DESIGN AND DEVELOPMENT STANDARDS
AND
GUIDELINES

City of Inglewood
Community Development and Housing Department
Adopted January 30, 1979
Ordinance No. 2328

CONTENTS

INTRODUCTION

PURPOSE OF BOOK

The purpose of this document is to present design standards and guidelines for the improvement or development of property in the City of Inglewood. It is intended that these guidelines will assist the property owner and the developer by providing a consistent and understandable point of reference. That point of reference for the developer is in the form of guidelines with which the developer can work and standards to which the developer must adhere. These guidelines will serve as the basis from which development proposals will be evaluated by city staff and the Planning Commission. With these guidelines and standards as a basis, the property owner or developer will be aware from the predesign stage of what the opportunities and constraints are for their particular project.

Guidelines included in this document are not intended to inhibit innovative design solutions or unique alternatives. Flexibility for economic and aesthetic choice has been incorporated whenever possible. The standards are intended to be somewhat flexible in the recognition that, in some instances, certain basic principles may not be workable for an individual project.

Although this document includes many standards and requirements, it does not replace or supercede the Inglewood Zoning Ordinance. For specific regulations the developer must still refer to the zoning ordinance.

ORGANIZATION OF BOOK

The Guidelines and Standards are organized to provide a complete packet of design information related to site development. The table of contents provides an overview of the standards for design situations that are presented in the booklet. The illustriations, charts and diagrams suggest acceptable techniques to resolve design situations and are not intended to dictate the only solutions that may be acceptable to the City.

COMMUNITY AND SITE DESIGN IN INGLEWOOD

The purpose of promoting and requiring good design in Inglewood is to safeguard and improve environmental quality as the city changes. Establishment of a design review process and design standards will contribute to assuring that proposals for change are sensitive to the existing amenities and resources of the city.

In consideration of this broad goal; design standards and guidelines as established in this book have several objectives:

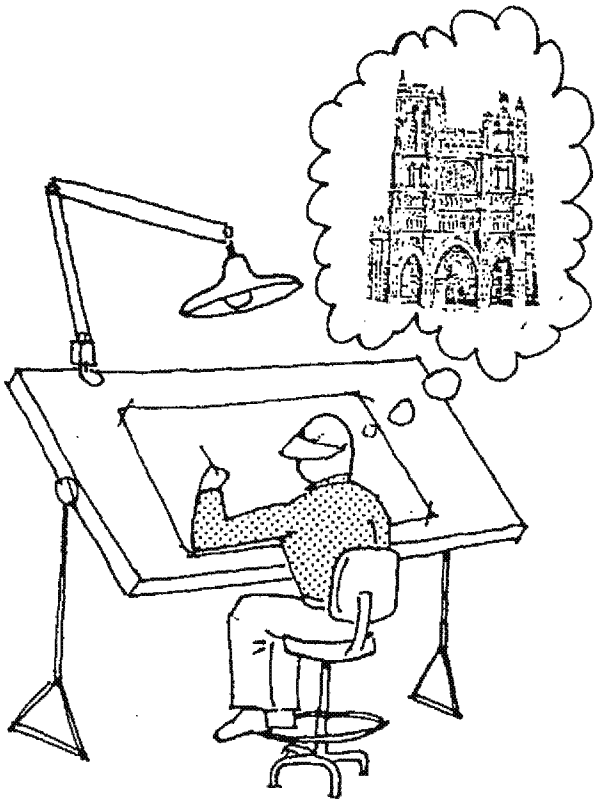
- To maximize freedom, creativity and innovation in the architecture, landscape design and graphics of each individual project within the framework of constraints imposed by the community's need to control development for the health, safety and general welfare of its citizens.

- To promote a visually attractive, safe and well planned community through the use of sound design techniques.

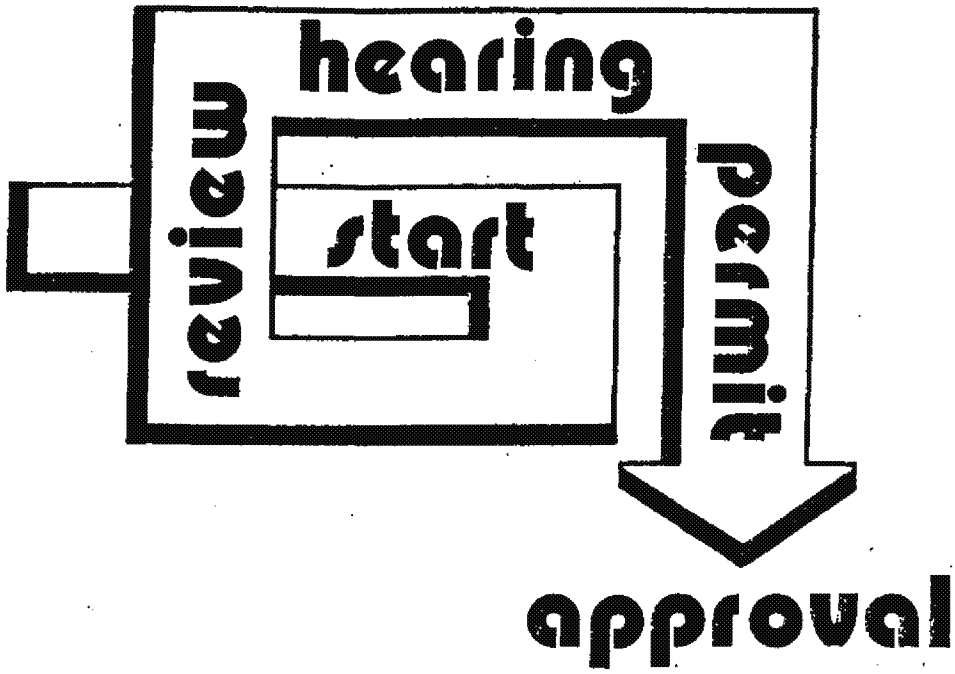
- To protect citizens from unsafe or unsightly conditions.

- To minimize potential nuisances to the uses surrounding the new development.

- To preserve and maximize the image, character and visual quality which is making Inglewood an attractive place to live and work.



SPECIAL ZONING PROCEDURES



In addition to the standards included in this document the property owner or developer should be aware of the requirements that are adopted as part of the Inglewood Municipal Code. The most significant codes to refer to are the Building Code, which provides minimum standards for safe building construction, and the Zoning Code, which is more directly related to the standards covered in this document.

The Zoning Code provides a framework within which the multiple and often conflicting land use needs of the citizens can be addressed. These needs include residential, commercial, and industrial development as well as the requirement to protect our environment and the social fabric of the community. Zoning is essentially a means of insuring that the land uses of a community are properly situated in relation to one another. It is not intended to limit development but to realistically define and direct development. Elements included in the zoning code are density controls, setbacks, parking requirements, uses permitted, and sign restrictions.

Zoning Code standards are specifically defined and sometimes situations arise which are not applicable to these standards. For this reason procedures have been established to deal with these unique cases which will be discussed below.

Regardless of the situation, the first step for the developer or property owner should be to contact the Planning and Development Department. In almost every case, it would be helpful at this time for the person to have a drawing of the lot and what the person proposes to do. The Planning and Development Department can review such factors as legal use of the property and assuring that any new development meets all applicable codes. Discussing these matters with the City at an early stage can help avoid personal commitments that are not feasible under city codes and also avoid time and money expended on plans that can not meet city code requirements. Don't forget that any new development is subject to the requirements of the Building and Fire Codes as well as the Zoning code.

If strict adherence to the Zoning Code will present a unique hardship to the property owner, there are several avenues of recourse that permit some flexibility in enforcement of the Zoning Code. These alternatives are listed as follows:

SPECIAL USE PERMIT:
A Special Use permit is required for certain activities and uses which are not permitted or prohibited outright by the zoning code. These situations are considered individually by the Planning Commission on a case-by-case basis.

ZONE CHANGE:
A Zone Change officially alters the zone designation of a particular piece of property. This new zone designation also changes the uses permitted and the standards for development. All zone changes to be legal, must be compatible with the City's adopted "General Plan". Zone changes do not normally occur on single piece of property but are usually for larger areas to better define land usage in a neighborhood or along a commercial district.

ZONE VARIANCE:
A Zone Variance permits specific activities or land uses in a particular zone where they are normally prohibited. A zone variance is allowed only when extraordinary or exceptional circumstances are applicable to the property involved.

ZONE EXCEPTION:
A Zone Exception permits additional uses on property when they are compatible with the neighborhood without the need to rezone the property. This process is appropriate when rezoning would permit further additional uses which are undesirable and/or incompatible.

ZONE ADJUSTMENT:
A Zone Adjustment permits minor modifications to zoning requirements, including building-setbacks and parking-space locations when they are appropriately justified.

Each of these zoning procedures has different review requirements. The process is described more fully below.

SPECIAL USE PERMIT PROCEDURE:

1. For a Special Use Permit, confer with the Planning Division regarding needs, considerations, and possible problems which determine the appropriateness of the request.

2. Fill out the application forms and pay a ~~$150 fee~~; provide the necessary site plans and pertinent information; submit information for an environmental assessment and pay a $100 fee; ~~and furnish a list of all property owners within 300 feet of the site. (The City will compile this list for $75.00)~~

3. Approximately 4 to 8 weeks later this request is presented to the Planning Commission at a public hearing. The applicant and neighboring property-owners may speak at this hearing. The planning staff presents their evaluative report and the Planning Commission passes a resolution either approving or denying the Special Use Permit.

4. In the case of a denial, the applicant may make an appeal to the City Council within 20 days. A new public hearing is then scheduled.

ZONE CHANGE PROCEDURE:

1. In order to determine the appropriateness of the Zone Change request, confer with the Planning Division regarding the General Plan designation, abutting zoning, proposed land uses, etc.

2. Fill out application forms and pay a $175 fee; furnish information for an environmental assessment and pay a $100 fee; and provide a list of all property owners within 300 feet of the site. (The City will compile this list for $75.00).

3. Approximately 4 to 8 weeks later, this request is presented to the Planning Commission at a public hearing. The applicant and neighboring property-owners may speak at this hearing. The planning staff presents their evaluative report and the Planning Commission passes a resolution either approving or denying the Zone Change.

4. In the event of an adverse decision by the Planning Commission, an appeal may be made to the City Council within 20 days.

5. A favorable recommendation by the Planning Commission is forwarded to the City Council to be scheduled for another public hearing (about 2-6 weeks later). The City Council makes the final decision to approve or deny the zone change request.

ZONE VARIANCE & ZONE EXCEPTION PROCEDURE:

1. In order to determine the appropriateness and possible magnitude of a zone variance or zone exception request, confer with the Planning Division regarding zoning requirements, proposed zoning variations, and other considerations.

2. Fill out application forms and pay a $150 fee; provide information for an environmental assessment and pay a $100 fee; and furnish a list of all property-owners within 300 feet of the site. (The City will compile this list for $75.00)

3. Within approximately 2-5 weeks a public hearing will be scheduled before the Planning Director. The applicant and neighboring property owners may speak at this hearing. Within 15 days after the hearing, the Planning Director shall grant or deny the request.

4. In the event of an adverse decision, an appeal may be filed with the Planning Commission within seven days. Another public hearing will be scheduled before the Planning Commission. For a Variance the decision of the Planning Commission is final. For an Exception the decision of the Planning Commission may be appealed to the City Council.

ZONE ADJUSTMENT PROCEDURE:

1. Fill out application forms, pay a $50 fee, and submit a plot plan to the Planning Division.

2. A hearing before the Planning Director is scheduled if neighbors protest the Adjustment or if there is a possibility of denial of the request.

3. The decision of the Planning Director may be appealed to the Planning Commission. A hearing is held and their decision is final.

SITE PLAN REVIEW:

In addition to the procedures just discussed the City of Inglewood has a requirement for Site Plan Review. All new construction, additions, or alterations that exceed $5,000 in valuation must submit plans for Site Plan Review. This procedure is basically a review of the proposed plans by various City departments to assure quality development that will benefit both the developer and the Community. Certain residential zones (R-1, R1-1/2, and R-2) are exempt from this procedure.

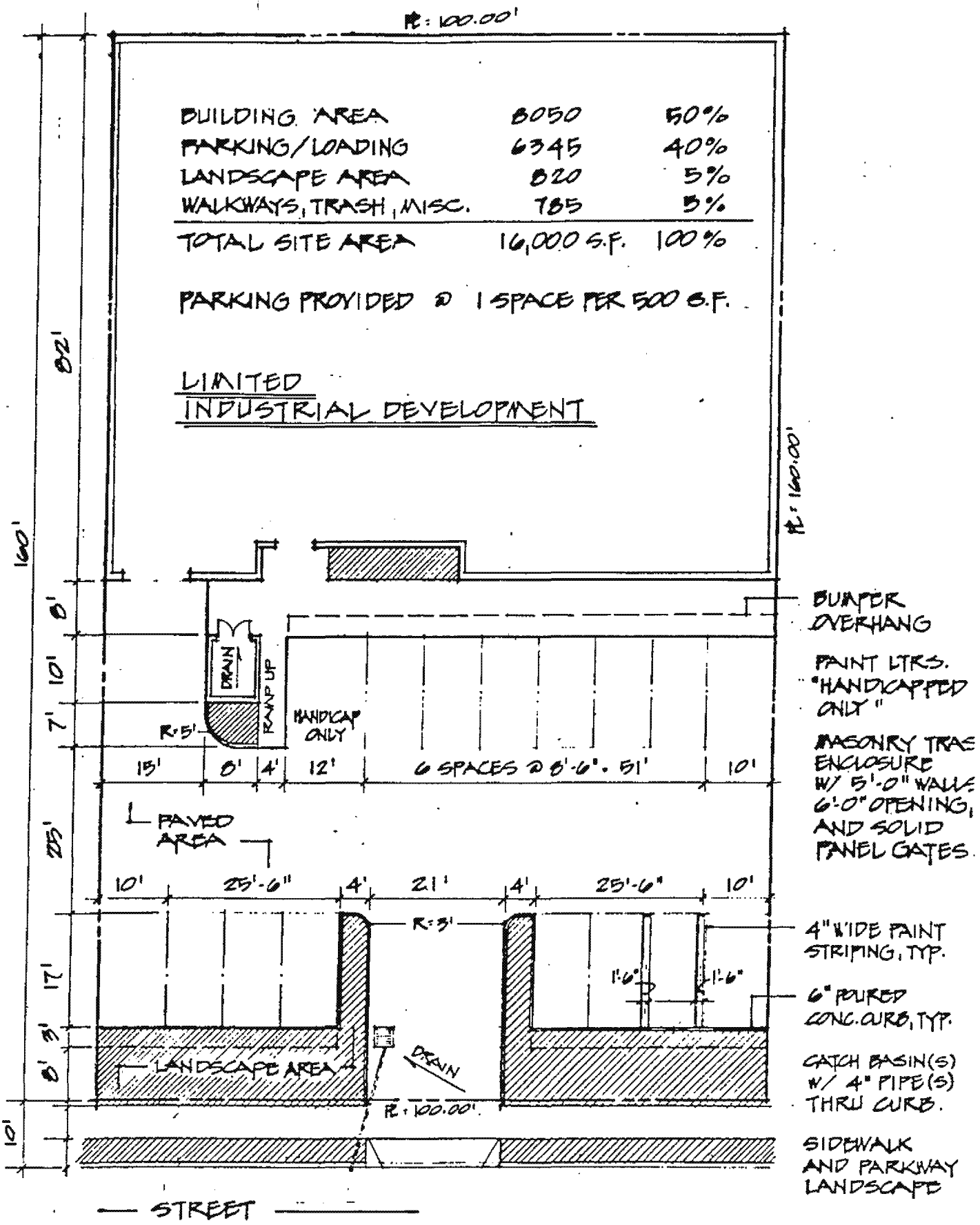
1. Contact the Planning Division regarding zoning requirements, and submit the initial design proposal. (Building elevations and a plot plan which shows the building site, setbacks, parking spaces, landscaping, etc. are desirable).

2. Make the formal submittal. This should include the following:

   (a) two complete sets of working drawings, plus an additional set of plot, parking, landscaping, elevations, and roof plans;
   (b) a filing fee of $35; and
   (c) an additional fee equal to one tenth percent of the evaluation of the development paid along with the building permit fee.

3. A period of from one to three weeks is required for the various City departments to review these plans. (This time variation is controlled by the completeness of the submittal, the complexity of the development, and the number of prior Site Plan Reviews being processed). The applicant is invited to meet with the Planning Division to discuss any modification and/or corrections required by the City.

4. Furnish three complete sets of corrected working-drawings including landscaping plans required for the issuance of necessary building permits.



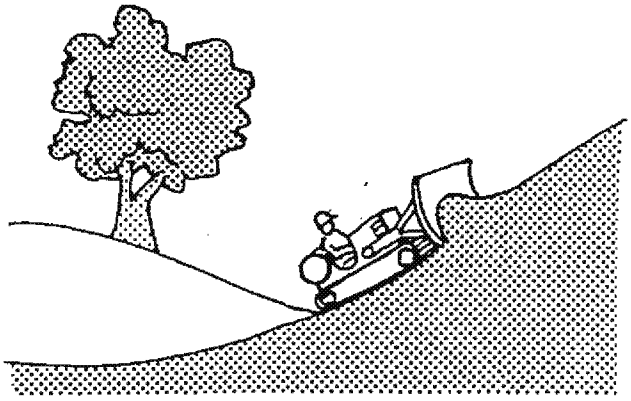
EXAMPLE OF PLOT PLAN SUBMITTED FOR LIMITED INDUSTRIAL DEVELOPMENT

DESIGN STANDARDS AND GUIDELINES

DRAINAGE AND GRADING

The shape and topography of a site are critical to how it may be used. Ground slope, grading, and drainage are important design considerations since flooding, ponding and erosion can cause severe maintenance problems and limit the uses of the site. Additionally, grade and slope can affect the aesthetic appearance of a particular development.

It should be noted that a grading permit may be required in addition to any building permit for any earth moving or excavation work to be done. Please refer to Standard 5 below.



GUIDELINES

1. The visual result should be pleasing; indeed the purpose may be purely aesthetic, to screen views or create new land form. Building up earth forms may create interest and variation on level sites.

2. General considerations for slopes include the following:

   a. Slopes under 1% (rising one foot in 100 feet of horizontal distance) do not drain well unless they are paved and carefully finished.

   b. Slopes under 4% seem flat and are usable for all kinds of intense activity.

   c. Slopes between 4 and 10% appear as easy grades and are suitable for practically any use. However, slopes over 8% are not suitable for handicapped access (see Chapter on Pedestrian Access).

   d. Slopes over 10% seem steep and require noticeable effort to climb or to descend and are a desirable maximum for service driveways and parking areas.

   e. Slopes over 25% are too steep for lawns and power mowing.

   f. Slopes over 50% can not be protected from erosion from heavy rains except by terracing or cribbing (reinforcement by embedded wooden or concrete beams).

STANDARDS

1. The resulting ground surface after grading must have positive drainage throughout without any isolated depressions.

2. All property should be graded to prevent surface water from draining onto neighboring properties.

3. Paved areas shall not drain across public sidewalks. Plans for paved areas shall show direction of surface flow to catch basins.

4. No driveway shall have a grade greater than 30%, and any portion having a grade greater than 20% must have a length greater than 25 feet. Any grade change in a driveway in excess of 15% shall have a minimum 10 feet transition section which divides the grade change into equal parts. (See Parking Lot Standards).

5. Building foundation grading or excavation is generally included with the building permit. Otherwise, grading permits are required for the following:

   a. Excavation not for a building foundation in excess of 2 feet in depth.

   b. Fill in excess of three feet in depth, not for a building foundation.

   c. Fill in excess of 50 cubic yards.

Please contact the Division of Building and Safety and refer to the Building Code for further details.

BUILDING ORIENTATION

It is important to the total environment of the City that new developments are designed to complement existing conditions on the site and on the neighboring properties. The orientation of the buildings and the positioning on the site of such elements as entrances, parking lots, and driveways must be seriously considered and planned to assure both a viable and attractive site design.

Often the location of structures and other facilities are controlled by zoning regulations. The City zoning requirements should always be consulted as the first step of any site design. This is especially true for residential developments. Many other controlling factors, such as screening and landscaping, are described in these standards.

This section deals with the actual location and orientation of the structures on the site.

GUIDELINES

1. Public entrances and primary elevations should be oriented toward public streets or toward the most dominant street.

2. Building and parking lot locations should complement the topography, shape of the lot, and the abutting land uses whenever possible.

3. Buildings should be set back from public streets a distance adequate to provide landscaping. The depth and variation of this landscaped space will be dependent upon the site location, development use, and building design.

4. Consideration should be given to the scale and bulk of a building in its relationship to the scale of the street and neighboring properties.

5. Loading areas, storage areas, and mechanical equipment should not be readily visible from public streets or any neighboring residential property. (see also Walls and Landscaping)

BUILDING DESIGN AND MATERIALS

One of the most important aspects of any urban development is the design and architecture of the buildings. The City of Inglewood is an established community that has developed in a variety of architectural styles and building types. Since the City has no predominant design theme as may be found in some other communities, these guidelines are not intended to specify or control any particular architectural style. Instead, the guidelines are presented to encourage a quality and completeness of design that will contribute to the improvement of the community's built environment.

GUIDELINES

1. Elevations/Detailing

   a. All building elevations shall be considered in the evaluation of any new construction, additions or alterations. The importance of the side and rear views of a building should not be minimized because of their impact on adjoining properties.

   b. The same or compatible design features should be continued or repeated upon the various elevations of a building.

   c. Doors, windows, or other openings should be uniform in design and located to present a symmetrical appearance to the elevation except where any variations are an integral and necessary part of the exterior design.

   d. In buildings intended for retail sales or comparable uses, lack of or unusual design of, doors, windows and display areas is generally undesirable. The developer must demonstrate that such a treatment will not be detrimental to the future viability of the building for retail use.

2. Roofs/Roof Lines

   a. Roofs should be given design consideration and treatment equal to that of the rest of the building exteriors. Roofs and roof lines should be continuous in design except where there is a major change in an element on a building elevation. Such elements include wing walls, fin walls, and interior building corners. An exterior building corner is not such an element.

   b. Roof line elements including parapet walls should be developed along all elevations, regardless of orientation away from street or towards a neighboring structure.

3. Materials/Colors

a. All exterior materials, textures and colors shall be appropriate for any architectural style or theme of the building and should contribute towards the quality of the streetscape.

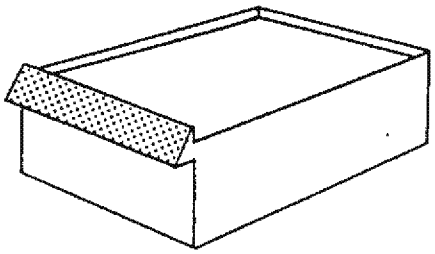
b. All colors and materials shall be durable and shall not readily deteriorate with exposure to the elements.

c. Colors and materials, excepting glass, utilized for paving and exterior building surfaces should be subdued or flat-toned so as not to produce excessive reflected glare from the sun.

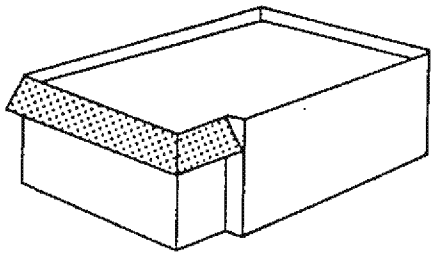
4. Equipment/Screening

a. No mechanical equipment, ducting, meters or other appurtenances should be left exposed at the ground level or on roofs.

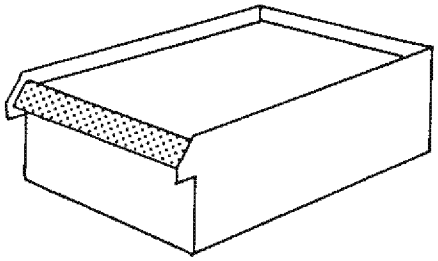
b. Screening or higher parapet walls may be used to integrate such installations with the total development.



POORLY DESIGNED TERMINATION OF CANOPY ROOF AT EXTERIOR BUILDING CORNERS. NOTE THE AWKWARD CHANGE IN ROOFLINE.



PREFERABLE TERMINATION OF ROOF AT AN INTERIOR BUILDING CORNER. NOTE THE CONSISTENT ROOFLINE.



PREFERABLE TERMINATION OF ROOF AT FIN WALLS.

PARKING

Parking on public streets creates congestion which leads to unsafe conditions for both vehicles and pedestrians. To alleviate these conditions, off-street parking facilities are required by code. Parking facilities must be carefully designed to conserve valuable land and also to make sure that these facilities function well.

Each use, building or structure which is established, erected, enlarged or structurally altered is required to meet the parking standards. This section offers information and guidance to developers and owners who are involved with providing off-street parking facilities.

GUIDELINES

1. Outdoor parking lots may be a cheaper method of providing required parking spaces; however, they consume valuable site area and they must be landscaped to be visually attractive. Parking structures may be a greater initial expense but generally provide a more efficient use of the land.

2. Generally, the most economical parking patterns are achieved with spaces located off both sides of each aisle and with the spaces aligned at 90 degrees. Deviation from the 90 degree parking angle may add to the ease of entering and backing out of parking spaces, but the additional area required for the same number of parking spaces may restrict the use of parking patterns that are less than 90 degrees.

3. Entrances and exits to parking facilities should be limited in number and should be designed and located to minimize any interference with the flow of street traffic.

4. To reduce intrusion into residential neighborhoods, parking lots should take access from other than residential streets except when a lot is serving a residential use.

5. Barren parking lots are considered to be unsightly and distracting. Parking areas should be located and designed to minimize direct exposure to public view. These areas should be buffered with landscaping to reduce the visual impact and may be located at the rear of buildings, or by taking advantage of natural topography or planned grading, created in areas which are above or below adjacent street and property grades.

RESIDENTIAL STANDARDS

1. Parking spaces shall be located on the same lot as the use and be within 200 feet of the entrance to the residence. They shall not be located in the required side yards and shall be farther than 40 feet from the front lot line except for two spaces which are permitted within 40 feet of the front lot line.

2. A minimum of two enclosed parking spaces shall be provided for each residential unit. The spaces required for one or two unit developments shall be fully enclosed and include garage doors. Carports do not satisfy the requirements for residential parking spaces.

3. All parking spaces located within a building shall have the following minimum inside dimensions.

Each space adjacent to another with no intervening obstructions	8'-0" wide x 19'-0" long
Any single space separated by walls or other obstructions	9'-6" wide x 19'-0" long

4. Garage door clearances shall be a minimum of 8 feet wide per space and 6 feet 8 inches high.

5. Garage entrances facing the front street shall be 22 feet or more from the front lot line.

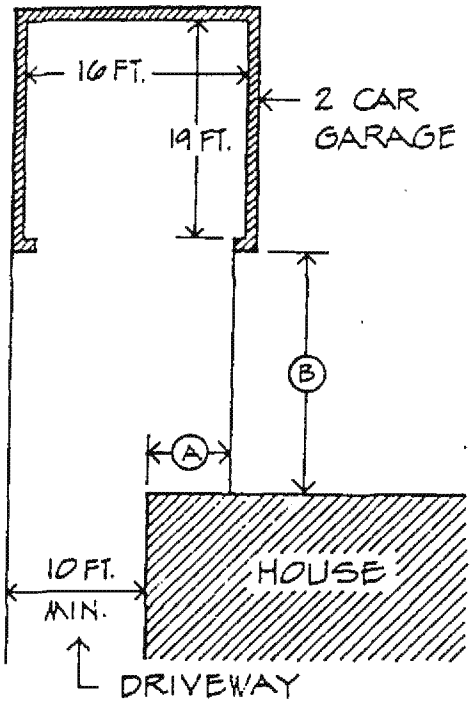
6. Garage entrances facing the side street of a corner lot shall not be located within the strip which is defined by drawing lines 10 feet and 22 feet from the exterior side lot line and parallel to it.

7. Required driveways for residential developments shall provide the unobstructed minimum widths of 10 feet for one to 9 living units, and 16 feet for 10 to 20 living units. Refer to the Municipal Code when residential driveways serve more than 20 living units. No driveway shall exceed 28 feet in width at the front or exterior side lot line.

8. Residential driveways shall be paved with not less than 3 1/2 inches of Portland cement concrete.

9. When access to any parking space requires a 90 degree or right angle turn, an unobstructed area with a depth of 25 feet shall be provided for maneuvering into the space.

10. When access to any parking space involves a reverse turn or "S" turn, an unobstructed area shall be provided for maneuvering into the space. The required minimum depth of unobstructed area is dependent upon the encroachment into the line of direct access to the parking space, and is shown in the following diagram and table.



The garage dimensions are the minimum required for inside clearance. A wider garage is recommended when the site can accommodate it.

(A) Encroachment into line of direct access	(B) Depth of unobstructed approach
1 ft.	10 ft.
2 ft.	18 ft.
3 ft.	20 ft.
4 ft.	22 ft.
5 ft.	24 ft.
6 ft.	26 ft.
7 ft.	28 ft.
8 ft. or more	30 ft.

11. Residential parking facilities, including the driveway, for 3 or more living units shall be separated from any abutting residential property by a masonry wall not less than 5 feet high. All portions of this required wall which are adjacent to the required front yard of the residential property shall be 3 feet 6 inches high. (see Walls and Fences).

12. All required parking spaces shall be maintained for parking purposes only.

COMMERCIAL AND INDUSTRIAL STANDARDS

1. Parking facilities shall be located within 300 feet of the use for which they are provided.

2. Every development shall provide the minimum number of standard size off-street parking spaces as specified by the Inglewood Municipal Code. The following table is provided only to indicate that the required number of spaces varies with the use and gross floor area.

Theaters and recreational uses	1 space per 35 sq. ft.
Restaurants and grocery stores	1 space per 150 sq. ft.
Offices and general commercial	1 space per 300 sq. ft.
Manufacturing & general industrial	1 space per 500 sq. ft.
Warehouse	1 space per 1500 sq. ft.

3. All parking spaces located outside of a building shall have the following minimum dimensions.

Spaces not alongside a wall or obstruction	8'-6" wide x 20'-0" long
Spaces alongside a wall or obstruction	9'-6" wide x 20'-0" long

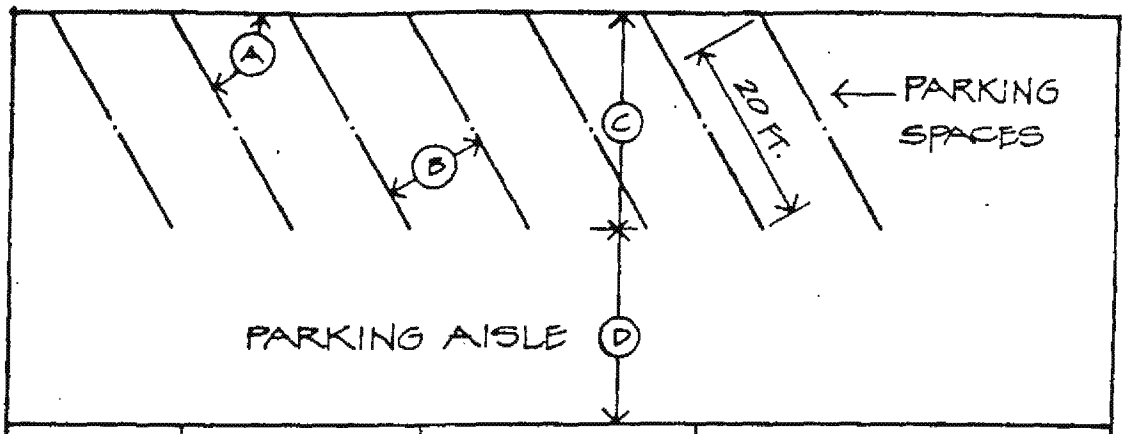
4. All parking spaces located within a building shall have the following minimum inside dimensions.

Each space adjacent to another with no intervening obstructions	8'-0" wide x 19'-0" long
Any single space separated by walls or other obstructions	9'-6" wide x 19'-0" long

5. Each parking lot shall provide a minimum of one parking space, 12 feet wide, specifically for the use of the handicapped. This space shall be in close proximity to the main entrance of the building and shall be clearly designated, "RESERVED FOR THE HANDICAPPED".

6. Parking lots shall be designed to provide ~~complete on-site~~ vehicle circulation. Lots shall be designed to assure that vehicles need not back out of the lot onto the street.

7. The minimum width of aisles required for access to parking spaces varies with the parking angle and the width of space. The following diagram and table provide the required clearances.



(A) PARKING ANGLE	(B) MINIMUM WIDTH OF SPACE	(C) PERPENDICULAR LENGTH OF SPACE	(D) MINIMUM WIDTH OF AISLE	
			ONE WAY	TWO WAY
90°	8'-6" 9'-0"	20'-0" 20'-0"		25'-0" 25'-0"
60°	8'-6" 9'-0"	21'-8" 21'-8"	18'-6" 18'-0"	20'-0" 20'-0"
45°	8'-6" 9'-0"	20'-2" 20'-2"	13'-6" 13'-0"	20'-0" 20'-0"
30°	8'-6" 9'-0"	17'-5" 17'-5"	11'-0" 11'-0"	20'-0" 20'-0"
Parallel	8'-6"	20'-0"	11'-0"	20'-0"

Parallel spaces shall have not less than 3 feet of additional maneuver area at one end of each space.

8. Driveways for access to parking facilities shall provide the unobstructed widths, as they are indicated in the following table.

	Minimum	Recommended	Maximum
One-way	10 feet	12 feet	14 feet
Two-way	20 feet	22-25 feet	35 feet

OUTDOOR PARKING DEVELOPMENT STANDARDS

1. All lots shall be graded so that surface water will drain to an alley, street or public storm drain and will be conducted under any intervening public sidewalk by a drain approved by the Public Works Department.

2. The entire surface devoted to vehicular traffic shall be paved with not less than two inches of asphaltic concrete upon four inches of crushed rock base or with three and one-half inches of Portland cement concrete, unless soil conditions necessitate greater requirements as determined by the Division of Building and Safety.

3. Parking spaces shall be double paint-striped to define the central 7 feet of width, except that parallel spaces shall be paint-striped to define the width of each space and the maneuver area.

4. Each parking space for the use of the handicapped shall be clearly designated, "RESERVED FOR THE HANDICAPPED".

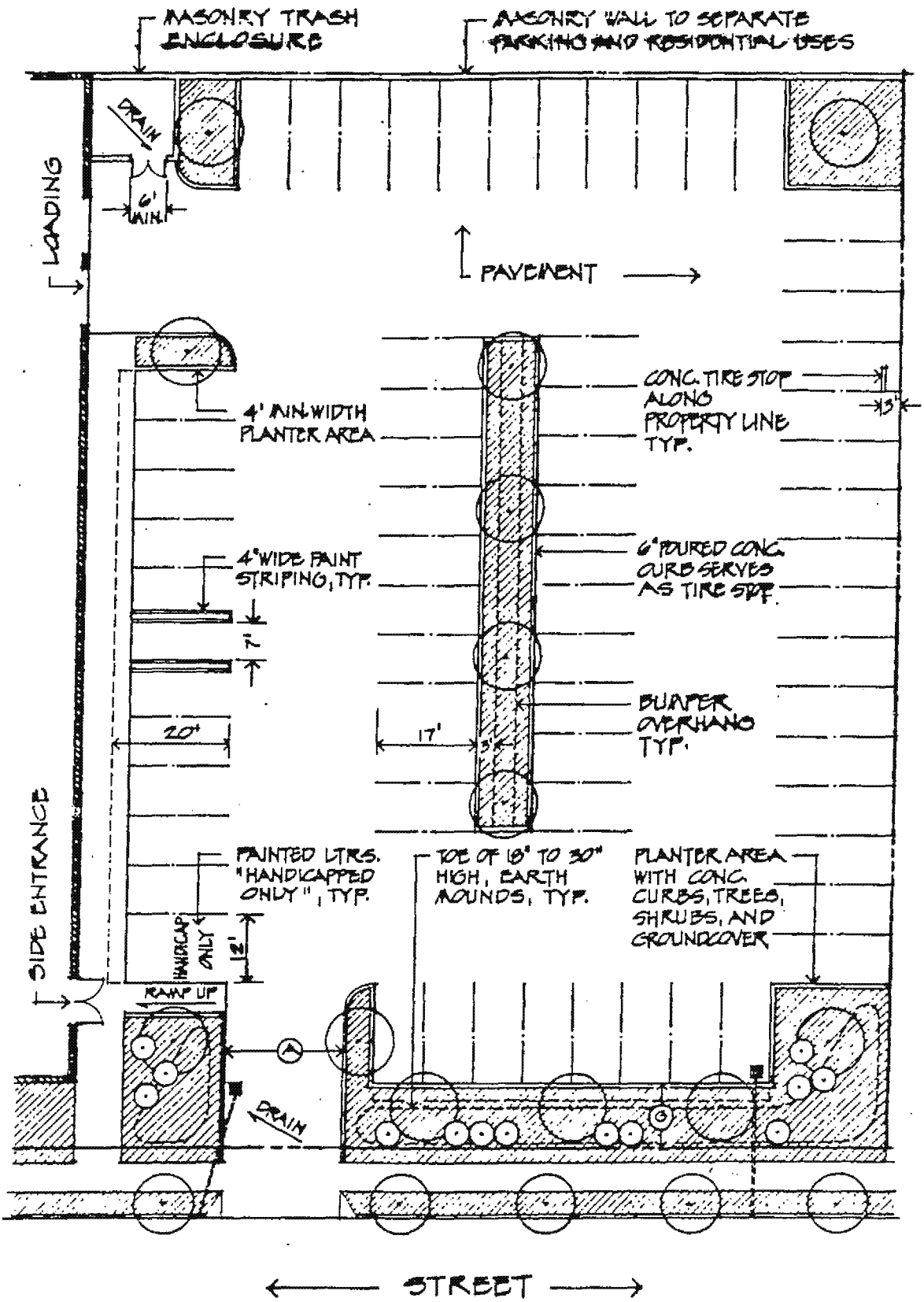
5. Parking lots shall be designed to provide concrete curbs or other elements to protect structures and planter areas and to prevent parked cars from projecting beyond perimeter property lines.

6. Poured concrete curbs shall be provided at the perimeter of planter areas that abut paved vehicle areas. Planter areas that abut the forward end of a parking space shall be enlarged by three feet and the raised curb shall be used as the wheel stop.

7. A landscape planter strip shall be provided along all street frontages of parking lots. The minimum depth of the planter shall determine whether or not a wall is also required;

   a. When the landscape planter is greater than 8 feet in depth, no wall is required. If the planter area abuts the forward end of a parking space the planter shall be enlarged by 3 feet and the raised concrete curb along the planter edge shall be used as the wheel stop. (see Landscaping)

   b. A landscape planter between 3 feet and 8 feet in depth is permitted when a 3 feet to 3 feet 6 inches high masonry wall is constructed along the parking lot side of the planter. (see Landscaping)



PARKING LOT DEVELOPMENT

8. Landscape planter areas sufficient to plant trees equal in number to one for every 10 parking spaces shall be provided within all parking facilities. Tree planted areas within parking lots shall have no dimension less than 4 feet including the thickness of raised curbing. (see landscaping)

9. With the exception of those provided for one and two family residential properties, all parking facilities including driveways shall be separated from any abutting residential property by a masonry wall not less than 5 feet high. All portions of this required wall which are adjacent to the required front yard of the residential property shall be 3 feet 6 inches high. (see walls and fences)

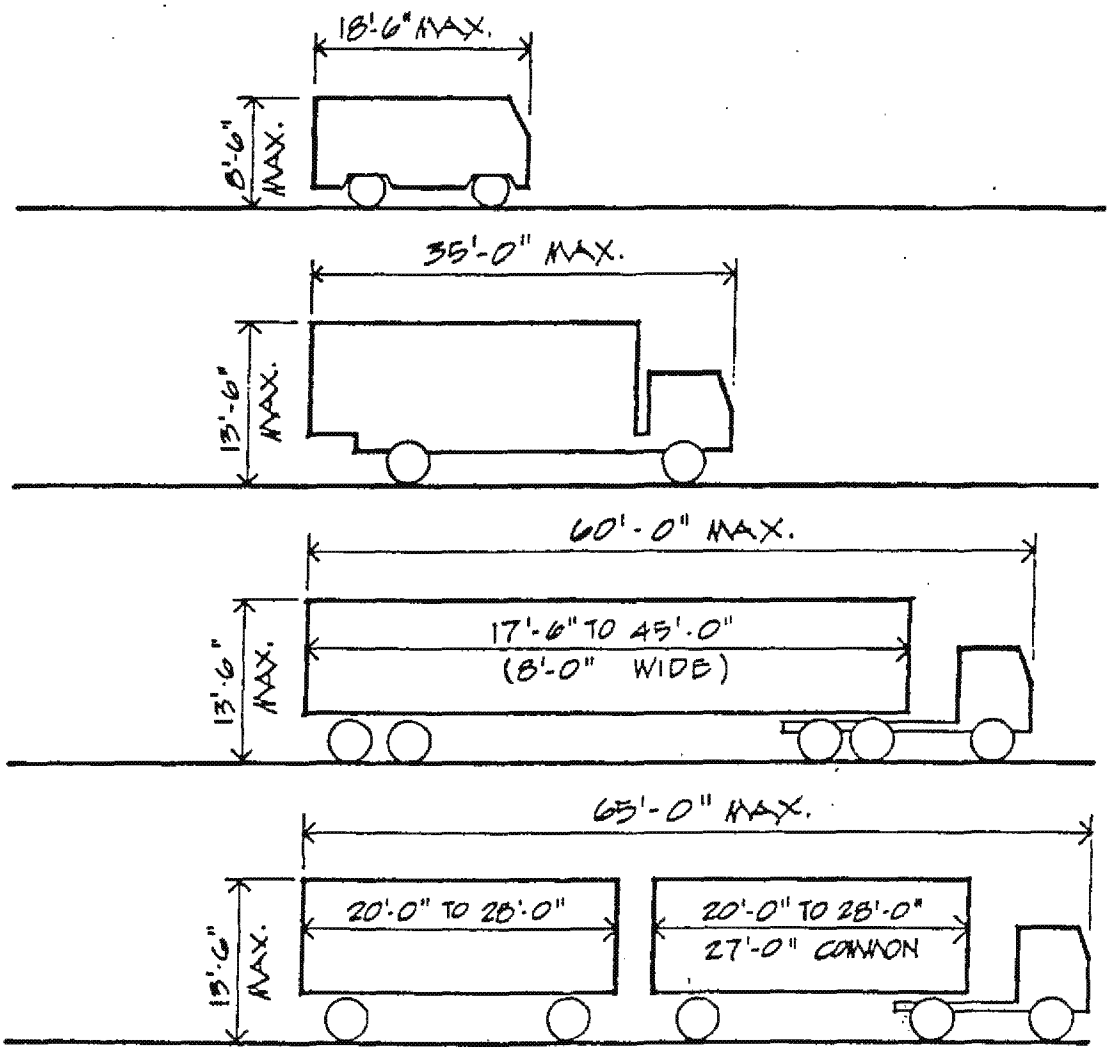
10. All artificial illumination shall be installed, directed, and shielded to confine all direct rays within the parking facility.

11. All parking lot improvements, including the pavement, striping, curbs, and landscaping shall be continuously maintained, which includes repairs, repainting, replacement and regular cleaning. The designated parking spaces shall be maintained for parking purposes only.

LOADING

Most activities within the urban environment, other than purely residential, require loading and unloading facilities. The primary consideration in planning loading and unloading facilities for motor transport equipment may be to provide adequate space for maneuvering into and out of loading position. For safety, efficiency, and appearance, these areas must be well designed and integrated with the total development.

This section offers information and guidance to developers and owners who are involved in the design and construction of loading facilities.



GUIDELINES

1. Entrances and exits to loading facilities should be limited in number and should be designed and located to minimize any interference with the flow of traffic along the street.

2. To reduce the intrusion into residential neighborhoods, loading areas should have access from other than residential streets.

3. Loading areas are considered to be unsightly and should be located and designed to minimize direct exposure to public view. These areas should be buffered with landscaping to reduce the visual impact.

4. The design of loading facilities must take into consideration the specific dimensions required for maneuvering the combinations of trucks and tractor-trailers into and out of loading position at docks or in stalls and driveways. The maneuvering space required is largely dependent on three factors: (1) overall length of the tractor-trailer unit; (2) the width of the space in which the vehicle must be placed; and (3) the turning radius of the tractor-truck which pulls the unit. Inasmuch as the tractor-trailer uses slightly more space to pull out than to back in, all reference to maneuvering space is based on the requirements for pulling out.

STANDARDS

1. Every commercial development shall provide a loading stall for service vehicles. Industrial developments shall be designed to provide loading stalls in accordance with the expected use of the property.

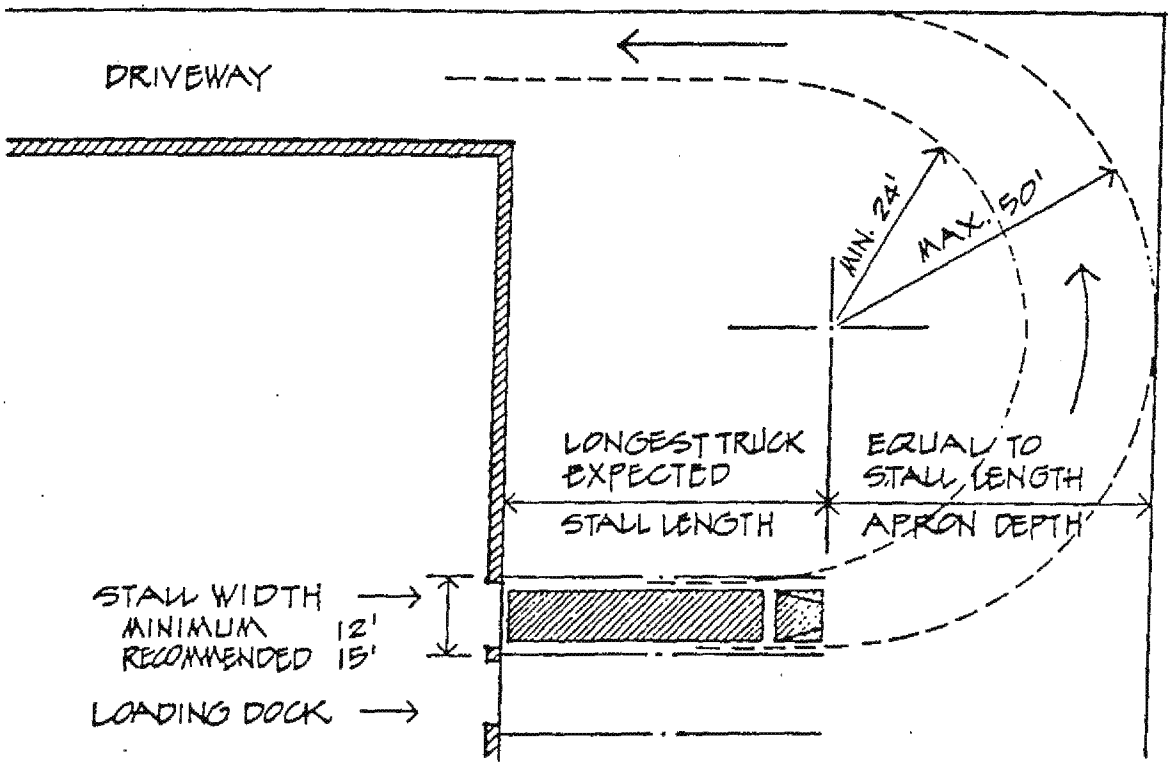
2. Loading areas shall be visibly separated from public entrances and parking areas.

3. Loading stalls shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street.

4. The minimum loading stall width shall be 12 feet. The recommended width of 15 feet is required for loading stalls alongside a wall or other obstruction.

5. For general commercial developments the minimum loading stall length shall be 20 feet. For other developments in which trucking is an activity the minimum stall length shall be 30 feet or equal to the length of the longest trucks and tractor-trailers expected at the facility, whichever is greater.

6. The depth of the loading apron shall be sufficient to permit trucks to maneuver into and out of the loading stalls. The minimum loading apron depth shall be 25 feet or equal to the length of the loading stall, whichever is greater.



7. Loading areas shall be graded to drain surface water to an alley, street or public storm drain. Surface water shall be conducted under any intervening public sidewalk by a drain approved by the Public Works Department.

8. The surface area used for any loading activity shall be paved with not less than 2 inches of asphaltic concrete on 4 inches of crushed rock base, or with 3-1/2 inches of Portland cement concrete. Soil conditions or the nature of the trucking activity may necessitate greater requirements as determined by the Division of Building and Safety.

9. Each loading space aligned with and directly adjacent to a parking space shall be clearly designated, "LOADING ONLY".

10. Poured concrete curbs shall be provided at the perimeter of planter areas that abut paved vehicle areas.

11. A combination of masonry walls and landscaping shall be provided to buffer or screen loading areas from direct public view and from abutting residential properties. (see Landscaping)

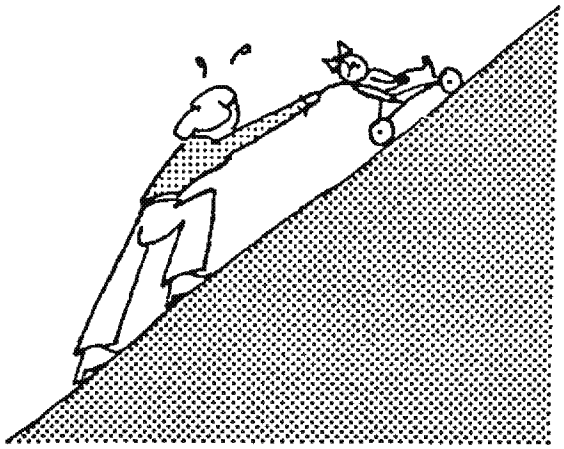
12. All artificial illumination shall be installed, directed, and shielded to confine all direct rays within the property.

13. All loading facility improvements, including the pavement, striping, curbs, and landscaping shall be continuously maintained, which includes repairs, repainting, replacement and regular cleaning.

PEDESTRIAN CIRCULATION

The pedestrian circulation system forms an important linkage in relating activities on a site and, when done efficiently and attractively, adds to the positive impression of a development. Significant factors to consider in providing functional and desirable pedestrian circulation are alignment of walks, the visual approach to a building and the spatial sequence along the walk. Fitting walks to topography and using natural size features to best advantage will make for aesthetically pleasing pedestrian circulation.

This section defines the standards for the development of the pedestrian circulation system.



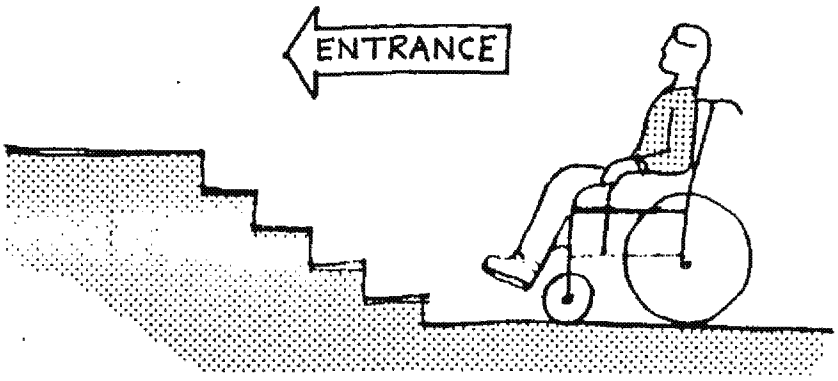
GUIDELINES

1. Where grades become excessive, ramps or stairs must be used. It is best to have a set of stairs no higher than eye level so that a pedestrian may judge the distance to the top of the landing safely.

2. The width of walks or plazas in a pedestrian circulation system depends on capacity requirements, scale, and their relation to other elements.

3. A clearly defined and delineated access from the public sidewalk to the primary building entrance should be provided.

4. Special attention should be given to the provision of convenient access to the pedestrian circulation system for handicapped persons. This will require extra consideration in designing the placement of building entrances in relation to parking lots and/or public sidewalks.



STANDARDS

1. Width

Minimum acceptable sidewalk width is four (4) feet without obstructions. In appropriate locations, methods other than paved walkways may be utilized to delineate pedestrian ways.

2. Ramps

Grades in excess of 6.67% (1 vertical to 15 horizontal) shall be considered a ramp and shall meet building code requirements for ramps. The maximum acceptable ramp grade is 12.5% (1 vertical to 8 horizontal)

3. Handrails

Any ramp or set of steps shall be provided with handrails for pedestrian safety.

4. Handicapped Access

All new construction is required to have an entrance accessible to handicapped persons. To qualify as a handicapped entrance there must be access from a parking lot with designated handicapped spaces or access from a public sidewalk that meets the following:

a. no steps or curbs.

b. no sidewalk grade greater than 5%.

c. no ramp grade greater than 8.33%. (1 vertical to 12 horizontal)

d. adequate platform space at the building entrance to provide for a wheelchair while opening the door (see Building Code).

5. Handicapped Access - Public Right-of-Way

If a curb or sidewalk is reconstructed within a pedestrian crosswalk area, or is located before a site that is being developed, the developer shall construct a sidewalk access ramp (wheelchair ramp) for the handicapped as part of the improvements required by the Department of Public Works, unless directed otherwise by the Engineer.

LANDSCAPING

Landscape generally refers to the planted areas both on the property and in the public parkway and includes trees, shrubs, hedges, groundcover, lawn, decorative stones, berms, walls, fences, water, sculpture, decorative lighting, and street furniture. Whenever possible, existing mature landscaping should be retained and incorporated into the landscape plan.

The purpose of these guidelines and standards is to give the prospective developer latitude when designing the required landscape plan. Landscaping should help complete the design of the site, and not be added as an afterthrought.

The City of Inglewood recognizes that by providing trees and landscaping the appearance, livability, and commercial attractiveness of the community will be greatly enhanced. The City further recognizes the psychological and ecological benefits provided by well planned landscaping, including control of soil conditions and reduction of temperature levels. Therefore, the following guidelines and standards for landscaping shall pertain to all improvement or development of properties.

GUIDELINES

1. Landscaped areas should be planned and designed as an integral part of the project. The type, quantity and placement of plant material should be selected for its structure, texture, color and compatibility with the building design and materials.

2. Exterior lighting, signs, walls and walkways should also be incorporated as an integral part of the landscape design.

3. Soil, water, sun conditions and other factors should be considered in the choice of specific plant materials.

STANDARDS

1. Plant Material

   a. Minimum size street trees shall be 24-inch box. With the exception of specimens, minimum size trees for parking lot and site landscaping shall be 15 gallon. All newly planted trees shall be supported with stakes or guy wires.

   b. Shrubs shall be minimum 5 gallon size. When planted to serve as a hedge or screen, shrubs shall be planted with 2 to 4 feet spacing, depending on the plant species.

   c. Depending on the plant material, groundcover shall be generally spaced at a maximum of 6 to 8 inches on-center. When used as groundcover, minimum one gallon size shrubs may be planted at 18 to 24 inches on-center.

   d. All plant material shall be installed in a healthy, vigorous condition typical to the species.

2. Site Landscaping

   a. All areas not covered by buildings or structures, enclosed for storage or used for paved walks, driveways or parking shall be landscaped. Trees (exclusive of street trees) should be planted at a quantity approximate to one tree for each 200 square feet of landscaped area when the site can accommodate such. Trees may be planted in groupings.

   b. Landscaping, including trees, shall be provided adjacent to structures and along interior property lines when the site can accommodate such; trees may be planted in groupings.

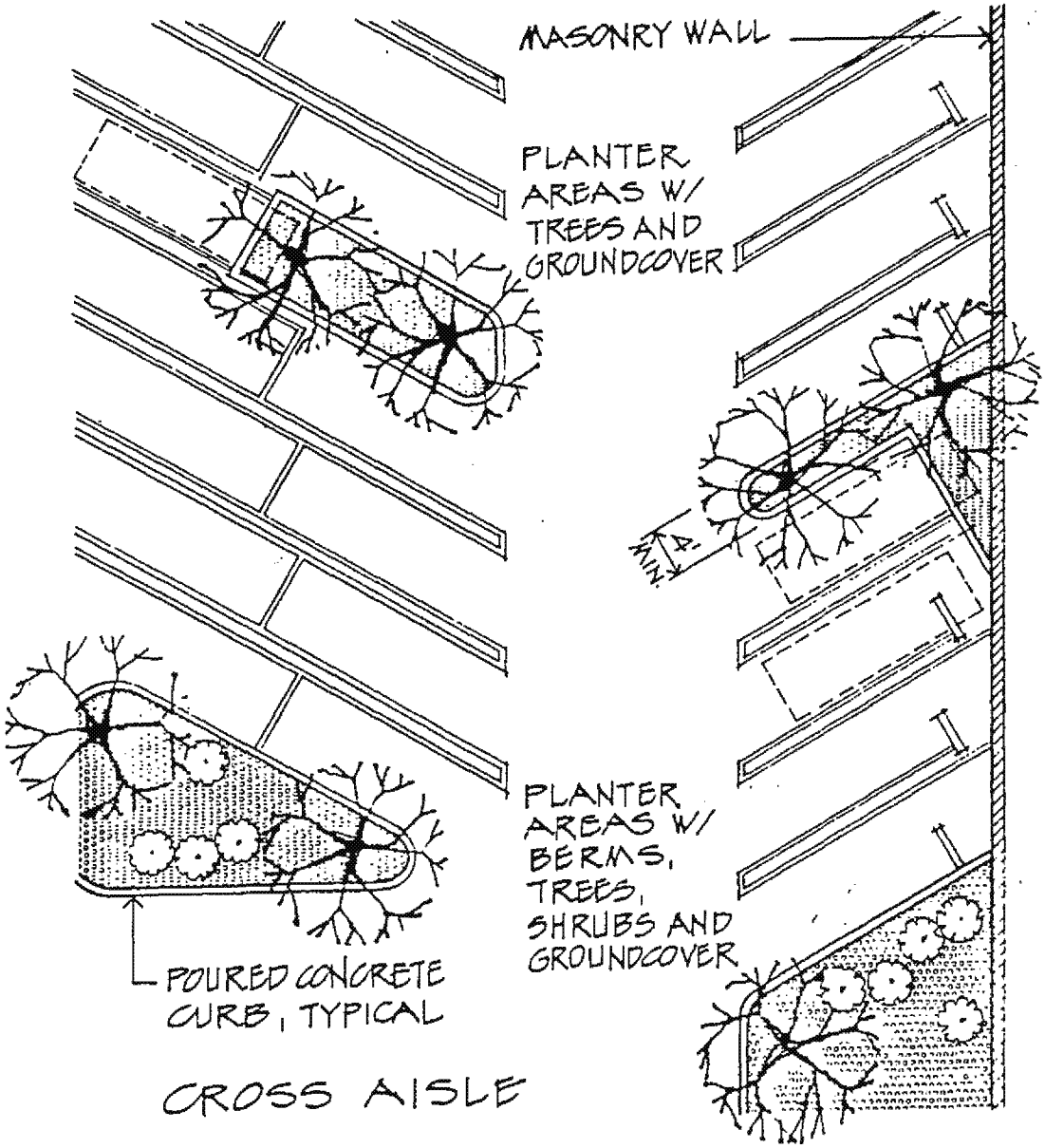
   c. Along fences or walls that are visible from the street, a combination of trees, hedges, shrubs, and vines, shall be planted on the street-facing side.

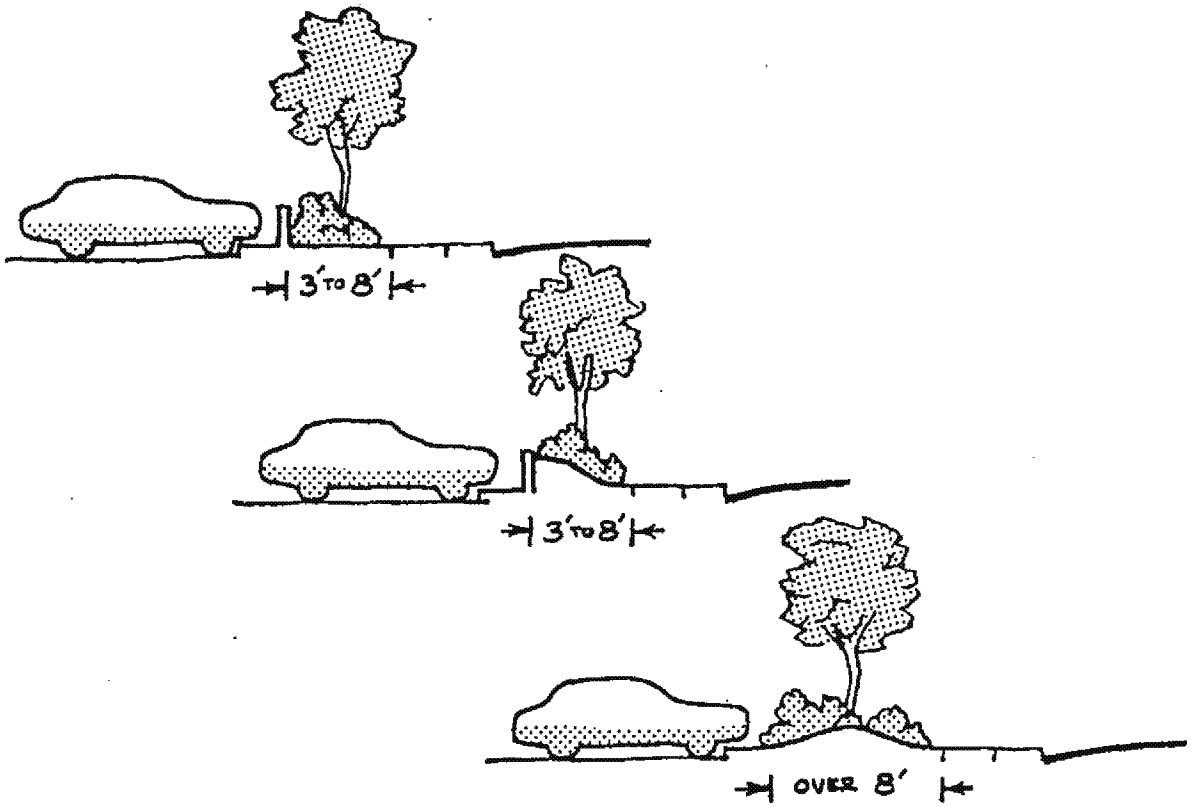
   d. Areas used for loading, refuse, storage and equipment shall be screened with a combination of walls and landscaping.

3. Parking Areas

a. In addition to trees around the perimeter of the parking area, trees equal in number to one for each 10 parking spaces shall be provided within all parking areas.

b. Tree-planted areas within the parking lot shall have no dimension less than four feet including the thickness of raised curbing and shall be supplemented with suitable shrubs or groundcover.





c. A buffer strip in front of parking areas shall be developed in one of two manners along all street frontages. Such buffer strips shall be planted with trees at a quantity equivalent to one for each 30 lineal feet and with suitable shrubs, groundcovers and berms.

(1) A landscaped planter area of greater than 8 feet in depth may be provided, and if the planter area abuts the forward end of a parking space, the planter area shall be enlarged by 3 feet so that the raised concrete curb along the planter edge shall be used as the wheel stop; or

(2) A landscaped planter area between 3 feet and 8 feet in depth is permitted with a 3 feet to 3 feet 6 inches high masonry wall along the parking lot side of the planter area. (see walls and fences)

d. Parking areas located within or abutting residential areas must additionally be developed with walls along property lines (see walls and fences)

4. Parkways

a. Street trees shall be planted along all street frontages lacking such trees. Minimum size shall be 24-inch box and the specific variety and spacing for a given location shall be determined by the City.

b. Tree wells should be 4 feet by 4 feet unless parkway conditions require alternative dimensions.

c. Parkways in residential areas shall be planted with lawn or groundcover in addition to street trees.

d. Parkways in non-residential areas shall be landscaped with lawn or groundcover and/or ornamental paving in addition to street trees.

5. Irrigation

A permanent sprinkler irrigation system sufficient to cover all planted areas including parkways shall be provided and shall be specified on all submitted plans. Automatic controls are required on all irrigation systems except on single family residential developments.

6. Maintenance

Landscaping shall be maintained in a neat and healthy condition. This shall include proper trimming, mowing of lawns, weeding, removal of litter, fertilizing, regular watering and replacement of diseased or dead plants.

TREE LIST

The trees listed below and on the next pages are acceptable selections for Inglewood. However, this list is limited and there exist many other excellent tree species that may be considered. It is suggested that local nurserymen and landscape architects be consulted in the selection of trees and shrubs.

Most of the listed trees are evergreen which provide year around greenery. The deciduous trees listed below grow rapidly, offer shade and provide change-of-season leaf color. Many of the trees are flowering ornamentals that will offer additional color to the landscape.

EVERGREEN TREES

Broad, Wide Spreading -- 8'-15' Plant Space -- or Open Lawn
*12' minimum

Botanical Name	Common Name	Height	Remarks
Agonis flexuosa	Willow Myrtle (Peppermint Tree)	25'	Long, slender leaves on weeping branches. Similar t Calif. Pepper but smaller. White flowers. Any soil.
Cinnamomum Camphora	Camphor Tree	50'-60'	Provides dense shade. Slow grower. Clean.
Ficus nitida	Indian Laurel Fig	40'-50'	Rich, green, pointed leaves. A round headed tree when full grown.
*Ficus retusa	Glossy Leaf Fig	40'	Dense shade, Pendulous branches. Glossy, leathery leaves. Figs. Mod. growth.
*Fraxinus uhdei	Evergreen Shamel Ash	40'	Dark green, glossy leaves. Shade.
Harpephyllum caffrum	Kaffir Plum	35'	Fast growing. Black-green foliage. Keep to lawn. Fruit drop.
Pinus halepensis	Aleppo Pine	30'-60'	Fast growing. Open habit. Eventually a round, open mass high above ground. Grey-green needles.
*Podocarpus gracilior		to 60'	Dense. Rich green, leathery needle-like leaves.
Quercus suber	Cork Oak	70'	True cork bark. Little care. Requires drainage.
Quercus Virginiana	Louisiana Live Oak	to 60'	Dark green, glossy foliage. Thrives if deep watered.

Round Top (and Spherical) -- 5'-8' Plant Space -- or Open Lawn
*3' minimum

Botanical Name	Common Name	Height	Remarks
*Callistemon lancealatus	Lemon Bottlebrush	20'	Red flowers. Drought tolerant. Deep rooted if deep watered.
Ceratonia siliqua	Carob Tree	30'	Deep green. Dense shade. 8' minimum plant space.
Cupania anacardiodes	Carrotwood	40'	Dark green, leathery leaves. Shade. Deep water. Keep to lawn (drops pods).
Eucalyptus ficifolia	Red Flowering Gum	30'	August blooming.
Eucalyptus lehmanni	Lehmann Eucalyptus		Picturesque. Multiple trunk. Light green leaves and flowers.
Geijera parviflora	Australian Willow	30'	Weeping. Deep roots. Resembl small willow.
Ilex altaclarensis 'Wilsoni'	Wilson's Holly	15'	Any soil. Red berries
*Melaleuca Linariifolia	Flax Leaf Paper Bark	20'	Lacy foliage. White flowers.
Photinia arbutifolia Macrocarpa	Catalina Holly Toyon	to 20'	Highly ornamental. Deep green leaves. Red berries.
Podocarpus elongata	Fern Pine	30'-40'	Slow grower. Blue-green willow-like leaves.
Quercus ilex	Holly Oak	30'-40'	Quick growing. Shiny, holly-like leaves. Dense. Takes severe pruning.

Pyramidal, Erect — 5'-8' Plant Space -- or Open Lawn
*3' minimum

Botanical Name	Common Name	Height	Remarks
Magnolia grandiflora 'Majestic Beauty'	Majestic Beauty Magnolia	30'	Large, deep green, glossy leaves. Cream flowers. Slow grower.
*Melaleuca leucadendron	Cajeput Tree	30'	Spongy, light color bark. White flowers. Deep water.
*Podocarpus Macrophylla	Yew Pine	20'-30'	Rigid, needle-like leaves are light blue.
Tristania conferta	Brisbane Box	20'-40'	Deep blue-green leaves. Any soil. Deep water.
Palms --			
*Cocus plumosa	Queen Palm	30'-40'	High crown or arching, glossy green, elongated fronds. Needs watering.
*Erythea edulis	Guadalupe Fan Palm	15'-30'	Slow growing. Huge, bright green fans. Self shedding to leave clean trunk.
*Seafurthia elegans	King Palm	20'-40'	Slender, feathery green fronds. Self shedding.

EVERGREEN TREES (Continued)

Pyramidal Erect -- 8'-15' Plant Space -- or Open Lawn

Botantical Name	Common Name	Height	Remarks
All of preceding plus			
Calocedrus desurens	Calif. Incense Cedar	60'	Slow growing when young. 2' per year later. Fragrant aroma.
Eucalyptus polyanthemos	Silver Dollar Eucalyptus	20'-40'	Fast drower. Must have good drainage.
Eucalyptus sideroxylan Rosea	Red Iron Bark Eucalyptus	30'-40'	Clean. Dark, blue-green leaves. Red flowers in spring-summer.
Ficus Microphylla	Little Leaf Fig	50'-60'	Fast drowing. Glossy foliage. Stately. Plant in large open area.
Pinus canariensis	Canary Island Pine	to 60'	Long needles. Open habit.
Pinus radiata	Monterey Pine	to 60'	Dense. Deep green. Eventual irregular form.
Sequoia sempervirens	Coast Redwood	to 90'	Fast growing native. Dark green needle-like leaves. Rough red bark.
Stenocarpus sinatus	Firewheel Tree	to 30'	Slow growing. Red pin-wheel flowers in winter. Rich green, oak-like leaves. Needs deep watering.

DECIDOUS TREES

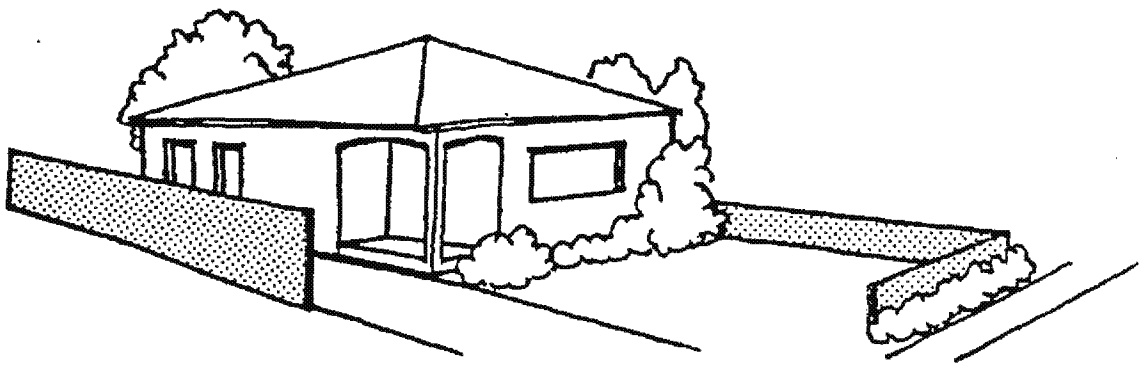
Shade, flowers and leaf color

Acer rubrum	Red Maple	40'-70'	Bright green leaves turn bright orange in fall.
Albizzia julibrizzin	Silk Tree	30'	Long, feathery leaves. Tropical appearance. Red flowers in summer.
Bauhinia purpurea	Orchid Tree	20'-30'	Spectacular orchid-like flowers in fall. Semi-evergreen.
Cercidiphyllum japanicum	Katsura Tree	30'	Heart shaped, rich green leaves have rust, pink edges.
Ginkgo biloba (Autumn Gold)	Ginkgo	40'	Symmetrical fan shaped leaves turn gold in fall.
Jacaranda Acutifolia*	Jacaranda	to 50'	Large, fern-like green leaves. Semi-evergreen. Lavender-blue flowers in spring.
Koelreuteria paniculata	Golden Rain Tree	40'	Yellow flowers. Fruit in Summer.
Liquidamber orientalis	Oriental Sweet Gum	40'	Bright green, maple-like leaves turn red in fall.
Liquidamber styraciflua*	American Sweet Gum	to 60'	Starry leaves turn crimson orange, yellow.

WALLS AND FENCES

Walls and fences provide security and privacy in addition to screening such unsightly uses as storage yards, parking lots and industrial facilities. Walls and fences can be utilized with landscaping to buffer and enhance the appearance of a development.

This section regulates the design and construction of walls and fences.



GUIDELINES

1. All peripheral screening in commercial, industrial and multi-family residential development should be constructed of decorative masonry block or similar opaque material. The use of materials such as chain link fencing should be avoided.

2. Fencing in commercial, industrial and multi-family residential development, where screening is not specifically required, may be of decorative iron or similar material. Chain link fencing should be avoided.

3. The colors, materials, and appearance of walls and fences should complement the architecture of the buildings.

4. Walls located near street corners, should be designed to maintain the visibility down the intersecting street.

STANDARDS

1. With the exception of parking facilities for single family homes and duplexes, all parking facilities including driveways which abut any residential property shall be separated by a solid masonry wall not less than 5 feet high, nor more than 6 feet high, measured on the parking lot side. All portions of this required wall which are adjacent to the required front yard of the residential property shall be 3 feet 6 inches high.

2. All parking facilities which have a landscape buffer less than 8 feet deep along a street frontage or located in any residential or parking zone shall be bounded by a solid masonry wall parallel to the street. This wall shall be not less than 3 feet nor more than 3 1/2 feet high. (see landscaping requirements).

3. Areas used for loading refuse, storage and equipment shall be screened with a combination of walls and landscaping.

4. In all residential developments, no wall or fence shall exceed 6 feet, and no wall or fence located in the front yard or in the required sideyard setback (usually 5 feet) along a side street shall exceed 3 feet 6 inches in height.

5. In any non-residential zone walls and fences shall not exceed 6 feet in height when located within 8 feet of any residentially zoned land or within 8 feet of any public street or sidewalk. (See Parking)

6. The use of barbed wire in any residential development is prohibited. The use of barbed wire in any non-residential zone must be approved by the Planning Director.

REFUSE ENCLOSURES

A refuse enclosure is defined as an area specifically designed and maintained as a place for the temporary storage of refuse, garbage and trash. All buildings or structures hereafter constructed or structurally altered shall provide an adequate refuse enclosure for the temporary storage of trash, garbage, and refuse. The refuse storage area is required of all uses in any zone defined on page 43 under Minimum Storage Areas.

STANDARDS

1. Refuse areas constructed entirely within a building shall meet the minimum requirements contained in Chapter 12 Article 1 of the Inglewood Fire Code.

2. Refuse area constructed in areas zoned for multiple family residences, and commercial or industrial uses shall conform to the following standards:

   a. The enclosure shall be constructed of masonry block or decorative block. Texture and color shall blend with the architecture of the building.

   b. Height of the enclosure shall be sufficient to conceal the contents of the enclosure, including containers, but in no case, less than five feet nor more than six feet.

   c. The gate shall be an opaque panel, the color, type and design of which will blend with the enclosure. A double swing gate with a clear opening of six feet shall be provided for access to the enclosure. The gate height shall be equal to the enclosure height and be equipped with a latch or other device to insure the gate remains closed when not in use.

   d. The refuse enclosure shall be so located on the site as to be readily accessible to the collection vehicle at all times.

   e. The enclosure shall be constructed with a concrete floor sloped to drain and designed so that it can be washed out and kept in a sanitary condition.

MINIMUM REFUSE STORAGE AREAS

All buildings or structures hereafter constructed shall provide adequate refuse storage areas in conformance with the following standards.

1. Residential Use.

   a. For sites having three (3) or less residential units, no enclosure is required.

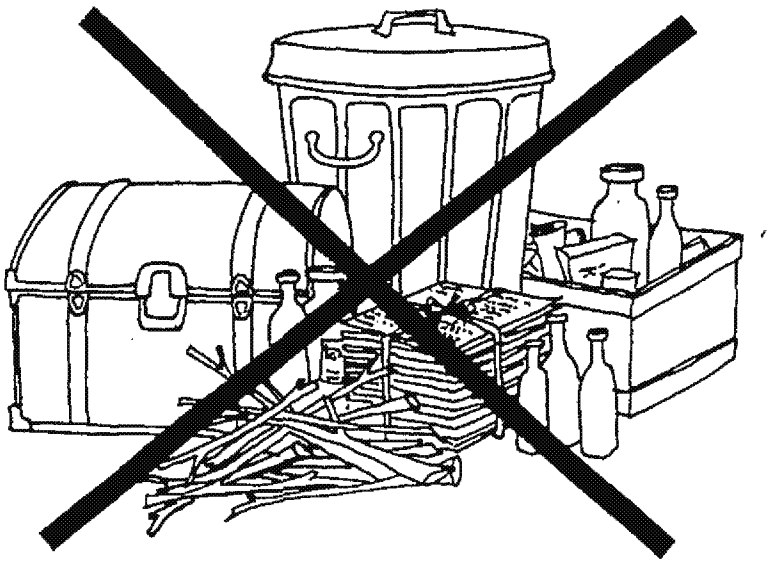
   b. For sites having four (4) to twenty (20) units, an enclosure having at least 64 square feet of area with a minimum dimension of eight (8) feet shall be provided.

   c. For sites having twenty-one (21) to forty (40) units, an enclosure or enclosures having a minimum total area of 96 square feet and having a minimum dimension of eight (8) feet shall be required.

   d. For each additional twenty (20) units, an additional 48 square feet of enclosure area having a minimum dimension of eight (8) feet shall be provided.

2. Commercial and Industrial Use

   There shall be ten (10) square feet of refuse enclosure per 1000 square feet of net floor area of building or structure, except that no enclosure shall have dimensions less than eight (8) feet by eight (8) feet.



LIGHTING

The provision of exterior lighting should be directed at two basic objectives: (1) Provide security and safety for vehicles and pedestrians; and (2) provide a system that helps to integrate design elements of the building and landscaping.

GUIDELINES

1. Luminaires and lighting fixtures should be coordinated on a basis of function and appearance.

2. Energy conservation should be considered in determining a desirable lighting system.

3. Decorative lighting can attract attention to a site and should be treated as a subtle, dignified, and effective method of enhancing a development.

4. Vehicle entrances and driveways, parking and service areas, and pedestrian entrances, walkways, and activity areas should be lighted to provide security and safety.

STANDARDS

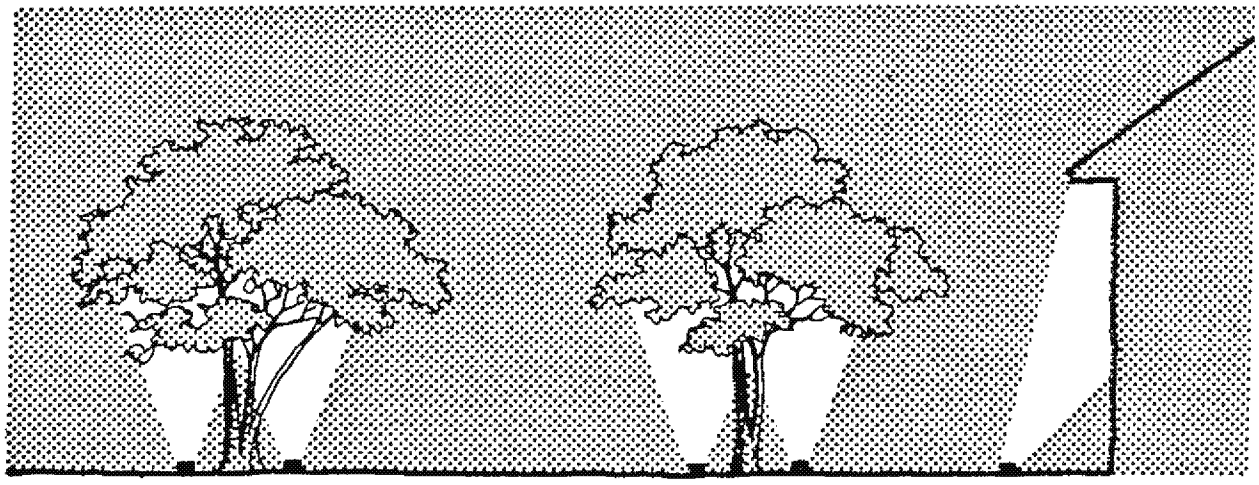
1. Luminaires and lighting fixtures shall be selected on the basis of appropriate appearance and performance.

2. Steps and other potentially hazardous grade breaks along circulation paths shall be lighted for safety.

3. Lighting shall not appear to be animated.

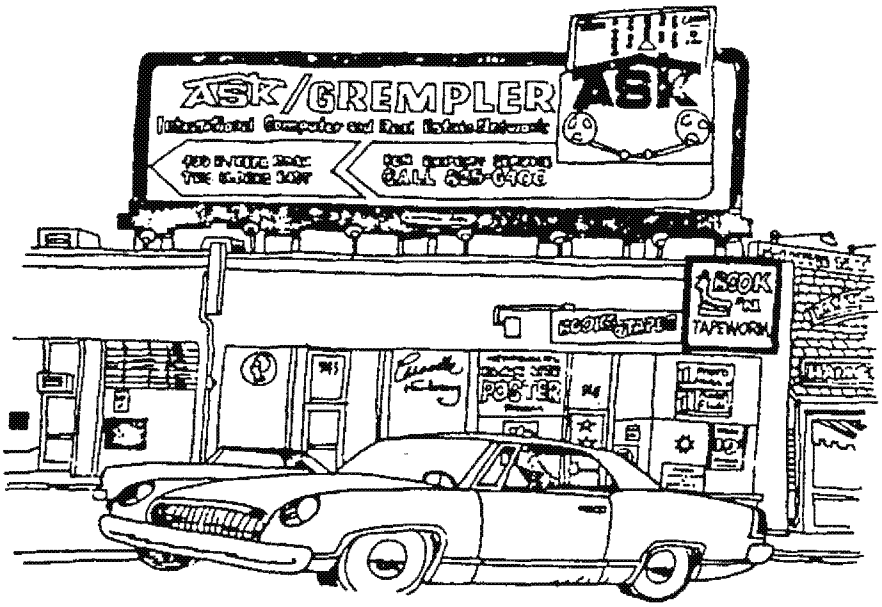
4. Exterior lighting shall be installed, directed and shielded to confine all direct rays of artificial light within the boundaries of the development.

5. Electrical service for lighting shall be placed underground or within buildings unless determined to be physically unfeasible by the Superintendent of Building and Safety.



SIGNS AND STREET GRAPHICS

Signs can become a dominant, choatic, and an ugly part of the landscape.



The design standards and regulations have been developed to assist the designer in his efforts to create signs and street-graphics which convey messages easily and expressively on a priority basis. The function of all street-graphics is communication so suppliers of goods and services and their prospective customers can locate each other and for the purpose of selling.

A limited number of well-designed street-graphics generally provides effective communication. When the environment becomes overloaded with graphic displays, the cumulative effect is negative; the viewer sees less, not more. The objective of these design standards and regulations is to avoid and correct these kinds of ineffective and undesirable street graphics and sings.

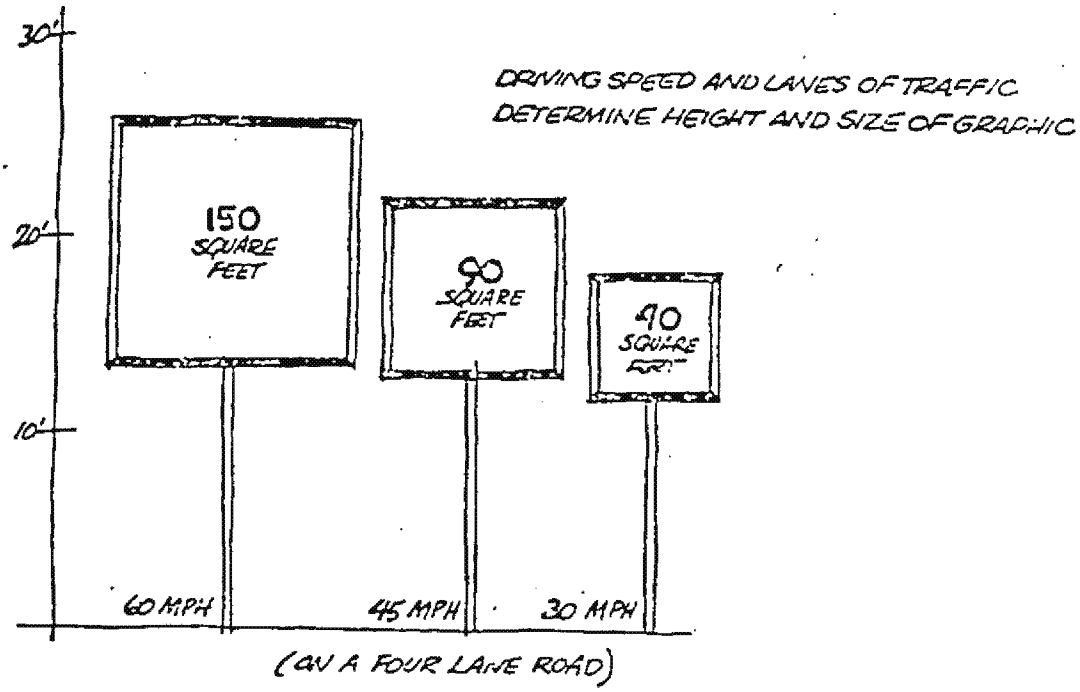
DESIGN GUIDELINES

1. Signs should be designed to identify the use, business, or service. They should not be designed to compete with other signs in the area. Signs that are appropriate for a particular use in a particular location may not be appropriate for a similar use at another location. No sign shall be designed to match an existing nearby sign that is poorly designed or overly large.

2. Signs should be designed so their size and proportions are appropriate to the buildings on and near the site, and to the size and shape of the property.

3. The speed of traffic and the number of lanes on adjacent streets should be considered when designing a street graphic. There are limits to what a person can see and remember as he is driving. These limitations are a function of design, size of letter, and, importantly, the number of "items of information" being communicated to a person as they move down a street or highway. (An "item of information" being defined as a symbol, syllable, odd shape or broken plan). Ten "items of information" are more than adequate to help a driver find what he is looking for. Moreover, ten is the maximum number a driver could usefully and safely absorb from any one street-graphic or typical property. Ten "items of information" can be communicated from a property to an abutting right-of-way by various combinations of wall and ground graphics.

The table below gives the size graphic recommended to permit all ten "items of information" to be put into one ground graphic.



4. Underlying these guidelines and standards is the assumption that street-graphics are a necessity, and that they can be successful both functionally and aesthetically. However, because street-graphics and signs sometimes involve sharply conflicting interests, certain municipal controls are necessary. The following basic rules should help to clarify the philosophy underlying these guidelines and standards.

   (a) Uniform regulations prevent shrill commercial messages from being shouted into residential neighborhoods, and prohibits the confusing clutter of street-graphics that mar the landscape.

   (b) Minority interests must be safeguarded. A business person wants to be noticed; he also wants to be noticed as easily as his competitors. Therefore, the idea of "equal opportunity for all" shall apply to street-graphics.

   (c) Business people want the street-graphics that advertise their goods and services to be distinctly theirs.

5. There are four basic principles underlying all good street graphics. These fundamentals have been used as criteria for the design guidelines and standards.

   (a) Communicating Identity through Street Graphics:

   The street graphic must express the identity of the individual proprietor or the community. The owner/operator must be free to express his personality and clearly identify the nature of the goods or services which he or she is offering. At the same time, street graphics can be controlled so they become the hallmark of the community, giving it a distinctive appearance.

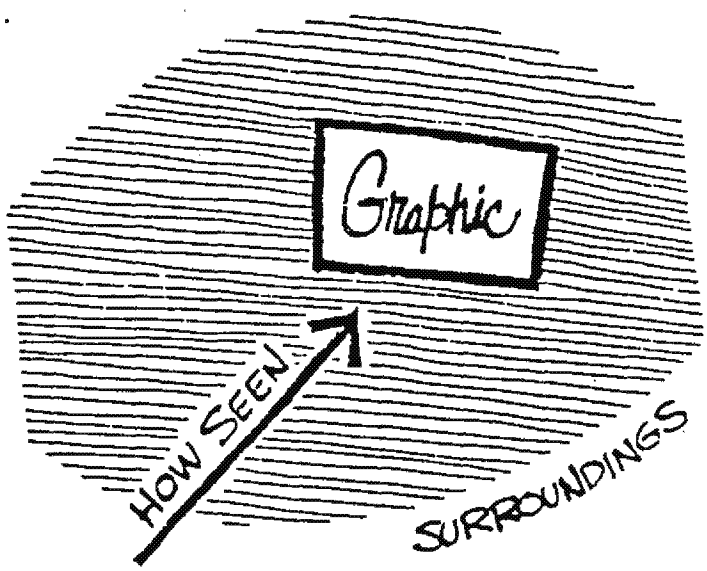
IDENTITY BY DESIGN

   (b) Making Street Graphics Appropriate to their Own Type of Activity:

   Street graphic should be designed to relate to the activity to which they pertain. A restaurant and a shoe store should be easily distinguishable by the character of their signs. Careful use of color, lighting, and materials can contribute to quicker and easier communication of the information provided through letters and symbols.

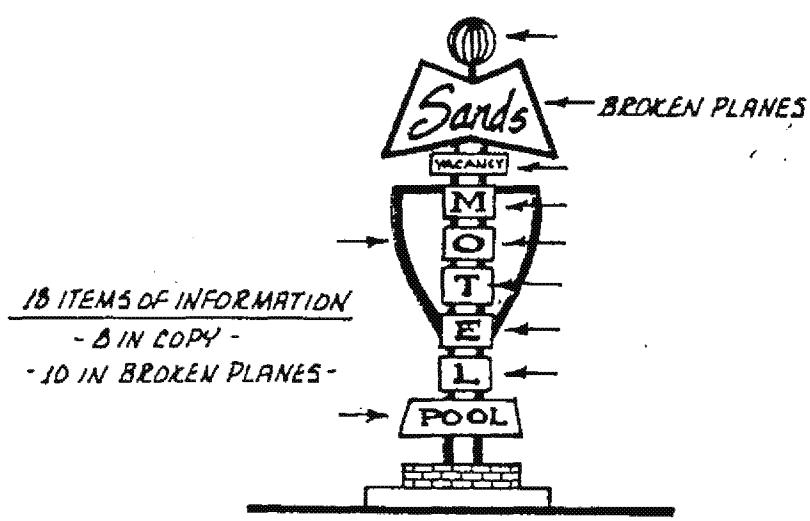
(c) Making Street Graphics Compatible with their Surroundings:

Street graphics must be compatible with the visual character of the surrounding area. Regardless of the personality of the proprietor or the particular activity to which a street graphic pertains, a street graphic should not violate the visual environment in which it is located.



(d) Creating Street Graphics Which are Legible:

Street graphics must be legible in the circumstances in which they are seen. The effectiveness of any street graphic is dependent upon the speed and distance at which it is seen. Also basic to the question of legibility is the information load, or the number of "items of information" displayed, (an item being one syllable, symbol, abbreviation, broken plane, or discontinuous odd shape).



NUMBER OF LANES	SPEED (MPH)	REACTION TIME (SECONDS)	DISTANCE TRAVELED DURING REACTION TIME (FEET)	LETTER HEIGHT (INCHES)	TOTAL AREA OF SIGN (SQUARE FEET)	
					COMMERCIAL/INDUSTRIAL	INSTITUTIONAL/RESIDENT
*TWO	15	8	176	4	8	6
	30		352	7	25	18
	45		528	10	50	36
	60		704	14	100	70
FOUR	15	10	220	4	8	6
	30		440	9	40	28
	45		660	13	90	64
	60		880	17	150	106
SIX	15	11	242	5	13	10
	30		484	9	40	28
	45		726	14	100	70
	60		968	19	190	134
FREEWAY	60	12	1056	21	230	162

Data for Ground and Project Graphics:

The above table shows the relationships of the number of traffic lanes and driving speed to letter height and total graphic area. *For pedestrian oriented graphics, the design factors are the same as for a two-lane road at 15 miles per hour.

6. The materials, colors, and design of signs should be compatible with buildings and business they identify. Signs to be located on existing or proposed buildings should be designed to form an integral part of the building design and should not appear to be "tacked-on".

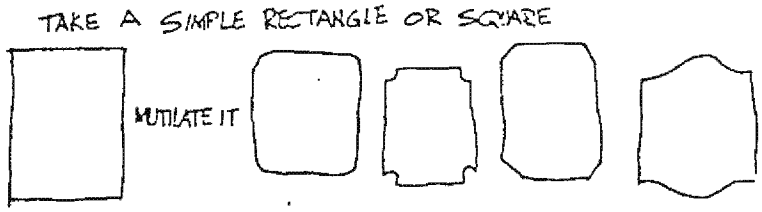
7. Lighted signs should be designed so that they are not unnecessarily bright.

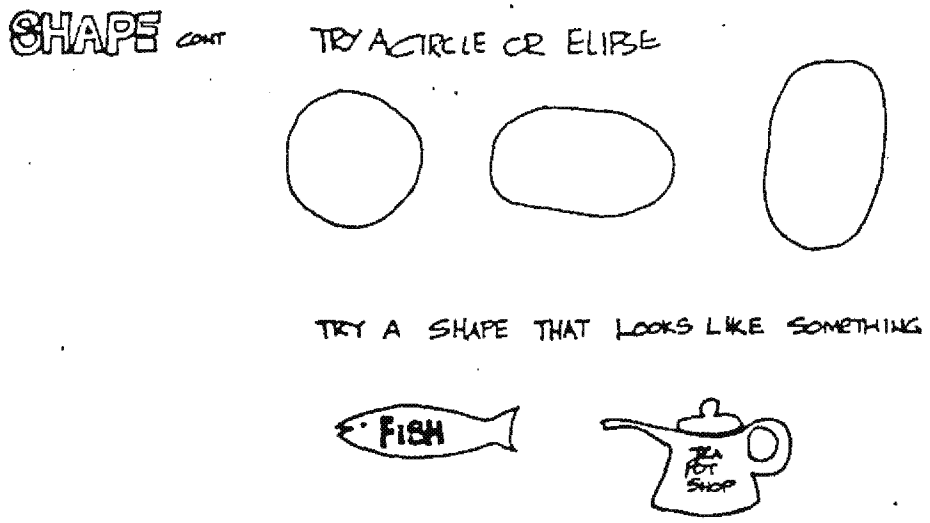
8. Signs may be fabricated from wood, metal, plastic or other appropriate materials.

9. Imaginative shapes often lead to interesting and attractive signs and street graphics. However, the most imaginative and exciting sign can lose its appeal if another unusual design hangs near by.

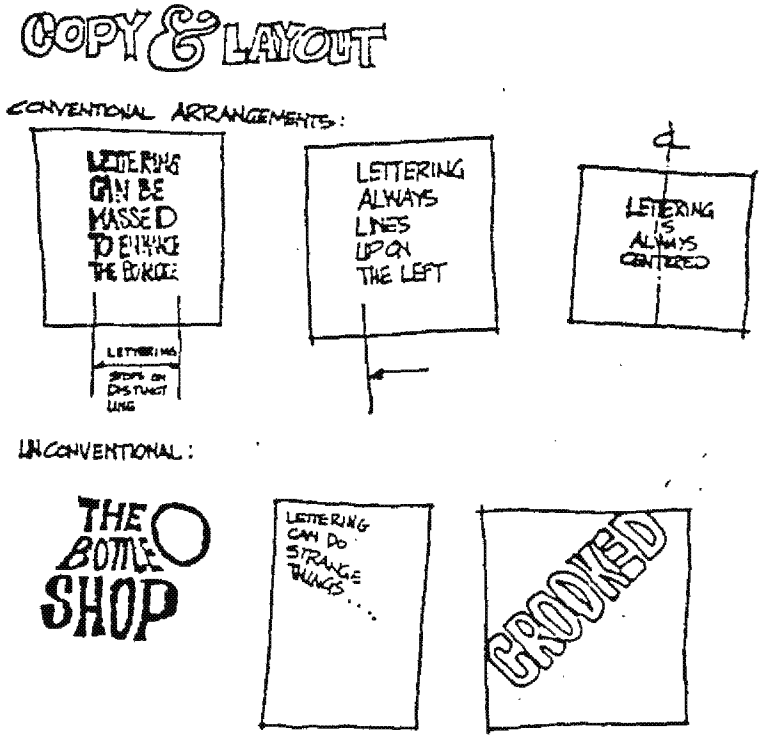
SHAPE

TAKE A SIMPLE RECTANGLE OR SQUARE





10. There are many ways to say the same thing and there are many letterfaces, borders, etc. Use an imaginative combination of words, letters, and symbols to create unusual signs and street graphics.



STANDARDS

The purpose of the sign regulations is to provide minimum standards to safeguard life, health, property, and the public welfare by regulating and controlling the design, quality of materials, construction, size, height, illumination, location, and maintenance of all sign structures in the City.

(1) Posting in Public Places: no sign or street graphic shall be displayed on a public place or structure including the public sidewalk in front of the property.

(2) Posting on Private Premises: no sign or street graphic shall be displayed on any private property or structure without written consent of the owner or occupant and without a required sign permit.

(3) Flashing or Moving Signs: none are permitted except for time and temperature recording devices or other public service messages.

(4) Off-Site Signs: none are permitted without a Special Use Permit.

(5) Sign Permits:

(a) Permit Required: no sign shall be erected, placed, moved, enlarged or painted upon the exterior of a building or structure without a sign permit.

(b) Permits Not Required: no permits shall be required for the eight types of signs described below:

1. Minor maintenance and repairs to existing signs which have been legally erected and maintained.

2. Signs such as "no trespassing" or parking signs that do not exceed three square feet in area.

3. Public notices posted pursuant to law, signs erected by governmental agencies and public utilities, and warning or information signs required by law for public health and safety.

4. The changing of the advertising copy or message on theatre boards, theatre marquees and bulletin boards.

5. Those real estate signs which are permitted in each zone respectively.

6. Temporary signs and decorations for a holiday season which do not advertise merchandise or services.

7. Political signs exceeding thirty-two square feet in area shall be subject to structural approval of the Building Division.

8. Temporary signs for construction.

(6) Two Story Structures with Separate Uses: additional sign area is permitted for buildings which have separate and distinct uses on the first and second stories. These signs shall be used only to advertise or identify the second-floor uses and shall not exceed one-fourth of the area permitted for the ground floor. These signs shall be divided among the second floor uses in proportion to the floor area occupied by each, or in some other manner subject to the approval of the Planning and Development Director.

(7) Shopping Centers or Several Businesscs on One Parcel: where more than one business is located on the same parcel or in the same shopping center, the total sign area permitted shall be divided among said businesses in proportion to either (1) the ground floor area occupied by each business or (2) the business frontage of each business. Alternatively, the owner/agent may elect to allocate sign area and types of signs in some other manner subject to the approval of the Planning and Development Director.

(8) Freestanding Signs: one freestanding sign per lot frontage is permitted for each parcel or group of parcels occupied by a single use or shopping center. Where a parcel is located at the intersection of two or more streets, and such parcel and adjoining property along both streets is zoned for commercial or manufacturing use to the next intersecting street or for a distrance of four hundred feet or more, additional sign area shall be permitted. It shall be based on the length of the side street lot line, at the rate of one-half the permitted sign area for that zone. One additional freestanding sign shall be permitted for each such additional street frontage.

(9) Projecting Signs: no sign shall project into the public right-of-way more than two and one-half feet. However, any sign attached to or painted on a marquee or awning which does not extend above or hang below the marquee or awning may project over the public right-of-way five feet or less.

(10) Overhead Electric Conductors: no sign, erected in proximity to overhead electric conductors which are energized in excess of seven hundred fifty volts, shall be closer than six feet in a horizontal direction or twelve feet in a vertical direction from these conductors.

(11) Calculation of Sign Area: surface area of a sign shall comprise the smallest area that can be enclosed by no more than eight connected straight lines. These lines shall be drawn to enclose all lettering, words, figures, lights, special painted surfaces, borders, or fringes.

The surface area of freestanding, projecting or roof signs shall be calculated by including all the surface of all sides of the sign area. However, in any C-2, C-3 or C-S zone where 200 feet or more frontage for one parcel or group of parcels is occupied by a single commercial use, only one side of a two-faced sign shall be included.

Surface area of signs used exclusively for time and temperature devices and other public messages shall not be included.

The area of signs not requiring a permit shall not be included.

(12) Temporary Signs: the sign area may exceed that permitted by 50% for promotional purposes for periods totaling no more than 45 days in a calendar year. A permit must be obtained five days before any such promotional advertising begins.

(13) Buildings with Side or Rear Entrances: when a customer-entrance is provided at the rear or side of a building which is at least 50 feet from residentially zoned property and does not face a street-frontage for which a sign allowance has already been allocated, additional sign area is permitted. This additional area shall be permitted on the wall connecting the entrance and shall not exceed one-fourth of the otherwise permissible sign area.

(14) Alley Loading Signs: an additional sign, not to exceed three square feet in area, is permitted for a building-identification sign for loading facilities adjacent to an alley.

(15) Five or More-Story Buildings: these buildings shall be permitted an additional one square foot of sign area per lineal foot of the lot frontage for each story over four stories. This sign area must be used exclusively for building identification signs.

(16) Nonconforming Signs: any nonconforming sign may continue to be maintained only for the periods designated in the amortization schedule. All signs and sign structures shall be modified to meet standards or be removed by the time period designated in the amortization schedule. (Refer to IMC Sec 12-87)

No nonconforming signs shall be repaired, altered, or added to, or improved by any means which would add more than 20% of their appraised value, unless such repairs or alterations are required by law. In the event that a nonconforming sign is damaged, it may be restored to its original condition if the damage estimated by the Building Director is less than 50% of its before-damage condition.

(17) Sign Boards Near Freeways: no person may place or maintain an advertisement display on property adjacent to a section of freeway which has been, or hereafter may be, landscaped if the advertising display is designed to be viewed primarily by persons traveling on such landscaped section of a freeway.

Any advertising structure or sign which is now or hereafter may be, in violation of the above restriction, shall be removed within three years from the date when any project for the landscaping of a section or sections of a freeway shall have been completed or accepted, and the character of said section or sections shall have been changed from freeway to a landscaped freeway, whichever is later.

The following are exempt from the above restriction. Advertising structures and signs used exclusively for the following:

to advertise the sale or lease of the property on which said advertising display is placed;

to designate the name of the owner or occupant of the premises upon which said advertising display is placed or to identify such premises; or

to advertise the business conducted or goods manufactured or produced, or services rendered upon the property upon which said advertising display is placed.

Sign Standards for Specific Zones

1. Residential Zones: one unlighted sign, a maximum of 42 inch high and 3 square feet in area per side is permitted. It shall advertise only the sale, lease or rental of the building or premises upon which it is displayed.

2. Commercial and Industrial Zones: See Chart on the following page.

Zone	Maximum Surface Area Per Linear Foot of Lot Frontage	Sign Attachment	Height of Signs	Real Estate Signs
C-1 Limited Commercial)	3 square feet	All signs shall be attached to, parallel with, and projecting no more than 12" from the wall of the building.		One is permitted, not to exceed 10 square feet in area.
C-2 General Commercial) C-3 (Heavy Commercial) C-R mercial & Recreation)	3 square feet	Wall, ground, roof, pole, and projecting.	No sign or advertising structure shall exceed 25 feet in height above the grade unless attached to the building as a wall sign, or is located on a lot or group of parcels in single use with a lot frontage of two hundred feet or more. In which case, the height shall not exceed 40 feet.	One is permitted, not to exceed 10 square feet in area.
C-S (Commercial Service)	4 square feet	Wall, ground, roof, pole, and projecting.	No sign or advertising structure shall exceed 40 feet in height above the grade unless attached to the building as a wall sign.	One is permitted, not to exceed 10 square feet in area.
M-1 Light Manufacturing)	1-1/2 square feet	Wall, ground, roof, pole, and projecting.	No sign or advertising structure shall exceed 25 feet in height above the grade unless attached to the building as a wall sign. Where rooftop mechanical equipment can be screened by standard screening methods approved by the Building Department, the surface of said screening may be utilized for signing not to exceed the permissible square footage nor the height of said mechanical equipment.	One-half square foot per linear foot of lot dimension along any street bounding the property. No pole or roof signs shall be used.
M-2 Heavy Manufacturing)	1 square foot	Wall, ground, roof, pole, and projecting.	No sign or advertising structure shall exceed 25 feet in height above the grade unless attached to the buildings as a wall sign. Where rooftop mechanical equipment can be screened by standard screening methods approved by the Building Department, the surface of said screening may be utilized for signing not to exceed the permissible square footage nor the height of said mechanical equipment.	One-half square foot per linear foot of lot dimension along any street bounding the property. No pole or roof signs shall be used.