) the Metro K Line and the major employment, housing, and activity centers located along South Prairie Avenue between Manchester Boulevard (to the north) and West 104th Street (to the south). The Transportation Corridor Overlay Zone's establishment is informed by the
unique nature of the transit project, including its expanse over multiple underlying zones and the need for integration into various public rights-of-way. Realization of this key transit facility connection will result in new economic and air quality benefits, facilitate one of the largest economic development programs in Los Angeles County, improve mobility, reduce vehicle miles traveled and greenhouse gas emissions, and offer a major regional economic stimulus through job creation and workforce development opportunities.

Section 12-38.102. Applicability.

The intent of this Article is to allow for the additional Transportation Corridor Overlay Zone Uses (as such term is defined in Section 12-38.103) within the Transportation Corridor Overlay Zone and to establish development standards applicable to such uses. Except as otherwise provided in this Article, the provisions of the Inglewood Municipal Code, Chapter 12, Planning and Zoning, shall apply. This Article shall prevail in the event of a conflict with other provisions of Chapter 12. The development and continuation of all uses other than the Transportation Corridor Overlay Zone Uses shall be governed by the applicable provisions of Chapter 12, including those of the applicable underlying zoning district.

Section 12-38.103. Definitions.

(1) Automated Transit System (ATS): An automated transit system (ATS) is a fixed guideway system that operates fully automated, driverless vehicles along an exclusive right-of-way.

(2) ITC Design Guidelines: The Inglewood Transit Connector Design Standards and Guidelines.

(3) Station: A place designated for the purpose of loading and unloading passengers, including patron service areas and ancillary spaces associated with the same structure.

(4) Maintenance and Storage Facility: The location(s) where regular and preventive maintenance of ATS components is performed and transit vehicle
fleet is stored, which may also include operations control center(s) where automated train operations are monitored and controlled.

(5) Mobility hubs and Multimodal Pick-Up and Drop-Off Facilities: A facility that provides passengers with access to several modes of transportation which may include but is not limited to an ATS, light rail transit, municipal bus, bicycles, shuttles, taxis, commercial and shared ride vehicles.

(6) Station: A place designated for the purpose of loading and unloading passengers, including patron service areas and ancillary spaces associated with the same structure.

Section 12-38.104. Permitted Uses.

Properties in the Transportation Corridor Overlay Zone may be used for the following additional permitted uses (collectively, the "Transportation Corridor Overlay Zone Uses"): (1) The construction, operation and maintenance of a fixed guideway transportation system, including, without limitation, light rail (which may consist of an automated people mover system, automated guideway transit, monorail, and/or any other comparable system that may be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on rail(s) from below, straddling, or suspended from overhead beam(s) from above), trolley, busway (including rapid transit), and/or comparable transit or transportation system, including public and private rights-of-way, easements, underground utilities, tracks, spurs, guideways, footings, support columns, support beams, and any appurtenant facilities, improvements, and equipment, including stations (which may be at-grade or elevated and comprise of one or multiple levels), maintenance facilities, storage facilities, operations control centers, related administrative and office facilities, restrooms, vertical and horizontal circulation elements (such as stairs, escalators, elevators, and pedestrian bridges and walkways), plazas or similar open space areas, platforms, signals,
utility and storage areas, power distribution elements, electrical or traction
power substations, rolling stock, and the like, that are necessary and related
to the operation, maintenance and security of the transportation system.

(2) Parking facilities (surface, subsurface, or structured) for transportation
facilities (including such facilities' employees and users) or for use by adjacent
businesses or public facilities.

(3) Mobility hubs (which may be co-located with parking facilities) and multimodal
pick-up and drop-off facilities.

(4) In conjunction with the uses permitted in subsections (1) - (3) of this Section,
property in the Transportation Corridor Overlay Zone may be landscaped and
otherwise improved with ornamental fencing, ornamental lighting, directional
and informational signage, public information and communications signage
systems and all related facilities, fiberoptics, emergency lighting, security
systems, rest areas and seating, café or food service carts, service kiosks or
structures, retail, and other similar streetscape improvements, public
amenities or other uses typically found in public transit stations.

(5) Station sites and maintenance or storage facility sites in the Transportation
Corridor Overlay Zone may be jointly developed with station facilities and
commercial, residential, public facility, or mixed uses.

(6) As interim uses only during periods of construction, construction staging and
laydown (including storage of all equipment and materials), fencing, construction-related office and employee space (which may include restrooms
and a canteen and/or food vendor area), interim parking, and ancillary
temporary structures and any other temporary use approved by the Director
of Public Works as reasonably related to any of the foregoing temporary or
permanent uses or otherwise in the public interest.

(1) Development of the Transportation Corridor Overlay Zone Uses within the Transportation Corridor Overlay Zone shall be subject to the Inglewood Transit Connector Design Standards & Guidelines (the "ITC Design Guidelines") adopted by the City Council by Resolutions No. , as such ITC Design Guidelines may be amended from time to time as provided therein.

(2) The ITC Design Guidelines establish specific design standards for the development of the Transportation Corridor Overlay Zone Uses within the Transportation Corridor Overlay Zone and the review and permitting process for the Transportation Corridor Overlay Zone Uses.

(3) The ITC Design Guidelines include, with respect to project design, standards for site design, features and design elements for buildings, structures, transit system elements, streetscapes, landscaping, lighting, parking, and sustainability. With respect to the development of the Transportation Corridor Overlay Zone Uses within the Transportation Corridor Overlay Zone, the ITC Design Guidelines shall apply in lieu of any contrary provisions in the Inglewood Municipal Code, the Downtown Inglewood and Fairview Heights Transit Oriented Development Plan, or the Hollywood Park Specific Plan, including without limitation the Site Plan Review process in Article 18.1 of this Chapter and any other design, plan review, or permit process described in any of the foregoing documents. Compliance with the review process as specified in the ITC Design Guidelines shall be required prior to the issuance of building permit(s) for the development of the Transportation Corridor Overlay Zone Uses within the Transportation Corridor Overlay Zone to the full extent detailed in the ITC Design Guidelines. Plans submitted under the ITC Design Guidelines shall be approved unless materially inconsistent with the applicable standards established in this Article 17.6 and the ITC Design Guidelines, as more particularly provided therein.
Section 12-38.106. Setbacks.

(1) No setback shall be required for the uses permitted under Section 12-38.103.

(2) To the extent that any minimum setback required under the C-2, C-R or HPSP Zones is located within the Transportation Corridor Overlay Zone on the date of its establishment, such land shall continue to be treated as legal setback areas and, as such, shall continue to be counted within any floor area ratio or density calculations under the C-2, C-R or HPSP Zones irrespective of whether such property is developed with the uses permitted under Section 12-38.103 or dedicated as public right-of-way. Such treatment shall not cause any building or use otherwise lawfully erected, altered, or maintained in portions of the C-2, C-R, or HPSP Zones adjoining the Transportation Corridor Overlay Zone to be classified as a nonconforming building or nonconforming use under Section 12-60 of this Chapter.

Section 12-38.107. Height Limits.

No new building, tent, structure or equipment (whether fixed or movable) permitted under Section 12-38.106 shall be constructed or erected within this zone which exceeds:

(1) For stations sites and all appurtenant facilities and improvements, one hundred and ten feet above finished grade.

(2) For maintenance and storage facility sites, seventy-five feet above finished grade.

(3) For all other improvements structures, and elements of the Proposed Project which include the guideway, seventy-five feet above finished grade.

Section 12-38.108. Street Frontage.

Minimum street frontage requirements shall not apply to the development of any Transportation Corridor Overlay Zone Uses within the Transportation Corridor Overlay Zone.

Parking requirements and standards as they apply to the Transportation Overlay Zone Uses in the Transportation Corridor Overlay Zone shall be as set forth in the ITC Design Guidelines.

Section. 12-38.110. Public Art.

The provision of Section 12-4.1 shall not apply to development of the Transportation Corridor Overlay Zone Uses in the Transportation Corridor Overlay Zone. The location of any public art to be provided shall be determined as specified under the ITC Design Guidelines.

Section. 12-38.111. Boundary

The Transportation Corridor Overlay Zone boundaries include the following:

1. All parcels on which property rights are anticipated to be acquired to site Project infrastructure components, plus

2. Along the portion of Prairie Avenue where roadway realignment is occurring, the additional width of Prairie Avenue plus an additional 30 feet of depth into the parcels directly east of those portions of Prairie Avenue, plus

3. To the extent not covered by the above, an additional buffer of 30 feet around the anticipated envelope of Project infrastructure components.

SECTION 5

The City Council concurs with the Planning Commission recommendation and does hereby approve Zoning Code Amendment No. ZCA-2022-001, to modify the Medical Enterprise Overlay Zone and establish regulations for the Transportation Corridor Overlay Zone and adjust other land use controls, under the provisions of Chapter 12, Articles 5.1 and 17.6 of the Inglewood Municipal Code.

The City Clerk shall certify to the passage and adoption of this ordinance and to its approval by the City Council and shall cause the same to be published in accordance with the City Charter and thirty days from the final passage and adoption, this ordinance shall be in full force and effect.
This ordinance to amend Chapter 12 of the IMC, to establish regulations for the Transportation Corridor Overlay Zone and adjust other land use controls is passed, approved and adopted by the City Council of the City of Inglewood this 19th day of April 2022.

JAMES T. BUTTS
MAYOR OF THE CITY OF INGLEWOOD, CALIFORNIA

Attest:

AISHA THOMPSON
CITY CLERK
(SEAL)
Exhibit A
Inglewood Transit Connector Project
Project Area Map

Legend
- ITC Station
- ITC Alignment
- Maintenance Storage Facility Site
- Transportation Corridor Overlay Zone
I, AISHA L. THOMPSON, City Clerk of the City of Inglewood, California do hereby certify that the whole number of members of the CITY COUNCIL of said city is five; that the foregoing ordinance being Ordinance No. 22-09 is the full, true and correct original of Ordinance No. 22-09 of the said City of Inglewood, California entitled;

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA, APPROVING ZONING CODE AMENDMENT ZCA 2022-001 TO ESTABLISH A TRANSPORTATION CORRIDOR OVERLAY ZONE IN CHAPTER 12 (PLANNING AND ZONING) OF THE INGLEWOOD MUNICIPAL CODE

which was duly passed and adopted by the said City Council, approved and signed by the Mayor of said city, and attested by the City Clerk of said City, all at a meeting of said Council held on the 19th day of April, 2022 and that the same was so passed and adopted by the following vote:

Ayes: Council Members, Dotson, Padilla, Faulk, Mayor Butts, Jr.;

Noes: None;

Absent: Council Member Morales.

WITNESS my hand and the seal of said City the 19th day of April, 2022.

(SEAL)

City Clerk of the City of Inglewood