

8 IMPLEMENTATION ACTION PLAN

8.1 Introduction

The Implementation Action Plan Inglewood identifies major steps that can be taken to make the revitalization of Downtown and enhancement of Fairview Heights a reality.

8.2 Adopt the Concept Plan and Zoning

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

8.3 Create a Parking District for Downtown and TechTown

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

The Parking District can be administered either directly by the City or through an entity such as a Business Improvement District or some combination thereof.

8.4 Submit Grant Applications for the Green Boulevards Network

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

and ground water recharge.

8.5 Create Enhanced Infrastructure Financing Districts for Downtown and TechTown

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

Though the EIFD is the preferred method of raising funds for investment, establishing a community revitalization area under the recently approved AB 2 should also be evaluated.

8.6 Establish Business Improvement Districts for Downtown and TechTown

Establishment of Business Improvement Districts per the provisions of state law enables designated areas for enhanced security, maintenance and promotion to be established with a vote of the major of assessed value of the property owners. Both Downtown and TechTown would be much more competitive in the region were these Districts to be successfully implemented.

8.7 Create a Downtown/TechTown Arts District

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

8.8 Establish a Public-Private Partnership to restore the Fox Theater and its environs

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

The city staff working closely with the owner of the Fox Theatre property should explore various financing approaches that may be implemented that will help offset some of the relatively high costs of redevelopment, which include the asbestos removal. Another option may be to integrate the Fox Theatre property into a larger development with one or more of the adjacent properties with the possible use of transfer of development rights.

8.9 Acquire Small Downtown Properties as Permanent Arts Facilities

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

or poetry performances.

8.10 Combine Grants and Developer Contributions for Local People Movers connecting the Metro Station, Downtown, the Forum, Hollywood Park and the NFL Stadium

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

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

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

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

8.12 Create an Implementation Marketing Program

It is recommended that the City take the lead in creating and Implementation Marketing Program. The purposes of the Marketing Program would be to inform the community of the plans for Downtown and Fairview Heights, to attract private investment by property owners, investors and

developers and to support grant applications. Elements of a Marketing Program could include brochures, web site information, social media outreach, physical representations including drawings and three-dimensional models. Also, a physical presence for a Marketing Display and Meeting Place in Downtown could be considered.

8.13 Create South Market Place Parking Facility

The City should prepare plans for a high quality Surface Parking Facility for construction in conjunction with the relocation of the Bus Transfer Station to the Metro Station. The City should also obtain Concept Design Plans and Costs for the Parking Structure. These initial Plans should be followed by subsequent, more detail schematic, design development and construction documents to further refine costs and be ready to meet property owner/developer interest in South Market Place.

8.14 Create North Market Place Parking Facilities

The City should prepare plans for a high quality Surface Parking Facilities for construction in conjunction with the completion of the Metro Station. The City should also obtain Concept Design Plans and Costs for these Parking Structures. These initial Plans should be followed by subsequent, more detail schematic, design development and construction documents to further refine costs and be ready to meet property owner/developer interest in North Market Place.

8.15 Create Inglewood Plaza in North Market Place

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

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

8.16 Establish a Stakeholders Action Plan Implementation Committee

The Implementation Committee, like the Stakeholders Planning Committee, could be appointed by the Mayor from volunteers. Consideration should be given to transforming the Planning Committee into an Implementation Committee.

Transportation Link Funding Sources

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

Figure 8.1 Transportation Link Funding Sources

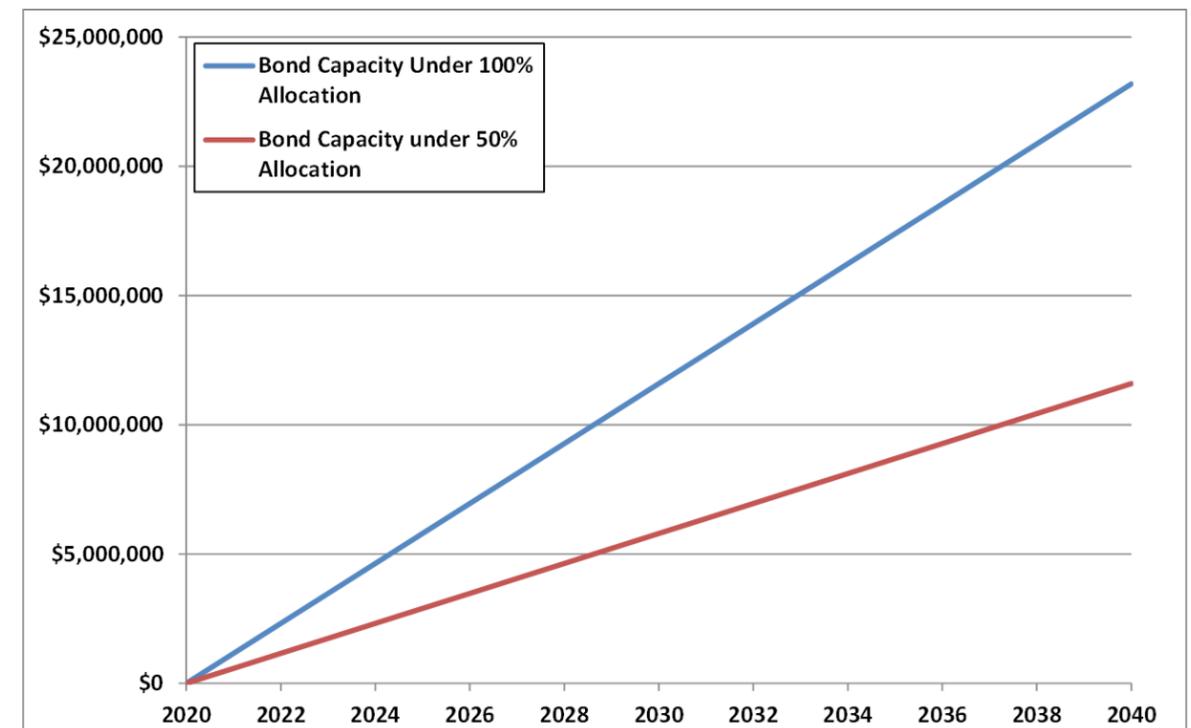


Figure 8.2 Projected 20-year Bond Capacity with EIFD - Downtown

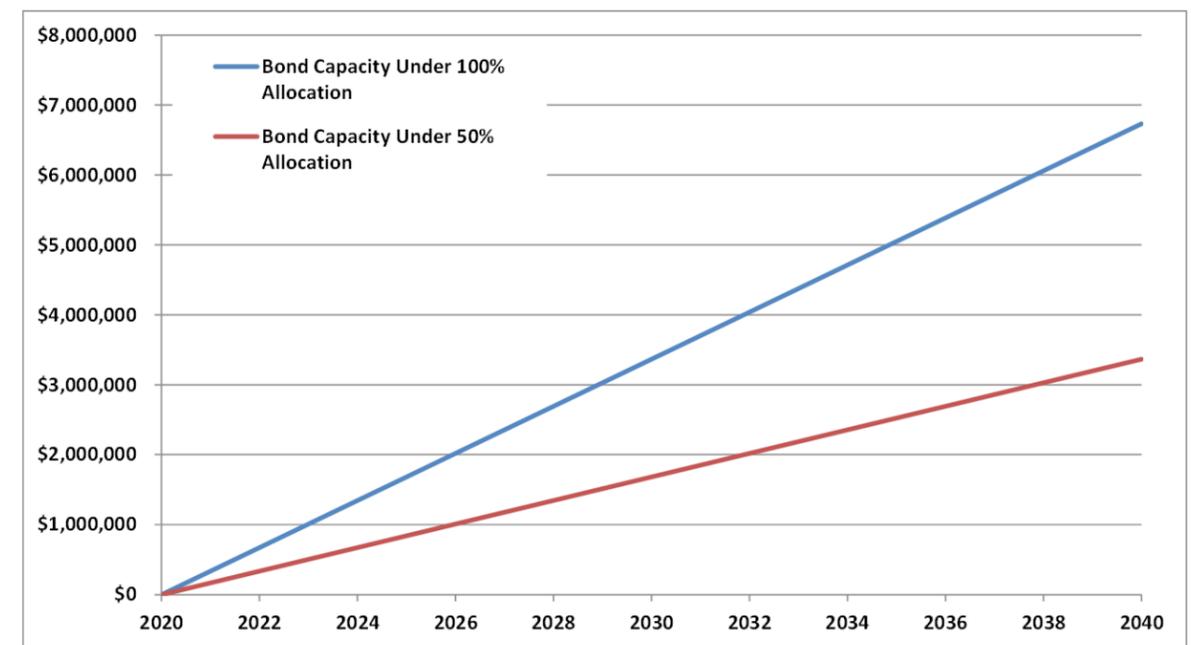


Figure 8.3 Projected 20-year Bond Capacity with EIFD - TechTown

8.17 Consider the Establishment of an Inclusionary Zoning Policy

To mitigate displacement that may be a result of revitalization, the Plan recommends that the City study the establishment of an inclusionary zoning policy within the TOD Planning Areas, if not Citywide. This study should determine the appropriate percentage of units to be required to be affordable at different income limits in service of the following goals:

- Increase amount of affordable housing available
- Increase amount of overall housing available

8.18 Secure Sites for District Parking

The Downtown parking district is an important component of the Plan, supporting the process of revitalization. The City should secure control of sites for parking at the beginning of the process before they are developed, and in order to encourage properties to initiate redevelopment.

