APPENDIX C

ITC Standards and Design Guidelines

DESIGN STANDARDS AND GUIDELINES

INGLEWOOD TRANSIT CONNECTOR

NOVEMBER 2021

TABLE OF CONTENTS

TABLE OF CONTENTS

1.0
INTRODUCTION

CONCEPTUAL - RENDERINGS AND IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY

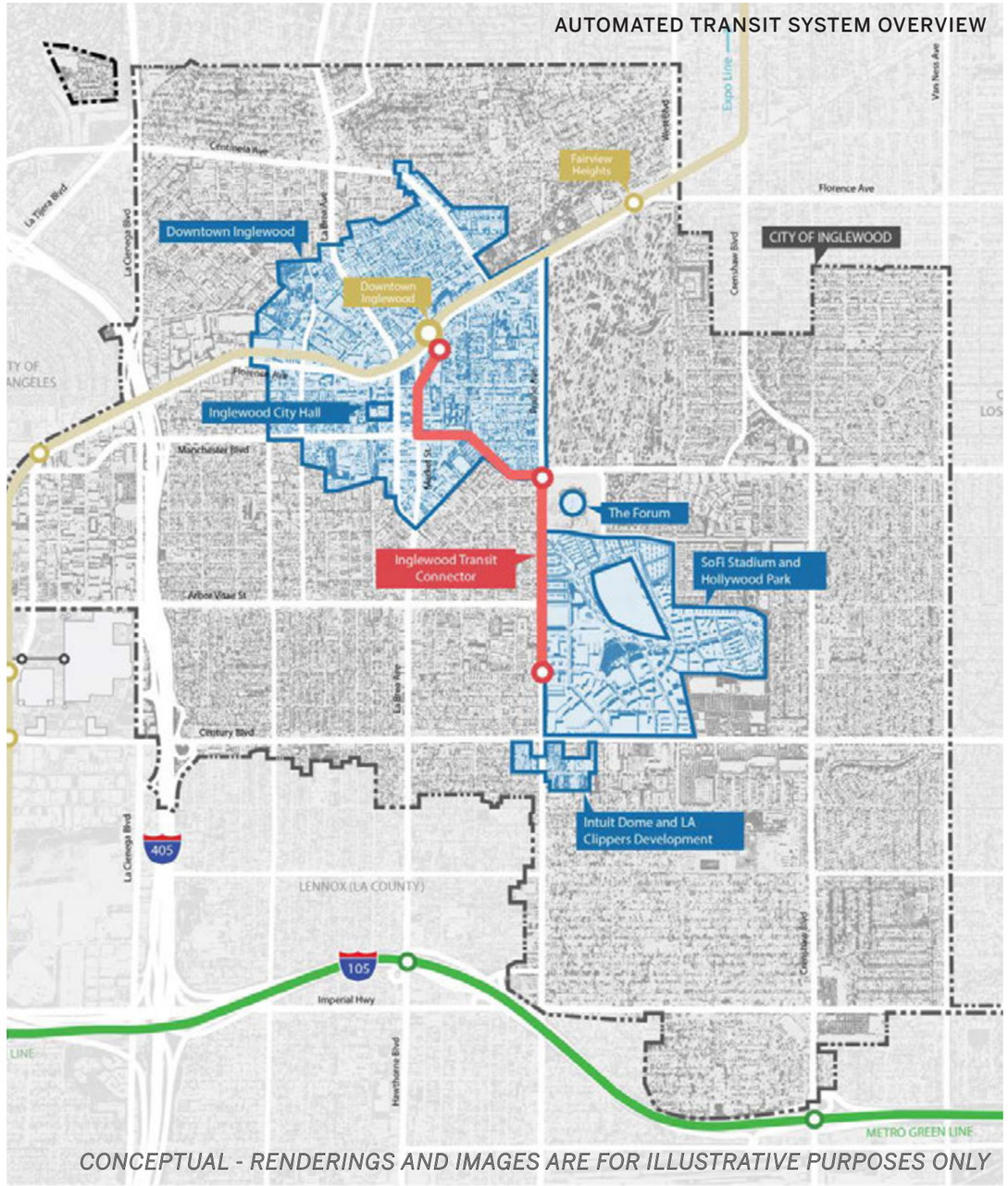
INTRODUCTION

1.1 OVERVIEW AND PURPOSE

The Inglewood Transit Connector (ITC) Design Standards and Guidelines (Design Guidelines) establish the City of Inglewood's comprehensive vision for the transit experience as it connects residents and visitors between the LA Metro transit system, downtown Inglewood and the surrounding entertainment and business venues. These guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the city's history and architecture, while providing design guidance for the proposed ITC Project. The Design Guidelines apply to all components of the ITC Project, which is comprised of, among other things, the Automated Transit Connector (ATC) system, guideways, stations, support facilities, and parking areas. ATC is used as a shorthand term to refer to the Project at a given location along the Project alignment. The Project alignment describes the physical space required for the ATC system. These guidelines also apply to areas of the public realm built by the ITC Project including streetscapes, station plazas, roadways and landscape areas.

The overall purpose of the Design Guidelines is to provide a framework for enhancing the experience in and around downtown Inglewood in a way that is consistent with both the existing urban context and future development vision. These guidelines encourage the development of sustainable and user-friendly spaces with a focus on unified, distinctive architecture and urban design. They will also shape a seamless interaction between a variety of users including pedestrians, cyclists, transit riders, and automobile drivers with an emphasis on the public experience.

Design Guidelines for the public realm govern streetscapes and other affected areas at the street level. They establish the overall vision for public streets and spaces along the ITC Project alignment right-of-way. These guidelines are to be applied in conjunction with existing land use plans, specific plans and the city's urban design guidelines. In the absence of any conflict or inconsistency, design related elements of such plans and guidelines will be considered and may be implemented to the extent feasible and in keeping with the overall Project vision set forth in the ITC Design Guidelines.



INTRODUCTION
1.2 VISION AND GOALS

VISION

As the City of Inglewood continues to define itself as a world-class sports and entertainment center with both existing and new developments that catalyze employment and housing not only within the City of Inglewood but also within the greater Los Angeles region, there are growing opportunities for the City to optimize the public experience by implementing smart transportation strategies.

By providing transit access from the LA Metro LAX/Crenshaw line to Inglewood's entertainment centers, the proposed ITC Project will integrate the City of Inglewood with the greater Los Angeles region. The ITC Project will also create a welcoming front door and gateway to the downtown Inglewood area, including Market Street, and will also provide critical access for residents and employees to the regional transit system. The ITC is an elevated Automated Transit System comprised of three stations that will serve as a distinctive and unified system befitting the "City of Champions."

GOALS

- Integrate with existing local communities, and harmonize new developments within the city.
- Optimize Inglewood's vehicular network by reducing future traffic congestion and alleviating growing demand on existing roadways.
- Enhance the public experience by facilitating ease of movement in and around Inglewood.
- Provide a distinct gateway that represents the spirit of Inglewood.
- Create attractive and functional streetscapes, roadways and pedestrian connections.
- Create a set of street level spaces that provide an appropriate variety of experiences.
- Deliver a Project in accordance with the City of Inglewood's overall sustainability goals and objectives.

SIGNAGE | CITY OF INGLEWOOD

OLD HOLLYWOOD PARK

FOX THEATER

INTRODUCTION
1.3 AREA CONTEXT

Located near downtown Los Angeles, the Silicon Beach tech corridor, the Los Angeles International Airport and a substantial hotel, retail and business district, the City of Inglewood is well positioned at the center of renewed economic development in Southern California. The following are important existing facilities, as well as projects recently completed, under construction or proposed within the city:

1.3.1 SOFI STADIUM AND HOLLYWOOD PARK DEVELOPMENT PROJECT

The Hollywood Park development project, a new mixed-use, master planned community on the site of the former Hollywood Park Racetrack and Equestrian Center started construction in 2014 and is slated for completion by 2023. The Project will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The Project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the city. The centerpiece of Hollywood Park is the new $5 billion, 70,240 seat National Football League (NFL) SoFi Stadium to be shared by both the Los Angeles Rams and Los Angeles Chargers. The SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. The Hollywood Park development project includes roadway infrastructure upgrades, modernized traffic systems with intelligent traffic signals (ITS), a state-of-the-art traffic management command center, and improvements at various intersections along Prairie Avenue and Century Boulevard.

1.3.2 THE FORUM

Constructed in 1967, The Forum is a multi-purpose indoor arena which for decades has served as one of the region's premier sports and entertainment venues. In 2014 The Forum completed a multi-million-dollar renovation and was added to the National Register of Historic Places. The Forum now actively hosts some of the largest entertainment programs in the country and is scheduled to host events during the 2028 Summer Olympic games.

SOFI STADIUM

THE FORUM

1.3.3 INTUIT DOME AND THE INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER

In June 2017 the National Basketball Association's Los Angeles Clippers announced a proposal to construct a new arena and sports facilities in Inglewood designed to host the team's events and other non-sporting programs. In August 2020, the City approved the final environmental impact report for the Inglewood Basketball and Entertainment Center (IBEC). The IBEC project, which now includes the Intuit Dome, is located on approximately 27 acres and includes an 18,000 fixed seat arena, five full-sized basketball courts, an 80,000 square foot outdoor plaza complete with retail and restaurants, and a team practice facility with 86,000 square feet of training, medical and player spaces. The Intuit Dome is billed as a technologically advanced and basketball-obsessed arena, entertainment venue, outdoor plaza, with full-sized indoor and outdoor courts community and charity uses.

INTUIT DOME

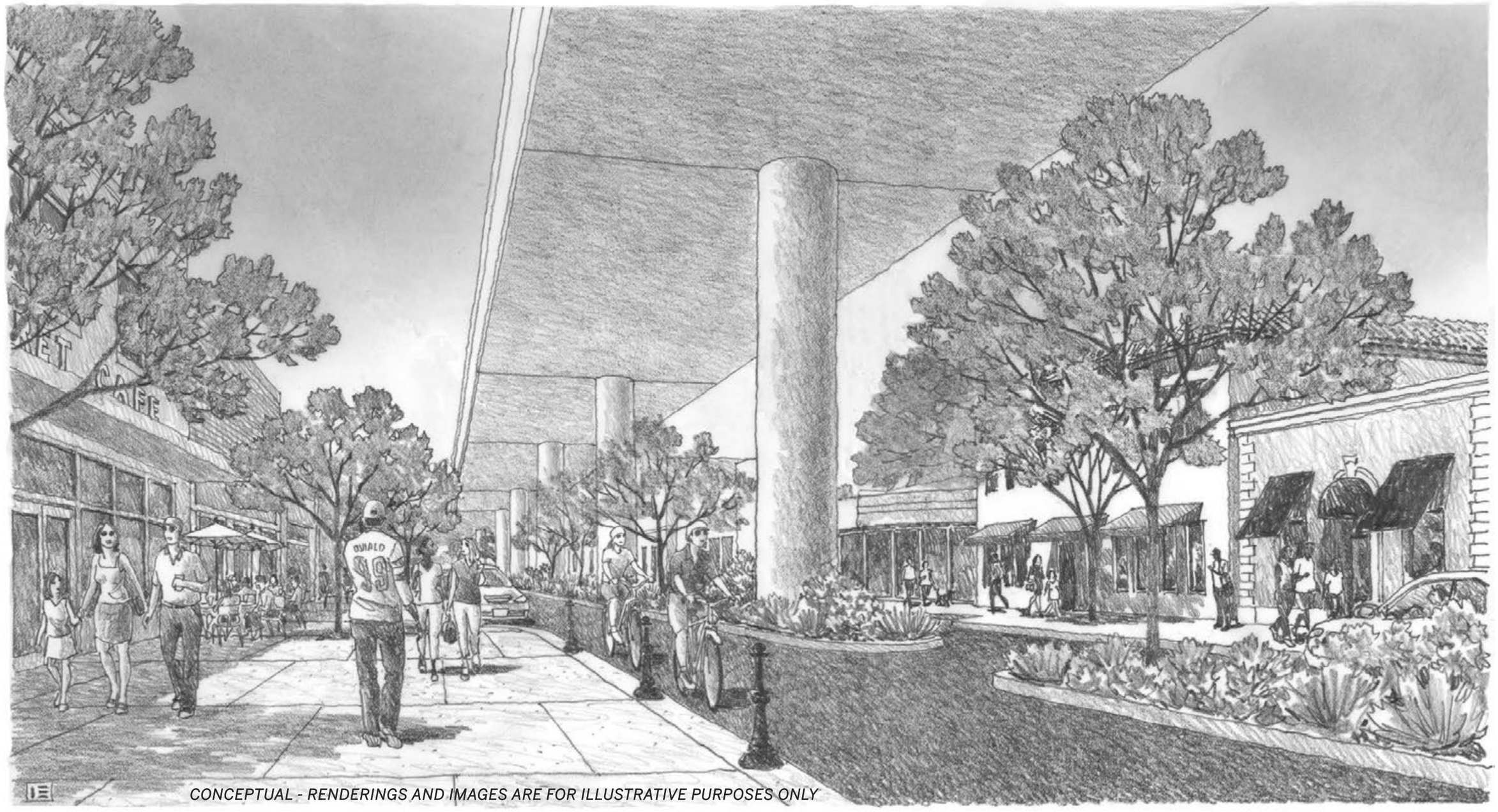
1.3.4 MARKET STREET AND DOWNTOWN INGLEWOOD

Inglewood is working to revitalize its downtown and integrate land uses with the future LA Metro Crenshaw/ LAX station. As part of the adopted New Downtown Inglewood and Fairview Heights Transit Oriented Development (TOD) plan, the City is encouraging the design and development of new residential, mixed-use and retail projects on Market Street. The LA Metro Crenshaw/LAX line (Also referred to as the "K Line") will stop in downtown Inglewood just blocks away from many iconic structures. The Miracle Theater is currently being re-energized, and Inglewood is working to develop a façade, streetscape improvement, and overall activation program for shopping and dining that is complementary to the ITC Project. Additionally, the City partnered with the LA Phil to build a new Youth Orchestra Los Angeles (YOLA) facility and to provide a gathering place for students from existing and future YOLA sites, music educators from across the U.S. and around the world, and a cultural resource for the people of Inglewood.

METRO D (PURPLE) LINE

1.3 AREA CONTEXT

FLORENCE AVENUE AND MARKET STREET



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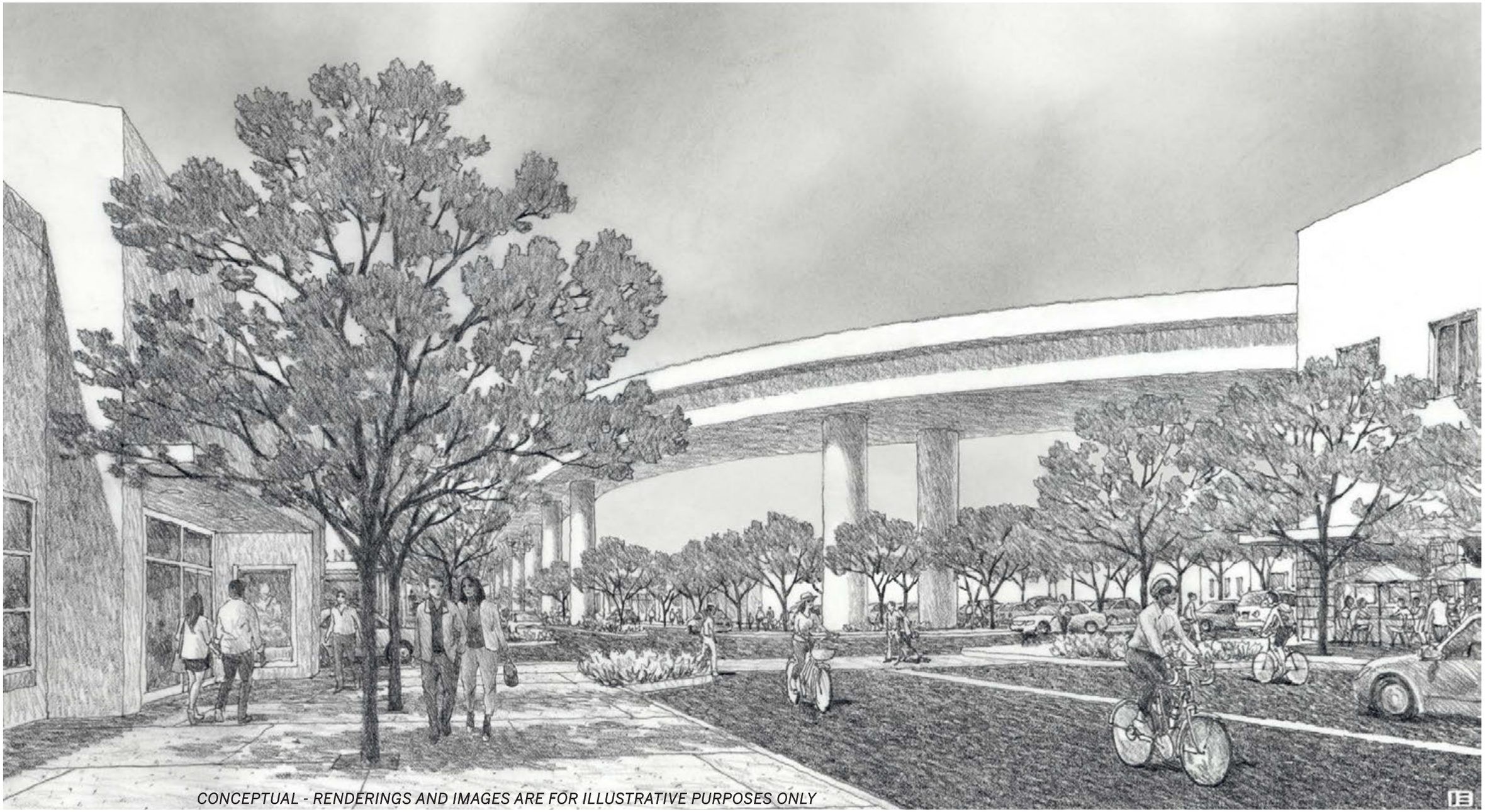
MARKET STREET



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MARKET STREET AND MANCHESTER BOULEVARD

2.0
ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS

2.1 STATION DESIGN

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership demand.

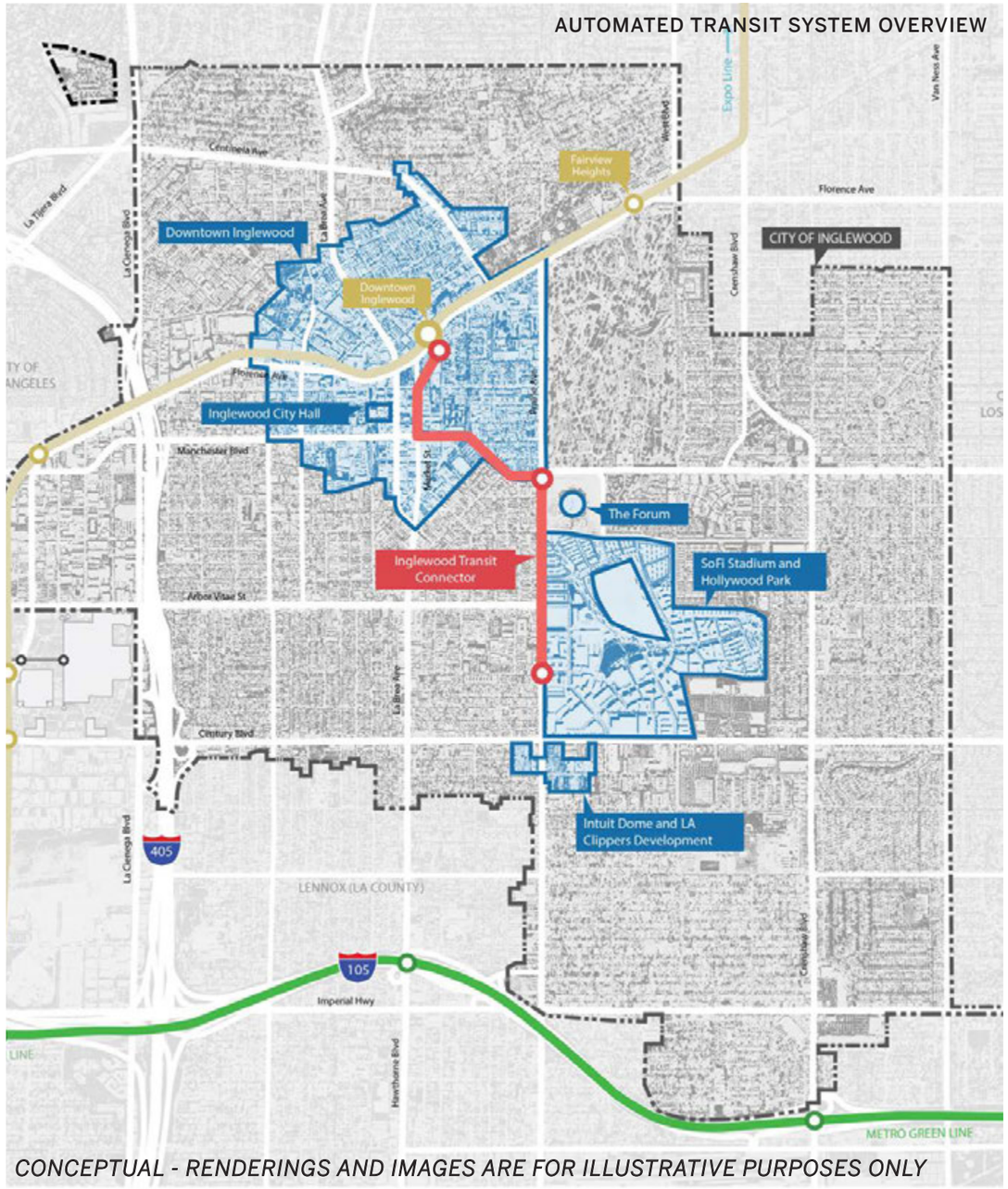
As part of the City's collaboration and partnership with Metro, the Project is proposed as an extension of the Metro regional rail system to the city's activity centers, closing the critical first/last mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line.

OBJECTIVE:

Stations will be architectural focal points within the design of the ITC Project. The stations will be:

- Identifiable
- Distinctive
- Streamlined

Station designs will be consistent in both form and function with adjustments as necessary to fit within each specific site.. In addition, designs will accommodate a variety of passenger circulation patterns and capacity demands within the stations themselves. The station designs will rely on natural ventilation and facilitate pedestrian movement to/from the station and the public realm at each of the three station locations.



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ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

STANDARDS AND GUIDELINES:

Massing

1. The form will be sleek.
2. The design will be modern in style.
3. The station canopy will be distinctive, yet not detract from the surrounding environment.
4. The station canopy will provide shade and protection from inclement weather while allowing for natural ventilation and daylight.

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

Platform and Mezzanine

1. Platforms and mezzanines will include the following key areas:
    - Fare collection.
    - Queuing space.
    - Appropriately-sized horizontal and vertical passenger circulation.
    - “Back of house operations” spaces.

2. Space layout will be intuitive, efficient, and ensure passenger safety.

3. Areas will be designated to accommodate graphics, wayfinding signage and/or advertising in a consistent and integrated manner.

4. The platform edge will include a largely transparent secure barrier in order to prevent unauthorized entry into the trainway.

5. All station edges will be provided with barriers to protect passengers and the roadways below.

6. Areas open to the public will be designed to provide a comfortable environment and user-friendly experience for all transit riders with particular attention to the needs of differently-abled passengers.

Passenger Circulation

1. Escalators will be transit grade and largely protected from inclement weather.

2. Stairs will be provided and sized to meet appropriate passenger demand.

3. Elevator enclosures and cabs will be transparent, to the extent feasible, and will allow for clear and unobstructed views.

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.1 STATION DESIGN

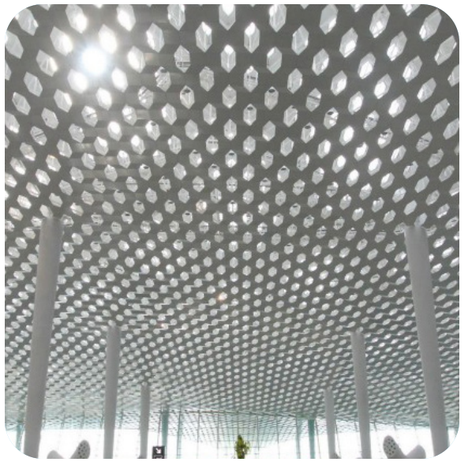
Materials and Color Palette

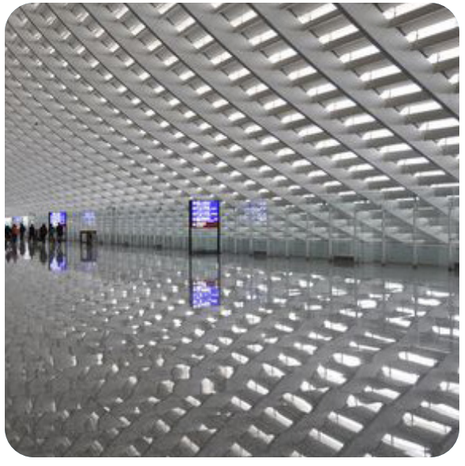
1. Station superstructure should be constructed of exposed concrete or other suitable materials.
2. Canopy materials will be light in color to reduce the urban heat island effect.
3. The color palette will be neutral in tone with color accents as appropriate.
4. Material surfaces will be low glare.
5. In public areas, materials will be selected such that they require minimal maintenance and are resistant to graffiti and vandalism.

Lighting

1. Station canopies will have indirect accent lighting.
2. Lighting will clearly highlight pedestrian paths including those to stairs, escalators, and elevators.
3. Accent and functional lighting will be strategically placed to minimize spillover.
4. Accent and functional lighting controls will be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting.





ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

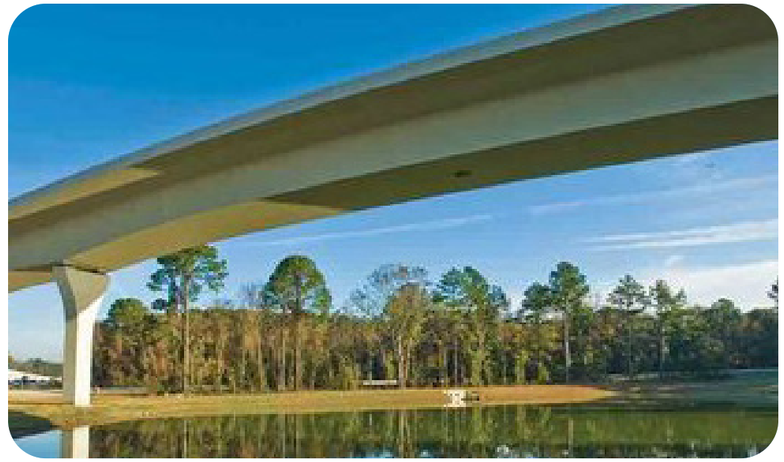
OBJECTIVE:

The ATC guideway is intended to be simple, streamlined, and will be a unifying feature between stations. The guideway architecture will create a sense of movement that connects the stations.

STANDARDS AND GUIDELINES:

Superstructure

1. Guideway superstructure, including bents and column supports will be designed to read as one family.
2. Guideway profiles will be streamlined and with a horizontal expression.
3. Edges will be minimal in thickness to reduce the perceived mass of the structure.
4. Transitions at crossovers will be smooth and rounded, rather than angular and sharp (in plan view).
5. Guideway superstructure design and detailing will prioritize a clutter free appearance.
6. Conduits, guideway equipment, walkways, drainage systems, and other utilities will be concealed from public view to the extent feasible.



ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

Supports

1. Column form will be consistent, integrated with the guideway superstructure, and designed to read as one family.

2. The order of preference for the column superstructure is:
   a. Center column superstructure.
   b. Cantilevered superstructure.
   c. Straddle bents.

3. Column size, space, and span will be balanced and optimized such that:
   a. Minimal column size with consistent spacing is preferred.
   b. Maximum distance between columns is preferred in balance with the proportion of the depth of the superstructure.
   c. Columns shall have smoothed edges (no sharp corners).
   d. Design vocabulary of the support structure will be consistent with that of the guideway and other Project elements.
   e. Column locations and sizes will be selected to accommodate traffic and maintain pedestrian safety.
   f. Straddle bent caps shall be smoothly transitioned to the column and integrated with the superstructure to the extent possible.

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

Contextual Design

1. The alignment will be designed to minimize the visual impact of the ITC system on the surrounding built environment, by employing the use of the following strategies.
   a. Narrowing the guideway.
   b. Providing light wells/open space between adjacent dual trainways, where possible
   c. Minimizing the use of straddle bents or cross framing.
   d. Providing center alignments with columns along existing or new roadway medians.
   e. Providing cantilevered guideways.

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

Contextual Design

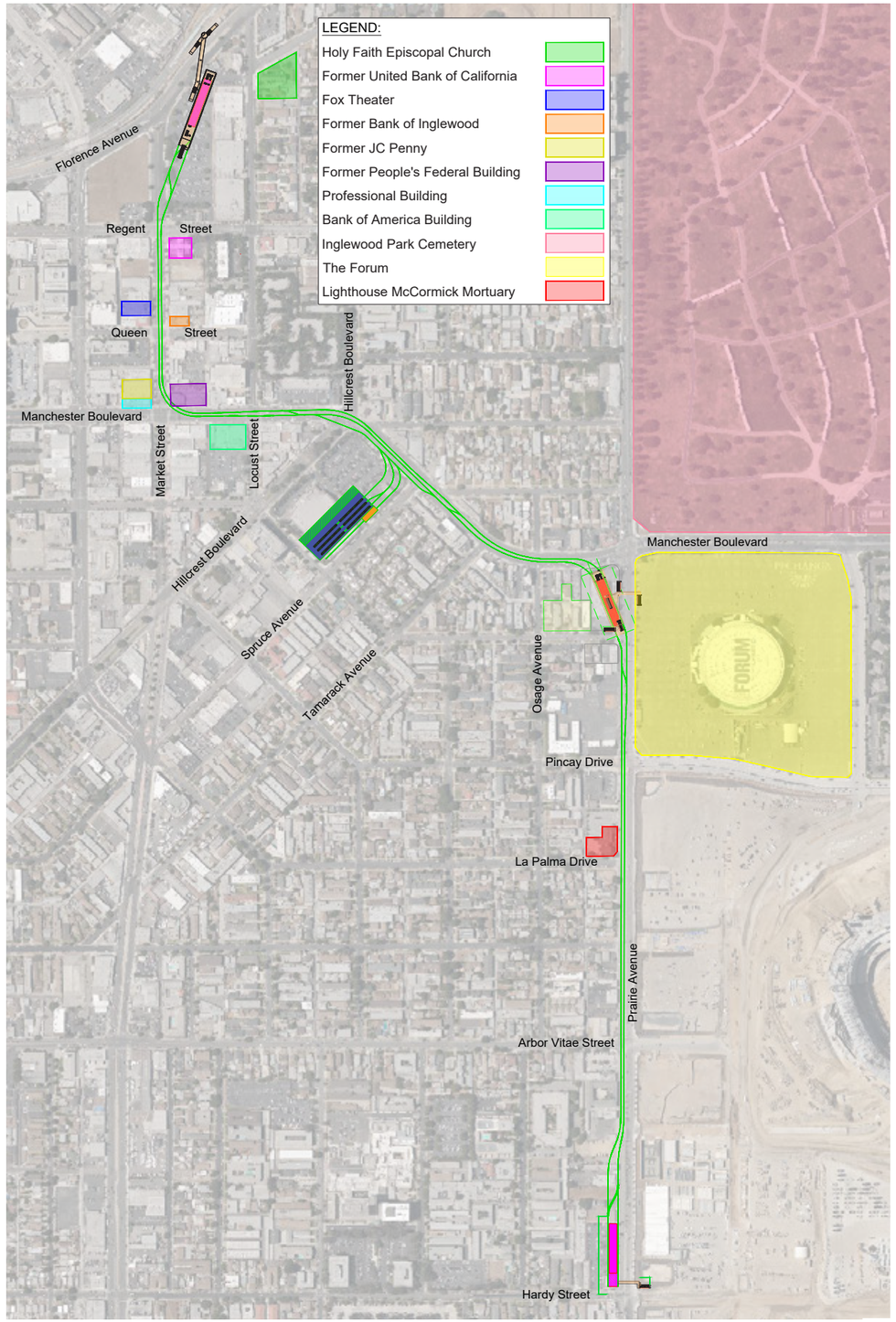
2. The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building's height, scale, number of street-facing facades, width of primary façade, front setback, Project elements overhanging the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource's street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features must be incorporated into the final Project design:

   a. The guideway's elevation and distance from the façade of the historical resource will be sufficient for the guideway to visually clear the top of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway.

   b. At the former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) will be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon.

   c. The dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints will be minimized. For five of the identified historical resources—Holy Faith Episcopal Church, former United Bank of California (now Broadway Federal Bank), former Fox Theatre, Professional Building, and Inglewood Park Cemetery—the final Project design is expected to completely avoid visual obstructions from support columns.

   d. For five of the historical resources—the former Bank of Inglewood, former J.C. Penney, Bank of America, The Forum, and Lighthouse McCormick Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. A small portion of the resources' primary façades will be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades will remain readily discernable.



ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.2 GUIDEWAY AND SUPPORT STRUCTURE DESIGN

Materials and Color Palette

1. Guideway superstructure may be exposed structural concrete or other appropriate material.
2. Color palette will be neutral in tone and complement the station palette.
3. Materials will be treated to be resistant to graffiti and vandalism in areas accessible to the public.

Lighting

1. Where provided, guideway indirect accent lighting will complement station lighting design.
2. Light fixtures will be concealed or minimally visible.
3. Accent and functional lighting will be strategically placed to minimize spillover.
4. Code required lighting along the guideway will be designed to minimize visibility from the ground level.
5. Street lighting will be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the Project alignment.

ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.3 MAINTENANCE AND STORAGE FACILITY

OBJECTIVE:

The Maintenance and Storage Facility (MSF) will be accessible to personnel and authorized vehicles. The MSF will be simple and modern in style and rectilinear in form with complementary lighting, finishes, landscaping and color palettes.

STANDARDS AND GUIDELINES:

Massing

1. Massing and height will be minimized and the minimum height will be derived from the function and program of the facility.

2. Screens will be provided to shield all exterior equipment including equipment at the rooftop and ground level, so that it is not visible from the street or accessible areas of adjacent properties.

3. Sufficient area for landscape will be provided in order to further integrate the facility site perimeter with the urban environment.

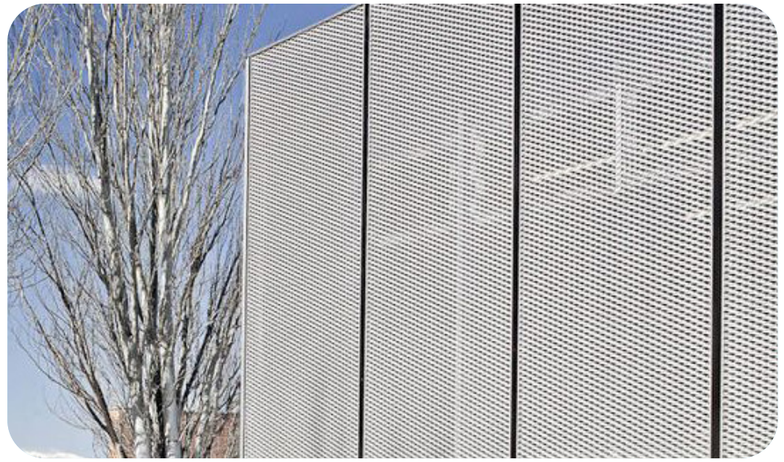
ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.3 MAINTENANCE AND STORAGE FACILITY

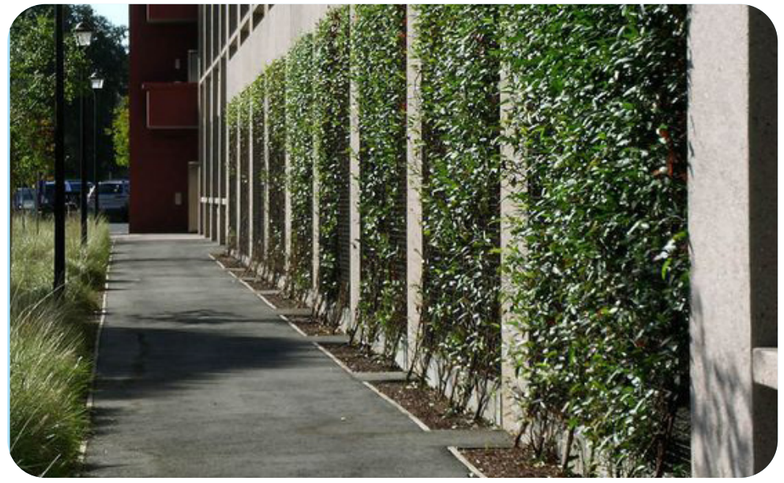
Materials and Color Palette

1. Transparent glazing shall be provided where feasible in order to maximize daylight.
2. Color palette will be uniform and neutral in tone with accent colors, where appropriate.
3. Material surfaces must be low glare.
4. Materials will be selected that require minimal maintenance and shall be treated as appropriate to be resistant to graffiti and vandalism.
5. Roof surface will be light in color to reduce the urban heat island effect.

Lighting

1. Where provided, functional lighting will be placed to minimize spillover
2. Building entrances will be well lit.
3. Lighting will clearly highlight pedestrian paths including those to ramps, stairs, escalators and elevators
4. Public uses on the ground plane of the MSF Site including any covered parking areas will be well lit with particular attention paid to the comfort and safety of the public.





ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.4 ELEVATED PASSENGER WALKWAY

OBJECTIVE:

Elevated passenger walkways will be designed to provide clear, safe and direct access from the public realm to the station(s).

STANDARDS AND GUIDELINES:

Massing

1. Elevated Walkways will be:
   a. Functional and simple in form.
   b. Complementary to the overall transit system design and visually integrated with the stations.
   c. Naturally ventilated and where possible, providing protection from wind driven rain, and sun.
   d. Partially open on both sides providing natural daylight and views for pedestrians moving to and from the stations.
   e. Designed to include barriers of appropriate height to ensure the safety of pedestrians and the roadway below.

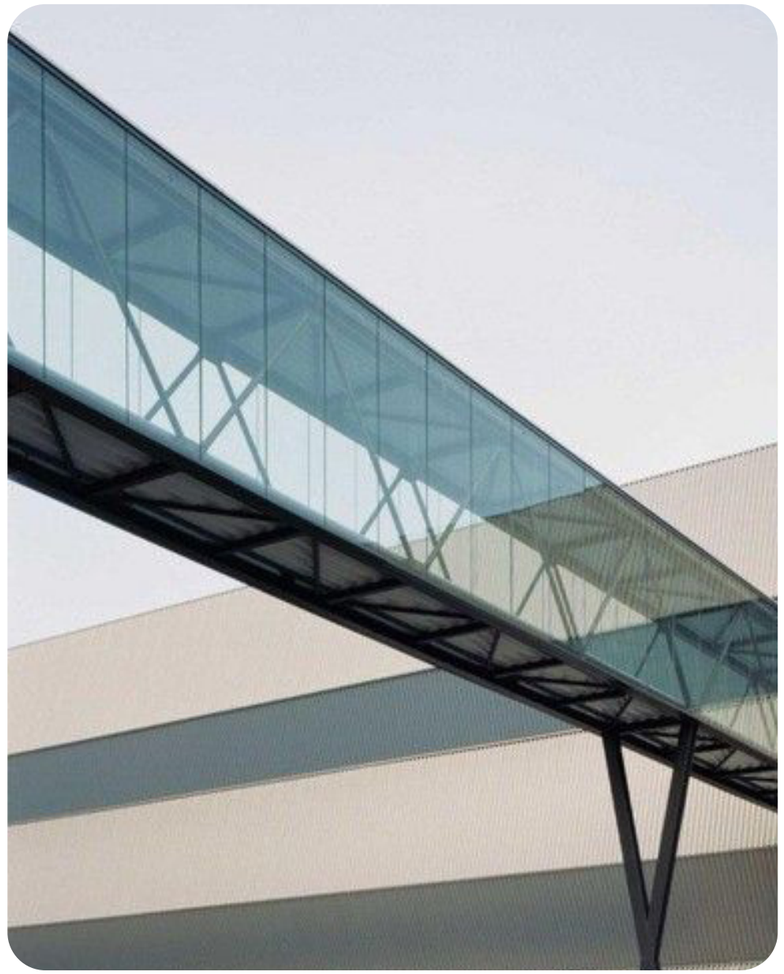
ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.4 ELEVATED PASSENGER WALKWAY

Materials and Color Palette

1. Elevated walkways will be able to accommodate graphics, wayfinding signage and/or advertising within designated areas.
2. Color palette will be uniform and neutral in tone with color accents where appropriate.
3. Material surfaces will be low glare.
4. Materials that are accessible to the public will be treated appropriately to be resistant to graffiti and vandalism.

Lighting

1. Where provided, functional lighting will be placed to minimize spillover.
2. Overall lighting design will not interfere with roadway traffic below.
3. Accent lighting will complement station lighting design.
4. Accent and general lighting controls will be programmable and sensor controlled to allow for daytime, nighttime, and event settings.



ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.5 SUBSTATIONS AND OTHER ARCHITECTURAL ELEMENTS

SUBSTATIONS
OBJECTIVE:

The Project includes two Power Distribution System (PDS) substations. These substations will be the service connection points and will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure.

STANDARDS AND GUIDELINES:

Massing

1. Massing and height will be minimized to the extent feasible and the minimum height will be derived from the function and program of the facility.

2. Screens/walls will be provided to shield and secure the TPSS units and any exterior equipment including equipment at the rooftop and ground level, so that it is not visible from the street or accessible areas of adjacent properties.

3. Sufficient area for landscape will be provided in order to further integrate the facility into the urban environment.

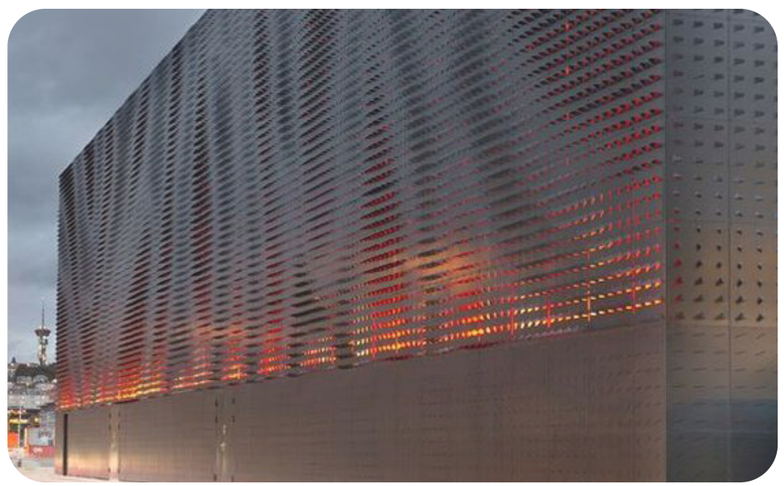
Materials and Color Palette

1. Color palette to be uniform and neutral in tone with accent colors where appropriate.

2. Material surfaces to be low glare.

3. Materials will be selected that require minimal maintenance and shall be treated as appropriate to be resistant to graffiti and vandalism.

4. Roof surface will be light in color to reduce the urban heat island effect.



ITC STATIONS, GUIDEWAYS AND RELATED BUILDING ELEMENTS
2.5 SUBSTATIONS AND OTHER ARCHITECTURAL ELEMENTS

WALLS AND FENCES
OBJECTIVE:

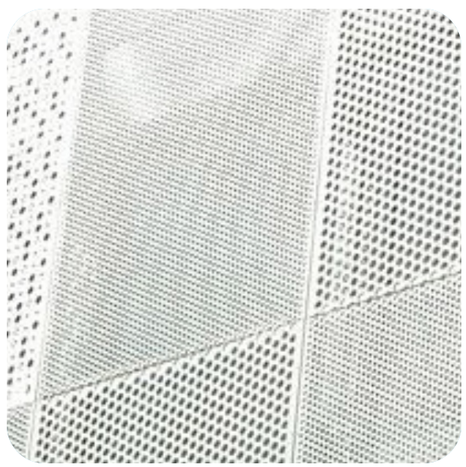
Walls and fences for security and screening purposes as well as retaining walls as required, will balance functionality with aesthetics to create an attractive environment.

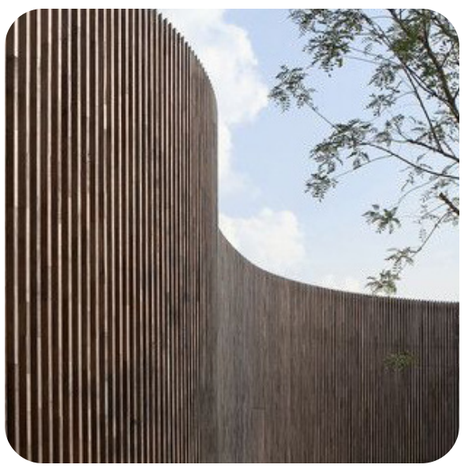
STANDARDS AND GUIDELINES:

1. Decorative security walls and fences will be selected to screen and protect elements as required and will:
   a. Enclose equipment to minimize visual exposure to the public.
   b. Allow for space around equipment required for operations.

2. Long expanses of walls and fences, including retaining walls will be broken up, to the extent feasible, with textural or recessed elements, landscape pockets, or changes in material.

3. Landscape elements are to be used in combination with walls and fences, but not in lieu of, where appropriate.





3.0 PUBLIC REALM AND STREETSCAPE GUIDELINES

ITC PUBLIC REALM AND STREETSCAPE

3.1 GENERAL PUBLIC REALM AND STREETSCAPE GUIDELINES

OBJECTIVE:

Implement public realm improvements in areas that are adjacent to the Guideway alignment. Accommodate planned modes of transportation on streets, with particular attention to public transit vehicles and pedestrians. Provide places where people can gather and opportunities for activation of local businesses on adjacent parcels.

STANDARDS AND GUIDELINES:

1. Streetscape adjacent to stations will not detract from pedestrian flows or impede access to local businesses.

2. Plazas will be designed to allow for places to sit and gather and encourage social interaction.

3. Streetscape will include trees and/or landscaping, where possible, to provide shade and create a safe and comfortable, walkable pathway.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

OBJECTIVE:

Streetscapes include roads, sidewalks, furnishings, lighting, landscapes and other open space amenities which combine to define the character of the street. At Market Street, Manchester Boulevard and Prairie Avenue, the ITC Project will create a public realm with sidewalks, planting areas and amenity zones that complement appropriate volumes of pedestrian movement.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.1 SIDEWALKS

OBJECTIVE:

The sidewalk is a fundamentally important space within a neighborhood. The sidewalk represents the pedestrian realm and is located between the street curb and the property line. The primary function of the sidewalk is to provide a safe and accessible means of travel for pedestrians. The secondary function is to provide a vibrant place where people can enjoy the urban environment as they travel along the sidewalk.

STANDARDS AND GUIDELINES:

1. Sidewalks will be sized to accommodate the expected volume of pedestrian traffic.

2. Where feasible, sidewalks will be separated from roadway by a landscape buffer.

3. Pavement material and finish to be consistent with City of Inglewood's Public Works standards.

4. Pavement material will be, at a minimum, consistent with the existing finish material at each of Market Street, Manchester Boulevard and Prairie Avenue where they are rebuilt. Wherever sidewalks are to be repaired, patched or similarly altered they will match the adjacent existing sidewalk material, color and appearance.

5. Beyond the typical standard, alternate paving typologies may be considered as follows:
   a. Unique paving patterns at areas of interests.
   b. Variations in paving material to help to define separation of spaces.
   c. Simple variations in concrete surfacing and textures.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.2 PLAZA AND OTHER URBAN AMENITY AREAS

OBJECTIVE:

The development of plazas and other urban amenity areas is encouraged where feasible. A plaza is an open area located in an urban context that encourages public gathering. Smaller underutilized spaces, contiguous to the sidewalk, provide additional opportunities for seating and other amenities.

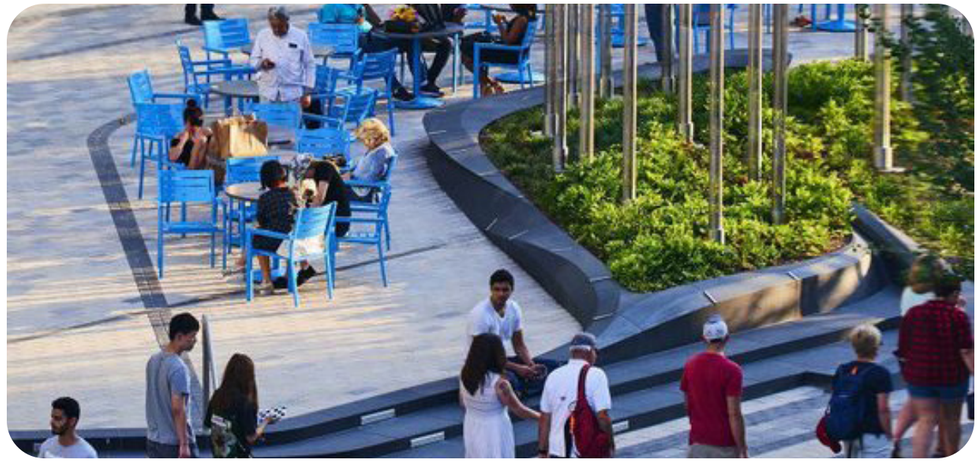
STANDARDS AND GUIDELINES:

1. Plazas will feature landscape and seating elements.

2. Plazas will complement and encourage a wide variety of active uses. Examples of active uses include live performances, public art, community events, local retail and other businesses.

3. Urban amenity areas which are smaller than plazas have similar programmatic options but will not include as wide a range of uses.

4. Urban amenity areas will respond to their particular context and maximize available space in order to have the most beneficial impact on the streetscape and public realm.



ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.3 MEDIANS

OBJECTIVE:

Medians will be a feature of the Project wherever column supports land in a public roadway. A landscaped median would be created to provide a safe barrier for vehicles and to beautify the street. Landscaping will be provided within the median at an appropriate scale and density to thrive in the urban environment and support the visual character of the surrounding context.

STANDARDS AND GUIDELINES:

1. Medians may accommodate:
    a. Signage
    b. Landscaping, including trees
    c. Pedestrian Crossings
    d. Hardscape

2. Median landscaping will be chosen to preserve safety and visibility across public streets for both pedestrians and drivers.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.4 LIGHTING

OBJECTIVE:

Streetlights are essential for creating a lively and safe nighttime environment. Street lights should be dual-purpose and provide lighting for the roadway and pedestrian-scale lighting for sidewalks as applicable.

Pedestrian lighting creates a more comfortable level of light for pedestrians and contributes to the overall experience and identity of the street. It also improves security and safety by properly illuminating sidewalks, curb ramps, barriers and informational signage for users.

STANDARDS AND GUIDELINES:

1. City of Inglewood's requirements for street and pedestrian lighting will be followed.

2. Along primary pedestrian circulation routes on the station ground plane, mezzanine and platform, light fixtures and incidental light sources will provide a minimum continuous light level of 3-foot candles to help pedestrians better distinguish color, size, and shape.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.5 TREES

1. An arborist report surveying the condition and extents of all existing trees in the Project area will be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project.

2. Existing flourishing trees (as identified in the arborist report) will remain, where feasible.

3. An Approved Plant Palette based on the City's approved street tree list will be used as a basis for all sections of new trees.

4. The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City's current landscape guidelines.

5. Protected species in the Inglewood Municipal Code, Tree Preservation will remain.

6. City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage.

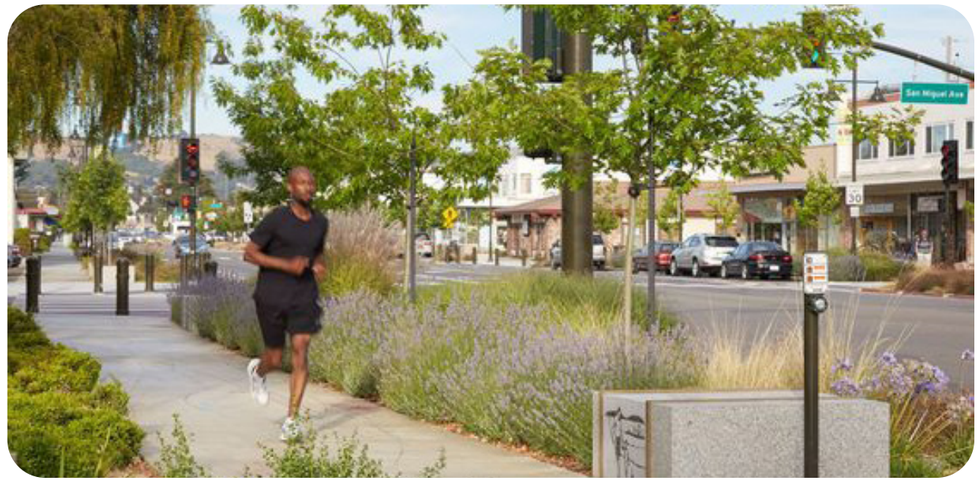
7. Trees will be planted on both sides of the roadway where feasible.

8. Trees will be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm.

9. On Market Street, trees will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.

10. On Manchester Boulevard, trees will be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway.

11. On Prairie Avenue, trees on the east side will continue the stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side will be spaced to match the rhythm of the east side and the guideway support structure to the, extent feasible.



ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.5 TREES (CONTINUED)

12. Within each median, below the ATC guideway at Market Street and Manchester Boulevard, a combination of street trees and plantings will be provided. They will be composed in a manner that responds to the guideway support and any other streetscape elements.

13. Trees will be selected to accommodate roadway and pedestrian safety requirements as well as visibility to signage and local businesses. As such, trees will be selected based on both the maintainable height to the underside of the canopy and the ability for the tree to be “limbed up”, pruning the lower branches strategically.

14. Trees will be selected that can flourish in each particular area along the alignment, taking into consideration each of the ITC Project elements

15. Tree planting areas shall have no dimensions less than four feet including the thickness of raised curbing and shall be supplemented with suitable groundcover planting. Soil cells, coupled with appropriate irrigation, establish a permeable zone in order to provide ample volume, water and air for trees to grow over time and will be required. By creating area for tree roots to develop below the ground plane, soil cells also serve to protect the health of pavement and streetscape elements. Soil cells will be provided for each new street and median tree and sized based on the projected canopy growth of the selected tree species.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

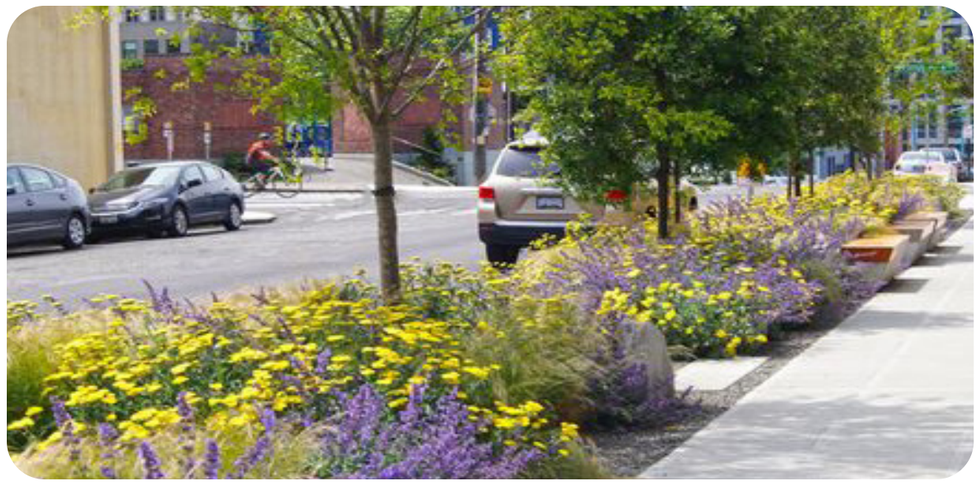
3.2.6 PLANTINGS

OBJECTIVE:

Install small scale landscape adjacent to streets and in medians in planting zones to help soften the street corridor. To the extent feasible, planting areas should separate pedestrian from vehicular spaces.

STANDARDS AND GUIDELINES:

1. A combination of plants will be used to create seasonal horticultural “events”, visual interest and texture on the ground plane.
2. Planting zones will capture stormwater runoff, and allow for infiltration into the ground, where feasible.
3. Pass-through and step out areas between planting zones should be paved with permeable pavers to allow for water infiltration where feasible.
4. At planting zones within or adjacent to publicly occupied spaces, plants that are potentially hazardous to pedestrians and pets will not be utilized.
5. Plants will be selected that allow the planted areas to be used for landscape and not unplanned human congregation.
6. Selected plants will tolerate radiant heat from the sidewalk or street surface.
7. Low maintenance and drought tolerant plants will be prioritized, particularly those that do not require irrigation upon maturity.
8. Planting areas adjacent to guideway columns and supports will be selected to soften the appearance of the supports from the pedestrian level.



ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.7 IRRIGATION

OBJECTIVE:

The design and installation of supplemental irrigation systems will be necessary for the establishment of new trees and plantings.

STANDARDS AND GUIDELINES:

1. Irrigation will conform to the City of Inglewood water conservation requirements.
2. Irrigation will be installed at all trees and planting zones.
3. Irrigation controls will be installed that allow for different plants' watering needs and seasonal watering cycles.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.8 SITE FURNISHING

OBJECTIVE:

Street furnishings in plazas and along Market Street, Manchester Boulevard, and Prairie Avenue contribute to an improved street life, providing places for respite, interaction, and comfort. They also encourage socialization and increase enjoyment of the urban environment. The aesthetic qualities of furnishings will complement each other and visually reinforce the overall design of the streetscape.

STANDARDS AND GUIDELINES:

1. Seating may be provided in appropriate areas with high concentrations of pedestrian activity without detracting from the pedestrian flow or access to local businesses.

2. Seating will be provided as part of the walls of raised planter beds where appropriate.

3. Seating will be designed to accommodate transit users.

4. Seating will be designed and configured to discourage loitering.

5. Waste and recycling receptacles will be located at pedestrian walkways, seating areas, transit stops, public plazas, and other pedestrian gathering areas.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.8 SITE FURNISHING (CONTINUED)

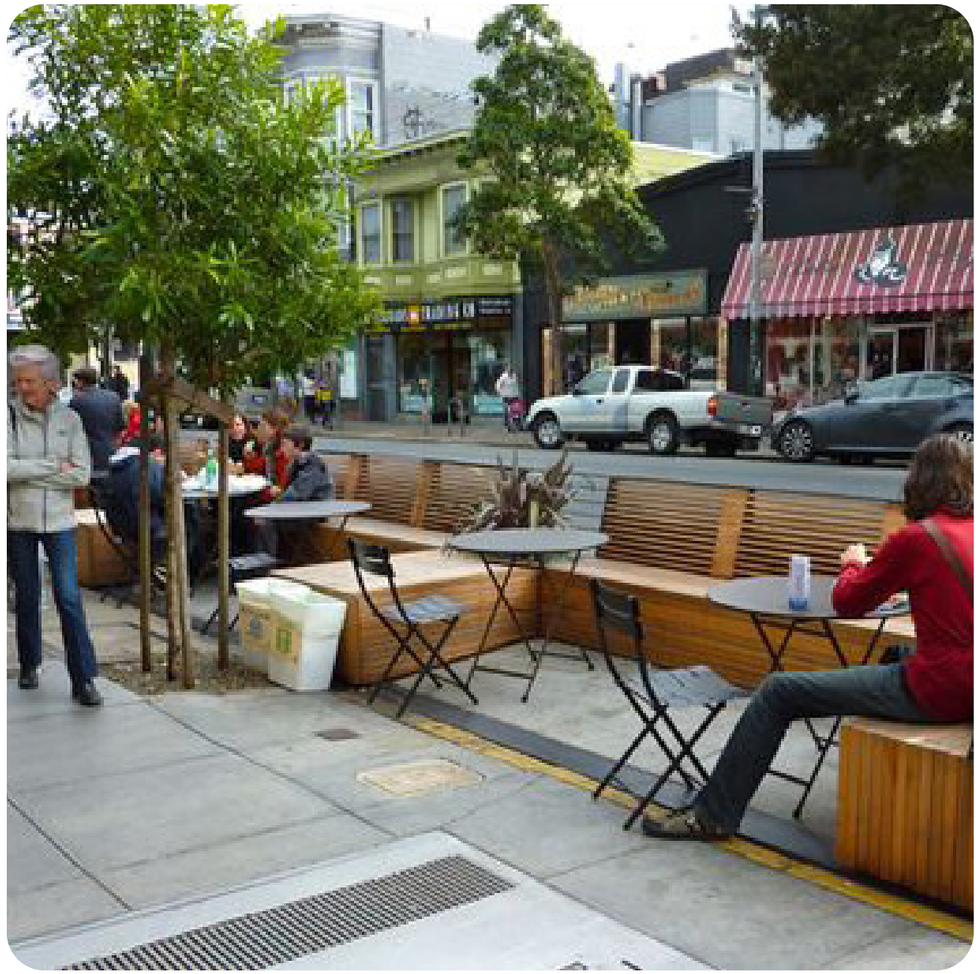
6. Waste and recycling receptacles will be placed close to the street on the sidewalk, ideally in immediate proximity to each intersection with at least one receptacle per intersection provided.

7. Additional receptacles in pass-through zones are encouraged on high-traffic and retail streets.

8. All trash receptacles must be covered.

9. Bike racks must be durable and sturdy and designed to enable both wheels of a bicycle to be safely secured.

10. Bike racks will be located along walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas, to the extent feasible.



ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.9 PARKING LOTS

OBJECTIVE:

Surface parking lots developed as part of the Project will be attractive and well-lit. Plants will be incorporated to provide shade and decorative separation of spaces, to the extent feasible. Trees and plantings cool the parking lot surface during warm days, reduce stormwater runoff, and beautify the parking lot area.

STANDARDS AND GUIDELINES:

1. Distinctive markings and wayfinding elements that ensure clear separation between pedestrians and vehicles will be provided where feasible.
2. Emergency call boxes will be incorporated.
3. Permeable concrete or permeable pavers may be used at parking stalls at surface parking lots.
4. Planting zones, also called buffer strips, will be provided to separate parking stalls from sidewalks per the City's design guidelines.
5. Trees will be planted at a minimum ratio of one tree per 10 parking spaces, not including the trees along the street edge of the parking lot.
6. Tree-planted areas within a parking lot shall have no dimensions less than four feet including the thickness of raised curbing and shall be supplemented with suitable groundcover planting.
7. Landscaping should be spaced so as not to obstruct traffic or obscure visibility.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.10 SIGNAGE

OBJECTIVE:

The Project will include a comprehensive wayfinding, sign and communications program. This will include, but is not limited to, signage located within the City of Inglewood, the ITC program elements, and existing signs affected by the ITC Project. Signs will be designed and located in order to provide clear information and direction, for both pedestrians and transit passengers alike, along the ITC alignment and around station locations.

STANDARDS AND GUIDELINES:

1. Both static and dynamic signage systems are appropriate.

2. Physical Non-Digital Signage incorporated into the Project will have a distinct visual graphic identity that is consistent across all physical design elements of the Project.

3. Signage will be visually cohesive and integrated into the architecture and overall design of the Project.

4. Signage replaced that originated on private property will be approved by the City of Inglewood and the sign/property owner.

5. All signage will be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ).

6. Fewer, larger format signs that are clearly visible are preferred, avoiding a cluttered appearance often caused by multiple small signs.

7. Existing signage replaced along the entire ITC alignment, that are affected, will be replaced along with its infrastructure and will meet its originally intended design and function.

8. Signs should be clearly legible for universal accessibility. They should meet ADA standards for type size, type style, color contrast, messaging and heights.

ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.10 SIGNAGE (CONTINUED)

9. Typefaces used on identity sign should be easy to read fonts. Consideration must be given to colors and materials to surrounding support walls and structures.

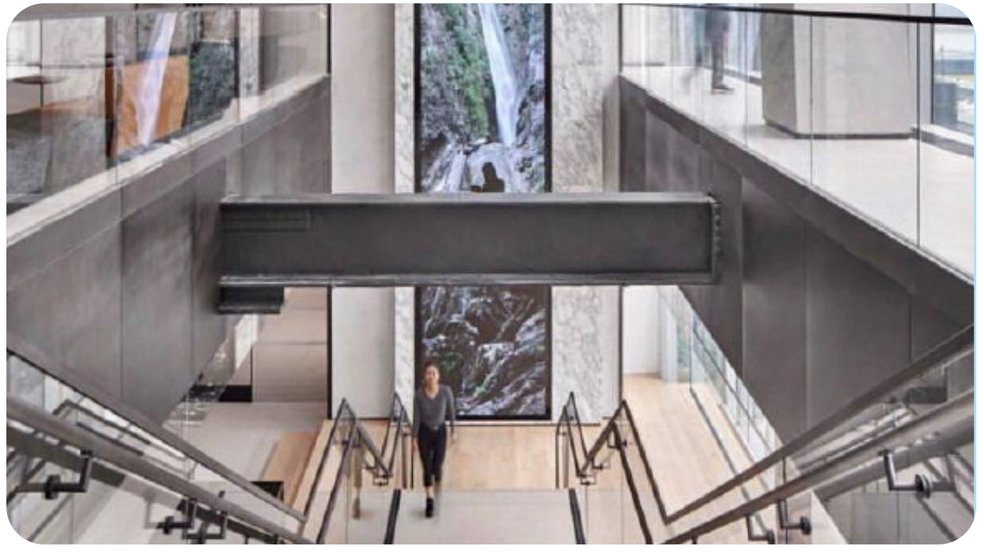
10. Signs should be scaled to be compatible with the size of structures.

11. The design of the sign should be appropriate to the design of the building or structure where it is placed.

12. A sign face, building face and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, through the use of grid lights, cathode ray projects, light emitting diode displays, plasma screen, liquid crystal displays, fiber optics or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means, may be permitted by the City.

13. Prior to issuance of a building permit, the Contractor shall submit to the City a Signage and Lighting Design Plan, based on photometric data, that demonstrates that Project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other Project lighting onto the light-sensitive receptor properties will not adversely affect any nearby light sensitive uses.

14. Illuminated or digital displays signage shall be directed away from residential properties and shall not result in direct glare on residential property with a light intensity of greater than 3 foot-candles above ambient lighting on residentially zoned property. Where existing conditions exceed these levels, the Lighting Design Plan shall avoid exacerbating existing conditions, but need not further reduce light levels on light-sensitive receptor properties. Measures to ensure that the lighting and illuminated signage from the Project would not exceed the identified thresholds may include but are not limited to relocating and or/shielding pole- or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs; and/or providing structural and/or vegetative screening from sensitive uses.



ITC PUBLIC REALM AND STREETSCAPE

3.2 STREETSCAPE

3.2.11 PUBLIC ART

OBJECTIVE:

In accordance with the City Public Art Policy, the City will develop a Public Art Program to be coordinated with the developer This program will serve to activate public spaces and promote the work of local artists.

STANDARDS AND GUIDELINES:

The opportunities for supporting local artists can be broken down into two broad categories:

- Infrastructure and funding to support rotating exhibits and/or performances. Station plaza areas could accommodate performance areas, as well as cases for rotating exhibits.

- Permanent commissioned two and/or three-dimensional works could be accommodated at the station plaza areas. As an example, decorative screen walls may be included at stations to screen views to and from a neighboring property.

Other opportunities may become apparent as the Project progresses. The City will determine both the type of Public Art Program that would be most impactful as well as the mechanism for administering the program.

4.0 SUSTAINABILITY

SUSTAINABILITY

4.1 PURPOSE AND APPLICABILITY

The sustainability guidelines establish a list of green measures to be incorporated into the design, construction, and operation of facilities of the ITC Project. The ITC Project will be designed and constructed to achieve a minimum of Silver Award Certification under the EnvisionTM Sustainable Infrastructure Rating System or equivalent. The MSF will be designed and constructed to meet a LEED Silver Certification for BD+C (Building Design and Construction) under the category of Warehouses and Distribution Centers or equivalent. Sustainable measures achieved beyond Silver certification for both Envision and LEED or equivalent are encouraged and recommended.

These guidelines apply to all components of the ITC Project including the ATC guideway and stations, passenger walkways and the MSF. A life cycle assessment (LCA) may be conducted to compare various design alternatives to identify the lowest impact approach.

The principles and objectives for Sustainability are as follows and are provided for reference only. The components and objectives of this section should be kept in mind during the development of the Project.

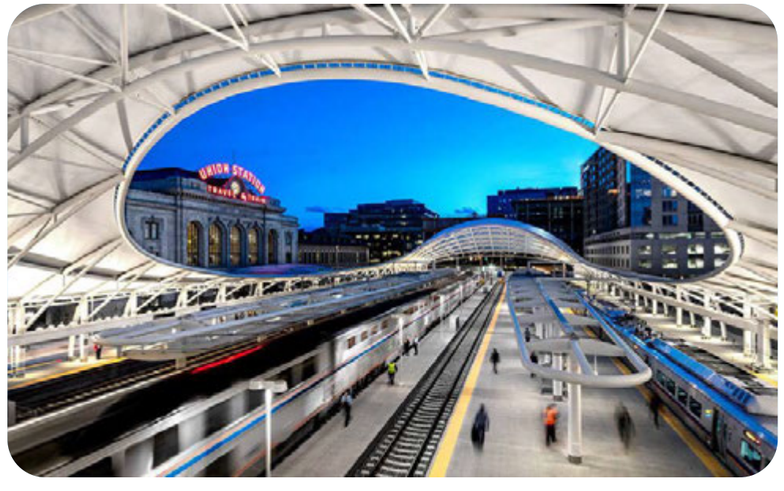
SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.1 INTEGRATED DESIGN

OBJECTIVE:

The ITC Project should use an integrated design approach to arrive at design decisions. Integrated design brings together all major design disciplines including architecture, planning, structural, landscape mechanical, electrical and plumbing and other specialties in order to collaborate in the most effective way to meet programmatic goals with the lowest feasible life cycle environmental impacts.

STANDARDS AND GUIDELINES:

Design teams should also consider including representatives from facilities maintenance and future users to make informed decisions about how Project facilities will be used and maintained.



SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.2 SITE DESIGN

The following is provided for reference only. Please keep the components of this section in mind during the development of the Project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

While the core of the ITC Project is anchored in public transportation, the Project should also facilitate the use of other low impact forms of transportation such as walking, bicycling, carpooling, and the use of electric and alternative fuel vehicles.

To facilitate this objective, stairways and pedestrian pathways should be designed to be easily identified, accessible, comfortable and visually appealing. Similarly, bike parking, carpool parking, electric vehicle charging stations and public transportation connections should be convenient and easy to locate.

The ITC Project should consider incorporating landscaped outdoor spaces to reduce heat island impacts, where applicable. Reductions could be achieved by reducing hardscape areas and increasing landscape. Landscaped areas can serve to reduce heat island effects while also functioning as stormwater detention and treatment. Other strategies for heat island reductions include the use of cool-roof materials and light-colored construction materials.

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.3 ENERGY EFFICIENCY

The following is provided for reference only. Please keep the components of this section in mind during the development of the Project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

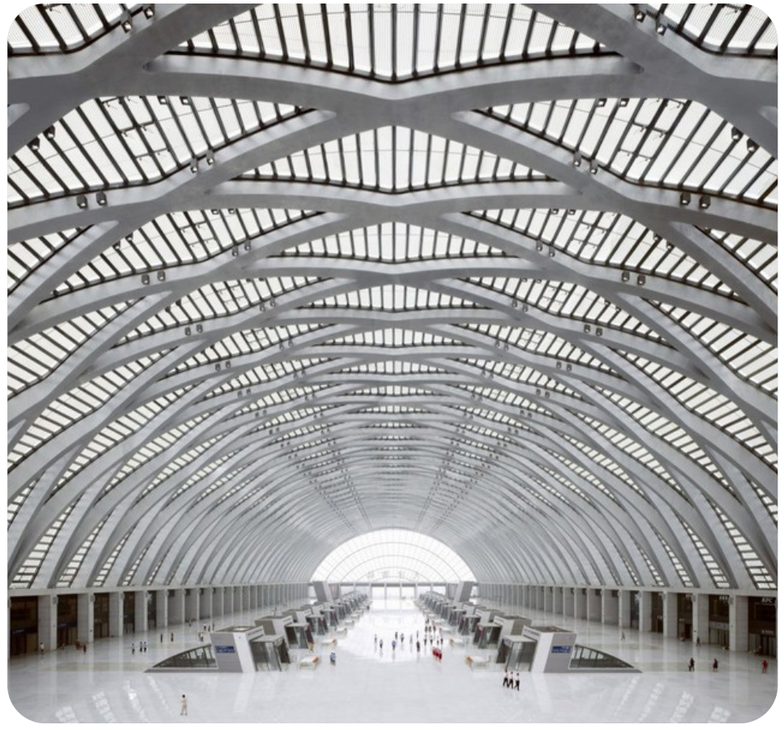
OBJECTIVE:

The purpose of this section is to achieve energy efficiency and maximize the use of renewable energy in the Project above and beyond minimum code requirements. To achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy.

STANDARDS AND GUIDELINES:

Where California Energy Efficiency Standards apply, the Project should be more energy efficient than allowed. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies should be used. Advanced commissioning of building systems should be conducted to ensure systems are operating as designed.

To achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy.



SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.4 WATER EFFICIENCY AND CONSERVATION

The following is provided for reference only. Please keep the components of this section in mind during the development of the Project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

In order to reduce excessive water consumption, the Project should identify and implement appropriate opportunities to reduce or eliminate potable water use indoors and in landscape areas.

SUSTAINABILITY

4.2 GENERAL GUIDELINES

4.2.5 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

The following is provided for reference only. Please keep the components of this section in mind during the development of the Project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

In order to reduce the environmental impact from the use of construction materials, the Project should minimize the use of virgin materials. This can be accomplished by increasing the use of materials that are reused, recycled, rapidly renewable, locally sourced, and durable. In order to determine the best approach to reducing the overall environmental impact from use of materials, a life cycle assessment (LCA) could be used.

SUSTAINABILITY
4.2 GENERAL GUIDELINES
4.2.6 ENVIRONMENTAL QUALITY

The following is provided for reference only. Please keep the components of this section in mind during the development of the Project. The designer shall report on which of the components can be achieved in accordance with, or in addition to, the required Envision Silver Award certification.

OBJECTIVE:

In order to protect and enhance the health and comfort of occupants, the Project should provide a high quality, sustainable indoor environment that is designed to maximize natural daylighting and views of the outdoors where feasible. Indoor spaces should use high efficiency air filtration and should create a comfortable indoor acoustical environment. Materials and systems should be selected that will provide for a healthy indoor environment.

5.0

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.1 APPLICABILITY

The Transportation Corridor Overlay Zone ("TC Overlay Zone") and the ITC Design Guidelines shall apply to all components of the ITC Project, which is comprised of, among other things, the ATC System, guideways, stations, support facilities, and parking areas.

The ITC Design Guidelines are intended to be read and applied in conjunction with the TC Overlay Zone, the City's Municipal Code, any additional ITC System design or development-related requirements, procedures, or objectives contained in the Mitigation Monitoring and Reporting Plan contained in the ITC's Final Environmental Impact Report (including any addendum(a) thereto), any final procurement documents for the ITC System, and/or contracts governing the design, building, financing, operating, or maintaining of the ITC System.

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.2 INTERPRETATION

Where noted, graphics, figures, and photographs provided in this document are conceptual and should be considered guidance to meet the intent of the ITC Design Guidelines. As the design process is iterative, changing, and complex by nature, the guideline drawings leave room for necessary creativity, flexibility, and design evolution. This flexibility is structured, but not prescribed. Accordingly, actual design of the ITC System may be different from the images provided in the ITC Design Guidelines . Variations of specific design conditions or features, if subsequently proposed, may be considered where they provide an equal or higher level of design quality as determined by the City of Inglewood Public Works Director or his/her designee, in consultation with the Planning Division Manager or his/her designee.

Required standards in the ITC Design Guidelines are preceded by words such as “must”, “shall,” or “will”. Guidelines that set forth general design intent and expectations are considered to be generally preferred, encouraged or discouraged features and are preceded by words such as “should”, “encouraged”, “preferred”, “recommended”, or “appropriate”. The design should consider such guidelines in good faith, recognizing that achieving consistency with many (though not all) such encouraged guidelines may be achieved through a variety of strategies.

Additional requirements related to the Design Guidelines will be detailed in the ITC Project Approvals and Design Specifications . In cases of conflict between the Design Guidelines and the ITC Project Approvals and Design Specifications, the ITC Project Approvals and Design Specifications will govern.

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.3 AUTHORITY AND IMPLEMENTATION

The City of Inglewood Public Works Director or his/her designee shall, in consultation with the Planning Division Manager or his/her designee, have the authority to review each ITC Project component for compliance with all applicable provisions of (a) the TC Overlay Zone, (b) the ITC Design Guidelines, and (c) the ITC Project Approvals and Design Specifications. In cases where development standards or guidelines set forth in these ITC Design Guidelines are inconsistent with the Municipal Code, the standards of the ITC Design Guidelines shall prevail. The Public Works Director, or his/her designee, has final authority to interpret the ITC Design Guidelines.

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.4 AMENDMENTS

The City recognizes that there may be a desire to further specify, modify, or expand upon design or development related elements set forth in the ITC Design Guidelines, after their adoption, based upon more precise planning—including the existence of additional ITC Project Approvals and Design Specifications—or changes in market conditions, inclusion of alternate technologies, adoption of new guidelines, or for the purposes of clarifying existing provisions. In such event, the following provisions shall apply.

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.4 AMENDMENTS

5.4.1 SUBSTANTIVE AMENDMENT

A “Substantive Amendment” means any proposed change to the ITC Design Guidelines that would substantially alter the rights, benefits or requirements of the ITC Project Approvals and Design Specifications or substantially alter the permitted uses, maximum height, maximum width, or minimum vertical clearance below, of the ITC System.

Substantive Amendment to the ITC Design Guidelines must be approved by the City Council after review and recommendation by the Public Works Director, in consultation with the Planning Division Manager.

IMPLEMENTATION PROCESS FOR SPECIFIC PROJECT DESIGN AND REVIEW

5.4 AMENDMENTS

5.4.2 MINOR AMENDMENT

A “Minor Amendment” is (a) any amendment necessary to incorporate provisions or concepts contained in the ITC Project Approvals and Design Specifications, or (b) any other amendment other than a Substantive Amendment, provided that the Public Works Director, in consultation with the Planning Division Manager, finds that, on the basis of substantial evidence, (1) there are practical reasons or benefits of improved design which justify the prescribed changes, (2) the changes are substantially equivalent to, more effective than, will provide substantially equal or greater benefit to, or will implement or realize the purpose of the ITC Design Guidelines, and (3) the changes are not otherwise in conflict with the goals of the ITC Design Guidelines.

A Minor Amendment to the ITC Design Guidelines shall be approved by the Public Works Director, in consultation with the Planning Division Manager, without a public hearing. A proposed Minor Amendment to the ITC Design Guidelines shall be expeditiously reviewed and approved by the Public Works Director [within fifteen (15) City business days of filing]. A determination by the Public Works Director with respect to a proposed Minor Amendment may be appealed [by the ITC Project’s proponent to the City Council].

With regard to any amendment that is approved by the City, the references in the TC Overlay Zone and the ITC Design Guidelines shall be deemed to refer to the ITC Design Guidelines as amended.

END