5.1 Purpose and Applicability
The development and design standards and guidelines for Westchester/Veterans TOD Plan area are to provide property owners, merchants and their designers with basic development and design criteria that are intended to reinforce the desired character of the Urban Design Form and Districts, through the design of appropriate buildings and their environs.

These Development Standards and Design Guidelines shall apply to all properties located within the planning area.

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

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

5.3 Development Standards and Guidelines Not Listed
Any issue or standard not specifically covered in this Specific Plan shall be subject to the Municipal Code and Citywide Design Guidelines. In cases where development standards or guidelines set forth in this Plan are inconsistent with the Municipal Code, the standards of this Plan shall prevail.

5.4 Site Plan Review
All new construction and all additions or remodeling of structures outside the R-2 zone, except for purely interior changes and the installation of super graphic wall signs, shall require site plan review pursuant to the provisions of Section 12-39.50 to 12-39.57 of the Municipal Code.

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

5.6 Development Standards
Figure 4.3 contains the Development Standards for the TOD Plan area.

5.7 Development Incentives
There are several development incentives available, including:

Affordable Housing Density Bonus
Pursuant to Sections 12-128 through 12-133 of the Inglewood Municipal Code, the City offers a density bonus for the construction of affordable housing. The amount of the bonus is shown in Figure 4.2. The bonus applied to densities in the ordinance should be translated into stories in the planning area; e.g. 20% density bonus becomes a 20% increase in maximum height.

In recognition of the fact that implementing a density bonus often requires variances from other physical development standards, the ordinance offers development standard reductions or waivers based on the affordability level and share of affordable units in accordance with Section 12-132. These development standard reductions or waivers are:

1. Increase allowable height by five percent (5%) with a maximum fifteen percent (15%) increase allowed and no restriction on number of stories.
2. Decrease required private open space area to sixty square feet per unit.
3. Decrease required side yard setback by ten percent (10%) with a maximum thirty percent (30%) decrease allowed (minimum three-foot side yard required or other minimum specified by zone).
4. Decrease required rear yard setback by 10% with a maximum thirty percent (30%) decrease allowed (minimum five-foot rear yard required).
5. Allow ancillary mixed-use zoning on a residentially zoned site (commercial must be compatible with surroundings).
6. Allow tandem parking for parking spaces assigned to specific dwelling units.

Additional Density Bonus that May Be Available to Developer

<table>
<thead>
<tr>
<th>Type of Housing Unit</th>
<th>Amount of Units Required for Bonus</th>
<th>Density Bonus Provided to Developer</th>
<th>Additional Density Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very low income</td>
<td>5%</td>
<td>20%</td>
<td>2.5% bonus for every 1% above 5% (maximum bonus of 35%)</td>
</tr>
<tr>
<td>Lower income</td>
<td>10%</td>
<td>20%</td>
<td>1.5% bonus for every 1% above 10% (maximum bonus of 35%)</td>
</tr>
<tr>
<td>Senior housing</td>
<td>Minimum of 35 units</td>
<td>20%</td>
<td>None available</td>
</tr>
<tr>
<td>Moderate income</td>
<td>common interest development</td>
<td>10%</td>
<td>1% bonus for every 1% above 10% (maximum bonus of 35%)</td>
</tr>
</tbody>
</table>

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

Property owners within the TOD Mixed-Use 2 zone who do not meet the minimum lot size but would like to develop their properties may do so only up to their current height and with current uses. The new parking standards, however, will apply to these properties.

Figure 5.2 Development Standard Reductions and Waivers (Incentives) offered for Affordable Housing
### Development Standards and Design Guidelines

**CHAPTER 5**

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Maximum Height</th>
<th>Maximum FAR</th>
<th>Minimum Lot Size</th>
<th>Public Street Setback</th>
<th>Block Interior and Alley Setback</th>
<th>Minimum Parking Requirements</th>
<th>Additional Development Standard Modifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use - Arts Cluster</td>
<td>4 stories or 60'</td>
<td>None</td>
<td>None</td>
<td>Manchester Blvd. = 0'</td>
<td>No requirement</td>
<td>General Commercial 2 spaces/1,000 sf</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6 stories or 80'</td>
<td>None</td>
<td>80,000 sf</td>
<td>Park frontages = 0' - 5' All other streets = 0' - 15'</td>
<td>No requirement</td>
<td>Restaurant 4 spaces/1,000 sf</td>
<td>Residential 1 space/du. Any additional parking spaces must be “unbundled” (offered as an option for purchase separately from the rent or purchase price). No required visitor parking.</td>
</tr>
<tr>
<td>Airport Campus</td>
<td>5 stories or 65'</td>
<td>1.5</td>
<td>None</td>
<td>No requirement</td>
<td>No requirement</td>
<td>TechTown Office 2.5 spaces/1,000 sf</td>
<td>Light Industrial 1.5 spaces/1,000 sf</td>
</tr>
<tr>
<td>TOD Mixed-Use 2</td>
<td>4 stories or 60'</td>
<td>None</td>
<td>None</td>
<td>0-10'</td>
<td>No requirement</td>
<td>TechTown Office 2.5 spaces/1,000 sf</td>
<td>Industrial &amp; Warehousing: 30% reduction from City code.</td>
</tr>
<tr>
<td>TOD Mixed-Use 2A</td>
<td>4 stories or 60'</td>
<td>None</td>
<td>80,000 sf</td>
<td>No requirement</td>
<td>No requirement</td>
<td>TechTown Office 2.5 spaces/1,000 sf</td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>4 stories or 55'</td>
<td>None</td>
<td>None</td>
<td>Prevailing</td>
<td>Follow appropriate side and rear yard and prototype requirements</td>
<td>Residential 0-1 bedroom units: 1 space/du Residential 2+ bedroom units: 1.5 spaces/du, 0.5 spaces/du of the requirement may be met through unrestricted on-street parking immediately abutting development Visitor parking: 0.1 spaces/du for developments of 20+ units</td>
<td>All parking must be located in an above-ground or subterranean structure. Uncovered parking is permitted depending on prototype guidelines. Other standards may be modified in keeping with the provisions of Appendix A.</td>
</tr>
<tr>
<td>R-3</td>
<td>3 stories or 40'</td>
<td>None</td>
<td>None</td>
<td>Prevailing</td>
<td>Follow appropriate side and rear yard and prototype requirements</td>
<td>Visitor parking: 0.1 spaces/du for developments of 20+ units</td>
<td></td>
</tr>
<tr>
<td>Mixed-Use Corridor</td>
<td>4 stories or 55'</td>
<td>None</td>
<td>None</td>
<td>0.5'</td>
<td>See Figure 4.X</td>
<td>General Commercial 2.5 off-street spaces/1,000 sf (minimum) Restaurant 5 spaces/1,000 sf (minimum) It is encouraged to meet parking requirements through shared lots or structures. Residential 0-1 bedroom units: 1 space/du Residential 2+ bedroom units: 1.5 spaces/du Visitor parking: 0.1 spaces/du for developments of 20+ units</td>
<td></td>
</tr>
<tr>
<td>C-3, M-1</td>
<td>Citywide standards apply</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Citywide standards apply [12]</td>
<td></td>
</tr>
<tr>
<td>R-2</td>
<td>Citywide standards apply</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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1. Corner towers and other architectural elements shall be allowed above the height limit provided that they do not exceed 15' in height and 50 feet in any lateral dimension, and number no more than two per building.

2. Among the maximum height given in stories and the maximum height given in feet, the more restrictive condition shall apply.

3. Where two numbers are given, the first number is the minimum setback and the second number is the maximum setback. Where one number is given, that is the required setback.

4. All parking requirements are off-street and residential parking is fully enclosed unless specifically stated otherwise.

5. All square footages refer to gross floor area.

6. Where commercial uses are permitted, buildings of less than 1,500 square feet, with commercial uses, primary entrance onto the street and transparent windows are exempt from parking requirements in all zones.

7. The following minimum parking requirements shall apply to all new zones: Senior Independent Housing 0.5 off-street spaces/bedroom; Night Clubs, Theaters 7 spaces/1,000 sf; Colleges, Trade Schools, etc. 7 spaces/1,000 sf of classroom area plus General Commercial requirement for office area. All other uses shall be subject to a 30% reduction in minimum parking requirements based on the Citywide requirement given in the Inglewood Municipal Code Sections 12-43 to 12-47.

8. Unless located adjacent to an existing residential or mixed-use project containing residential uses, in which case there is no minimum lot size.

9. General Commercial includes the following categories of uses: General Business, Retail or Wholesale; Auction Houses; and Bakeries, Confectioneries, Take-out Restaurants, and the like.

10. No towers, mechanical equipment, or any type of structure above 68' are allowed.

11. A definition for the prevailing setback is given in Section A.6.

12. Industrial Open Space Incentive (Section 5.9) applies to these areas.

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**Figure 5.3 Development Standards**
5.8 Design Guidelines Framework

The Design Guidelines Framework is shown in Figure 5.4.

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

Macro Form Considerations

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

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

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

Micro Form Considerations

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

Mixed-Use and Multi-Family Residential Design Guidelines (Section 5.13) cover a variety of issues relating to building and site design. They apply to all properties developed under the MU-C or MU-1 overlay zones. Properties developed under the MU-A zone are exempt.

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

Low-Density Residential Edge Guidelines (Section 5.15) regulate the development envelope in MU-C zoned properties adjacent to one- and two-family residential districts.

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

Basketball courts are an example of open spaces geared toward the needs of employees, as well as the general public.

5.9 Industrial Open Space Guidelines

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

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

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

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

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

The requirements of the Design Guidelines are summarized as follows:

A. Manchester Business Park, the location of Three Weavers Brewery and The Knitting Tree, should be integrated into future developments.

B. The 1019WEST building, the location of 1019 West Art Studios shall also be integrated into future developments.

C. Isis Avenue will be closed off to vehicular traffic and transformed into a pedestrian only street, serving as an open space connecting future ground-level retail. It will also serve as a pedestrian connection to the Crenshaw/LAX Line station.

D. Mid-block passthroughs shall be provided to connect Isis and Hindry Avenues.

E. Existing parking lot at 1019 Manchester should be converted into a park which would display art/sculptures from local artists. Parking would be relocated to the roof of 1019 Manchester.

F. A new portal should be provided for the Westchester/Veterans Station. Current plans show only one station portal at Hindry Avenue and a road closure at Isis Avenue.

G. Triangle Block Park (Section 3.9) should be constructed by the City between Manchester Boulevard, Olive Street and Glasgow Avenue. If land is not available, the Olive Street Greenway (Section 3.9) can complement future mixed-use or commercial development.

H. Residential or mixed use developments can be built on all sides of the Arts Cluster. The block west of Isis Avenue and north of Manchester Boulevard is ideal for a small shopping center. If a new shopping center is built, it should relate well to the Isis Avenue Park.

I. Isis Avenue open space

Figure 5.5 Urban Design Massing for Station Area
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Triangular block park

Residential or mixed-use transit-oriented development

Mid-block pass-through from Hindry Avenue to Isis Avenue

Existing Manchester Business Park where Three Weavers Brewery & The Knitting Factory are located

New Metro Station portal at Florence Avenue and Isis Avenue

Street closure for Isis Avenue Park

Shopping center relating to Isis Avenue Park

Figure 5.6 Macro Site Design Guidelines for Station Area
5.11 Airport Campus

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

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

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

The requirements of the Design Guidelines are summarized as follows:

A. Office/ flex buildings can be constructed along Aviation Boulevard with a height restriction of 4 stories.

B. The office/ flex buildings should provide internal courtyards that serve as private open space for employees.

C. Structured parking is encouraged to maximize the use of the land.

D. Solar roofs will be provided on parking structure rooftops to provide energy as well as shade for vehicles.

E. Should land become available, a public botanical garden should be built west of Aviation Boulevard to provide open space as well as mitigate pollution from overhead airplanes.

F. New street trees should be planted along Aviation Boulevard to provide some pollution mitigation and address the lack of shade on some areas of the street.

G. The corner of Aviation Boulevard and Arbor Vitae Street could provide for retail uses as a part of the overall development.

Figure 5.7 Urban Design Massing for Airport Campus
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Figure 5.8 Macro Site Design Guidelines for Airport Campus

1 Solar roofs on parking structure rooftops

2 Public botanical garden

3 Potential retail uses near Aviation Blvd & Arbor Vitae Street

4 Internal courtyards

5 Structured parking

6 Solar roofs for parking

7 New street trees

8 Up to 4-story office/flex buildings

9 Botanical garden
5.12 Street Frontages for New Zoning Districts

Figure 5.9 presents the allowable building frontage types for the new zoning districts in the Westchester/Veterans station area: TOD Mixed Use 1, TOD Mixed Use 2/2A, TOD Mixed Use Corridor and Airport Campus. Allowable building frontage types for the R-3 and R-4 zones are covered within the descriptions of the prototypes provided in Appendix A. Frontage standards for the other zoning districts in the planning area, including TOD Mixed Use - Arts, remain unchanged except as modified by other design standards and guidelines in this Plan.

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

Frontage Type Descriptions

**Gallery** - Converts the sidewalk into a colonnade by either building additional stories above the sidewalk or by placing a simple roof on top. Galleries should be used only on plaza, alley walkway or mid-block passageway frontages. In these cases, upper floors may project beyond the property line to the edge of the sidewalk. Ground floor uses underneath the gallery should have at least 65% transparency and the use of hanging pedestrian signs is encouraged.

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

**Forecourt** - A forecourt may be used to add variety to a line of shopfronts. It is an activated exterior space in front of some portion of the building that forms a court shape. Forecourts can be used for outdoor dining, or in larger developments as an entry space.

**Office** - The office frontage type consists of a major pedestrian entry point into a building with either a glass facade or a pattern of windows on the sides. Facades must change entry points must be located within a reasonable distance from each other so as to avoid monotony and maintain pedestrian-friendliness. Blank walls are not permitted. Windows may be transparent or tinted.

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

The following frontage types do not apply to the TOD Mixed Use 1, TOD Mixed Use 2/2A, TOD Mixed Use Corridor or Airport Campus, but they are referred to in the form-based prototype guidelines in Appendix A.

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

**Yard** - The yard frontage type corresponds to a landscaped area of at least 10 feet in depth in front of a building. Yards should be provided on residential streets to a depth of the prevailing setback (see Section A6 for definition). Their design should emphasize their commonality with other yards along the street; however, drought-tolerant landscaping is required. No fences are permitted within yards in R-3 or higher zones in the planning area.

After Hours Guidelines
The use of external screens between buildings and the sidewalk is expressly prohibited in the TOD zones.

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

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

- Parking should be accessed off the alley if there is one adjacent to the property. If there is no alley but the site is a corner site, parking shall be accessed off the side street.
- If parking cannot be accessed off an alley or side street, it may be accessed from the primary street. Entrances and exits should be limited in number and located to minimize any interference with street traffic.
- Surface parking may occupy no more than 30% of the development’s frontage on a primary street or 50% of the frontage on a side street.
- Parking lots should meet the street with permanent walls and a landscaped strip per Section 12-55.5 of the Inglewood Municipal Code. However, instead of a raised landscaped planter, use of a filter strip, infiltration trench or other stormwater best management practice is required. Where the buffer strip is wider than 8’ and is adequately planted, no permanent wall is required. Whatever the width, trees should be planted along this landscaped strip.
- Not including the trees along the street edge of the parking lot, additional trees should be planted at a minimum ratio of one tree per 10 parking spaces.
- In contrast with Inglewood Municipal Code Section 12-55.2, parking lots should be designed to minimize runoff in accordance with the City’s Low Impact Development ordinance.
- A typical parking lot layout is shown in Figure 4.17.

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

<table>
<thead>
<tr>
<th>Frontage Type</th>
<th>MU-1</th>
<th>MU-2/2A</th>
<th>MU-C</th>
<th>AC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gallery</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Shopfront</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Forecourt</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Office</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Stoop</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Porch</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Parking</td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

Figure 5.9 Frontage Type Applicability by Zone
Figure 5.10 Surface parking design standards

Figure 5.11- Examples of Frontage Types

- Gallery
- Shopfront
- Forecourt
- Office
- Stoop
- Yard
- Porch
- Surface Parking

When planter is 8’ or wider; 3’-8’ requires 3’ masonry wall and landscaping.
CHAPTER 5
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5.13 Mixed-Use and Multi-Family Residential Design Guidelines

These design guidelines apply to the areas indicated in orange in Figure 5.4, which correspond to the MU-C zone and MU-1 overlay zone. In the MU-1 overlay zone, these guidelines shall only apply when a project is being developed under the optional overlay zone.

Site Planning

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

Parking shall be located under grade level, behind buildings or interior to a block to the extent possible in order to promote pedestrian-oriented streets. Parking standards are given in Figure 5.3.

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

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

Building Modulation and Articulation

As described in Building Articulation (2), building design shall be used to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Building form and articulation shall be used to emphasize public entrances and de-emphasize service areas; and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior gathering spaces. Ways to articulate buildings include giving individual identity to each vertical module by using the following design elements:

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

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

Materials, Finishes and Color

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

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

Usable Open Spaces (1)

Discouraged: “Barrack-like” layout
Encouraged: Oriented to create usable open space

Building Articulation (2)

Corner Material Changes (4)

Required
Continue material around corner for a minimum of 4 feet

Encouraged
Continue material around corner to a change in wall plane
Entries
The primary entrance to commercial facilities in mixed-use or commercial-only projects shall be clearly demarcated and from the sidewalk. In residential-only projects, the primary entrance shall also be from the sidewalk. In mixed-use developments, Residential Unit Access for Mixed-Use (6) shows three desired methods of providing access to residential units. Residential entries must be separate from commercial entries and should be secured.

Pedestrian Walkways
Publicly accessible Mid-Block Passthroughs (7) shall be provided in the places demarcated on the Urban Design Framework, Figure 2.x. Mid-Block Passthroughs shall be at least 20’ wide.

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

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

Sidewalk and Open Space Encroachments
Awnings (8) are encouraged on all shopfront frontages.

Standards for Outdoor Dining (5) are separated into two categories:
- Patio Dining (9) on private property is encouraged. Patios may face the sidewalk, or face interior courtyards and open spaces.
- Sidewalk Dining (10) on public right-of-way is permitted immediately in front of retail establishments on streets with a 10’ minimum sidewalk. The following additional standards apply:
  - Display of an outdoor dining menu is permitted on a single-sided framed menu attached to a moveable barrier within the sidewalk or patio dining area. The size of the frame shall not exceed three square feet. Freestanding pedestal menus or A-frame displays are also permitted so long as they do not block pedestrian movement and are moved indoors when the restaurant is closed.
  - Approval of Encroachment Permit is required from the Public Works Department.

- Integrated with retail facade.
- Separate entrance on sites with two or more street exposures.
- Access from alleys and courtyards.
- Passthrough (25')
- Along sidewalk with movable furniture.

Residential Unit Access for Mixed-Use (6)

- Outdoor patio dining is permitted on private property.
- Outdoor sidewalk dining is restricted to the sidewalk/hangsage.
- Steady removable barrier: minimum 6’ height.

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\[389x648 to 515x805\]
\[569x644 to 694x800\]
Residential Privacy

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

Residential Design for Privacy (11) illustrates how residential units should be designed in order to restrict direct views between units in a development, or between residential units in adjacent properties.

Given the presence of noisy airplanes, freeways, roads and rail lines in the planning area, residential units shall be constructed and designed to reduce noise. Proper design may include, but shall not be limited to, building orientation, double windows, wall and ceiling insulation, and orientation of vents. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

In order to maintain residential quality of life, commercial uses in mixed-use districts shall be subject to the following standards:
- The hours of operation for commercial uses shall be no earlier than 7:00 a.m. and no later than 10:00 p.m. daily, unless modified by a conditional use permit.
- Noise generated by activities on the premises shall be controlled in such a manner so as not to create a nuisance on any adjacent property.
- All outdoor lighting associated with commercial uses adjacent to or within the immediate vicinity of residential uses shall be designed to illuminate commercial uses, while minimizing light trespass into residential areas. Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in the development or any adjacent residential uses.
- Residential uses shall be buffered from adjacent industrial uses and off-site parking by a wall and vegetation (14).

Residential Open Space (13)

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

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

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

The use of Green Roofs (15) on structures is highly encouraged. The sustainable values of green roofs include stormwater collection, building insulation and urban heat island reduction.

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

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

Commercial loading areas should be enclosed (18) and/or screened whenever possible. If commercial uses can not be serviced with enclosed or screened loading docks, loading should take place during low periods for pedestrian activity - for example, during weekday mornings for restaurant or retail developments.

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

**Parking Structures (19)**

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

Vehicular access to parking structures should be located from alleys whenever available and possible (20). When garages feed onto streets, vehicular entrances and exits should be located so as to minimize turning movement conflicts as vehicles enter and exit the structure, and not impede the free flow of traffic. Garage entrances should not be located directly opposite low-density residential uses.

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

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

**Exterior Lighting (16)**

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

**Walls and Fencing**

Walls and fencing serve a major design function in commercial and mixed use projects. The use of walls and fencing is appropriate to screen automobile parking, loading and storage areas, utility structures or buffer residential land uses. However, utilize walls and fencing only when specific screening or security purposes are required (17). Keep fencing and walls as low as possible while performing their screening and security functions. The maximum height of fencing or walls is 6 feet unless approved otherwise by the Department of Economic and Community Development.

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

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

**Screening Walls (17)**

Screening walls or “screenwalls” shall be used to shelter mechanical equipment, lighting, storage areas, utility structures or buffer residential land uses. However, utilize walls and fencing only when specific screening or security purposes are required (17). Keep fencing and walls as low as possible while performing their screening and security functions. The maximum height of fencing or walls is 6 feet unless approved otherwise by the Department of Economic and Community Development.

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

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

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

Private Signage
Private signage is regulated by the Sign Regulations in the Inglewood Municipal Code, Chapter 12, Article 23. The sign regulations for new zones shall apply to the existing sign regulations, except where modified in this Plan, in the following manner:
• AC: C-2 & C-3 zones (Sec. 12-77.4)
• MU-A: M-1 & M-2 zones (Sec. 12-77.7)
• MU-C: C-1, CC & R-M zones (Sec. 12-77.3)
• MU-1 Overlay: C-1, CC & R-M zones (Sec. 12-77.3)
• MU-2: M-1 & M-2 zones (Sec. 12-77.7)
• MU-2A: M-1 & M-2 zones (Sec. 12-77.7)

Appropriate types of private signage in the area include:
• Grand Projecting Signs (1) may be used on occasion in the MU-1 and MU-C zones
• Projecting Signs (2) are encouraged along sidewalks and mid-block pass-throughs in the MU-1 Overlay and MU-C zones
• Wall Signs (3)
• Under Awning Signs (4)
• Awning Valance Signs (5) are the only appropriate awning signage in the planning area
• Rooftop Signs (6) are appropriate in the M-1 and AC zones only, and are subject to design review
• Historic Signs (7) should be preserved
• Permanent Window Signs (8) are regulated in the Inglewood Municipal Code.
• Mural Wall Signs (9) are encouraged in the MU-A zone and may be appropriate in other zones. However, design review approval is required.

The following types of signage may not be appropriate:
• Pole Signs are prohibited in all zones
• Monument Signs are discouraged in the MU-A, MU-1 and MU-C zones

Gateway Signs (A)
Banners (B)
Transportation Information Sign (C)
Grand Projecting Sign (1)
Projecting Sign (2)
Awning Valance Sign (5)
Rooftop Sign (6)
Historic Sign (7)
Permanent Window Sign (8)
Mural Wall Sign (9)

Pedestrian-oriented only
Letters should be no taller than eight inches
No projecting structures
Subject to design review approval
5.15 Low-Density Residential Edge Conditions

This section provides development standard modifications and design guidelines for areas in which taller or denser development directly faces single-family residential uses. Figure 5.12 shows the specific area in which these standards apply, and Figure 5.13 shows the height limits, setbacks, vehicular access locations and other standards.