

**Appendix C: Urban Design Field Survey**

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## **Appendix C: Urban Design Field Survey**

### **1.0 INTRODUCTION**

The purpose of the field survey is to:

- 1) Subject each center to an urban design analysis to understand the nature of each place, including the relationships between key features and elements that give each center its unique character.
- 2) Describe the connections between each commercial center and surrounding residential neighborhoods.
- 3) Draw conclusions that will:
  - a. Provide prescriptive guidance for planning and design of similar types of centers.
  - b. Identify lessons learned for improving connections with adjoining residential neighborhoods.

### **2.0 CHAPTER ORGANIZATION**

This chapter is organized into three sections:

- 1) A brief description of the analytical methodology including the conceptual framework, description of the field survey diagrams, and our working process.
- 2) The field survey of each of the three centers. The field survey is focused on the diagrams and narrative text is provided to explain them.
- 3) An overall set of conclusions drawn from studying all three centers.

### **3.0 ANALYTICAL METHODOLOGY**

#### **3.1 Conceptual Framework**

The analytical methodology is a unique blending of approaches honed by our urban design experience. It integrates the following three components:

- An efficient and direct method of graphically capturing, describing, and representing the nature of place as used in professional workshop settings such as Urban Land Institute's Advisory Services Panels and American Institute of Architects' Regional/Urban Design Teams (AIA R/UDAT).
- An analysis method that builds on and integrates the traditions of respected urban design experts:
  - Design of Cities by Edmund Bacon
    - The importance of three-dimensional integrated movement systems for connecting transit, districts, public spaces, and buildings.
  - Great Streets by Allan Jacobs
    - The importance of the spatial characteristics of streets for defining the structure and identity of a place.
  - Image of the City by Kevin Lynch.

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- The importance of how people perceive a place described analytically to understand the nature of a place.
- The Mathematics of the Ideal Villa and Collage City by Collin Rowe
  - The importance of spatial sequence and the conceptual structure of a place.
- Generalized principles about “smart growth.” The use of these principles are intended to underscore the importance of the view that urban planning, design, and development issues are integrated or sustainable. They are organized into two categories as follows:
  - Principles applicable to this field survey
    - Provide a range of housing opportunities and choices for all income levels
    - Provide a variety of transportation choices
    - Design walkable neighborhoods
    - Foster distinctive, attractive communities with a strong sense of place
    - Integrate and mix land uses
    - Preserve open space, natural beauty and critical environmental areas
    - Focus development towards existing communities already served by infrastructure
    - Utilize compact building design
  - Other principles not applicable to this field survey
    - Encourage community and stakeholder collaboration to reflect a community’s own sense of how and where it wants to grow
    - Achieve private sector buy-in for implementation by making development decisions predictable, fair, and cost-effective

### 3.2 Diagrams

Utilizing the conceptual framework set forth above, diagrams are used to analyze the urban design conditions of each center. One diagram is created for each of the three centers, as described in the next section.

- Project area boundaries: this diagram describes the Inner Area Boundary and shows a portion of the Outer Area.
- Scale: this diagram measures each center in terms of multiple 15-minute or quarter-mile walks. A 15-minute walk is a reasonable distance people are willing to travel for functional and/or recreational trips, assuming that a functional trip does not require an automobile to transport durable goods such as groceries or bulky items. Multiple walking trips are described in each center including between the adjoining residential neighborhoods and the commercial core, and within the commercial core itself.
- Structure: this diagram represents the basic street layout which defines the overarching structure of each center. Streets, as described by transportation planners -- highway, arterial, distributor, etc. -- is not the issue here, but rather the street hierarchy as it informs the conceptual and perceptual structure of the place.

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- Organization: this diagram describes the relationship between the structure, generalized district scale land uses, and major connections between the districts.
- Movement connections: this diagram details out the connections implied by the Organization diagram, describing the nature of the connections between the Inner Area (commercial uses) and Outer Area (residential areas).
- Street use and character: this diagram describes the general location, activities, intensities of uses, rather than specific businesses.
- Identity features: this diagram describes the identity of each center in terms unique to each place such as historic and cultural buildings, architectural features, open space, landscape features, and parking.
- View corridors: this diagram describes views into and outside of the Inner Area.

### **3.3 Working Process**

We have undertaken a deliberate methodology for analyzing each center. The methodology involved the following steps.

First, we visited each center to perform reconnaissance, including a walking and driving tour. Seeing each center from the point of view of an “urban consumer,” rather than being tutored by any local agency staff, provided an opportunity to experience each locale first hand and perceptually, with no back story or expectations. Immediately after the visits we made design notations for later use.

Next we prepared an initial urban design analysis of Riviera Village in Redondo Beach in PowerPoint and presented that to the xxxx to obtain preliminary input. This first set of diagrams tested the diagram methodology before it was applied to the other two centers.

Utilizing the initial input we revised some aspects of Riviera Village analysis and then undertook a full analysis for Downtown Inglewood and Old Town Torrance. After completing all three surveys, we visited each center a second time to reexamine and revise the diagrams based upon additional empirical experience.

After revisions and preparation of preliminary findings, we presented the overall results to the xxxx to obtain additional input and feedback. This final analysis and narrative includes changes reflecting those comments.

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### **4.0 FIELD SURVEY**

#### **4.1 Riviera Village, Redondo Beach**

##### **4.1.1 DESCRIPTION OF DIAGRAMS**

###### **Figure 1: Project Area Boundaries**

The Inner Area is centered around the parking lot in the midst of Riviera Village. The Inner Area extends approximately one-quarter mile around the parking lot generally defined by Esplanade, Avenue G, Pacific Coast Highway, and Palos Verdes Avenue.

###### **Figure 2: 15-Minute Walks**

Seven 15-minute walks are depicted.

- Walks 1, 3, and 4 connect the Inner Area boundary to the district center. These walks demonstrate good connectivity to the commercial core and indicate a commercial center which is accessible by foot in terms of scale and time.
- Walks 5, 6, and 7 connect the Outer Area to the Inner Area. These walks demonstrate relatively good connections to the commercial district edge from the midst of adjoining neighborhoods.
- Walk 2 around the Avenida Del Norte/Catalina Avenue completes approximately two-thirds of the outer triangle indicating an accessible “human” scale to the core shopping area.

###### **Figure 3: Structure**

Overall, the structure of village is defined by several features that interact “simultaneously” to provide its character:

- Two inner triangles of district center streets establish the concentric identity of the village. This simultaneously creates an internal oriented focus (the nature of the triangle shape) and outward connectivity along one leg of the triangle (Catalina Avenue connecting to adjoining residential neighborhoods).
- The beach/Pacific Ocean is the unique feature of the entire area. It forms a sharp and limited western edge. Esplanade provides north/south access along this edge.
- Pacific Coast Highway and adjoining regional strip commercial establish a sharp and limited eastern edge.
- Palos Verdes Boulevard and the adjoining hillside residential establish a sharp and limited the southern edge.
- Vista Del Mar establishes a connection with the Pacific Ocean reinforced by landscaped median.
- The central district parking lot creates a focal point and the visibility it allows across the commercial core helps strengthen its sense of place and oneness.

Multiple entry gateways on Pacific Coast Highway in close proximity all lead to the eastern “point” of the concentric triangle. The grouping of three entries in close proximity creates a sense of compression that

## Appendix C: Urban Design Field Survey

is resolved by the counterpoint of the legs of the triangle splaying outward toward Catalina Avenue, itself connecting into adjoining neighborhoods. Furthermore, the point of the triangle where two of the three gateways point is visually on axis with Vista Del Mar which provides a view corridor to the regional feature: the Pacific Ocean.

### Figure 4: Organization

Riviera Village is generally organized as follows:

- The central commercial district is surrounded by residential neighborhoods on its three expansive sides (north, west, and south) and regional strip commercial on its most limited eastern side.
- There are four types of streets: 1) regional connections along Pacific Coast Highway and Esplanade; 2) neighborhood connections on Catalina Avenue and Palos Verdes Boulevard; 3) district scale beach access on Avenue I and Vista Del Mar; and 4) district center streets (Avenida Del Norte, Elena, and El Prado).
- A dense multi-family neighborhood is anchored between the commercial district and the Pacific Ocean, providing a strong local market and great source of local activity.

### Figure 5: Neighborhood Connections

This diagram explains the access and connections between the commercial district and adjoining neighborhoods. There are four key streets that connect the commercial district and neighborhoods:

- Catalina Avenue connects to adjoining neighborhoods to the north.
- Vista Del Mar connects to the neighborhood to the west toward the beach.
- Palos Verdes Boulevard connects more distant northeast neighborhoods to Pacific Coast Highway, Via Valencia, and Catalina Avenue.
- Camino Del Campo connects to the adjoining hillside neighborhood to the southeast.

### Figure 6: Street Use/Character

This diagram explains street use and street character in the commercial district. There are four street classes:

- North/south connectors: Catalina Avenue and Camino Del Campo connect to adjoining neighborhoods and can combine local vehicular, pedestrian, and bicycle access. In the district, Catalina Avenue is a high quality retail street.
- Regional/city-wide connectors: Pacific Coast Highway, Esplanade, and Palos Verdes Boulevard are primarily vehicular oriented, except Esplanade which has a high degree of pedestrian character due to the beach.
- Beach access streets: Vista Del Mar and Avenue I are pedestrian oriented streets terminating within the district and at the beach.
- Commercial district streets: local shopping streets that do not extend outside of the district.

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### Figure 7: View Corridors

This diagram describes view corridors into and out of the commercial district.

- Beach views from Avenue I and Vista Del Mar.
- Local terminal views within and immediately adjoining the commercial triangle.
- Regional views into the district from Pacific Coast Highway on Elena and Avenue I also define key parcels that receive regional views and set the tone for the district.
- Distant mountain views from within most of the commercial district.
- Neighborhood views into the district particularly from Catalina Avenue and Camino Del Campo
- Adjoining hillside view terminus on the southeast side of Palos Verdes Boulevard.
- View central from the parking lot in the center of the commercial district.

#### 4.1.2 FINDINGS

Based upon the urban design analysis above, we offer the following findings:

##### 1. Sense of place

Riviera Village has a unique sense of place that largely derives from the following:

- It is a “set piece village” that has an identity within its overall urban context.
- The set piece is defined by a “double triangle” geometry which has simultaneously a concentric focus and expansive connections into adjoining neighborhoods.
- The concentric nature of the double triangle geometry reinforces the concept of the place as a “village.”
- The Village is visually coherent (meaning one can stand in the center and grasp it) with some degree of complexity (meaning that the expansive connections lead the eye and mind away from the center, thereby creating the complexity).

##### 2. Regional access connections

While there is minimal access from Pacific Coast Highway it is concentrated at the point of the district center triangle creating a compression effect that is relieved by the expansive legs of the triangle to Catalina Avenue, which in turns makes neighborhood connections. One entry connection, at Avenue I, provides a contrast with the triangular geometry by providing a single, linear connection to the Pacific Ocean. The two entrances compressing on the eastern point of the triangle also line up on axis with a view corridor on Vista Del Mar to the Pacific Ocean, thereby creating symmetrical regional connections between Pacific Coast Highway and the Ocean.

##### 3. Neighborhood use support

The commercial district is surrounded on three by residential uses of varying density. The varying density is important as it represents different lifestyle segments.

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**4. Neighborhood connections**

- Riviera Village has stronger connections to local neighborhoods than to other parts of the city. In this sense Riviera Village is a community or neighborhood scaled center, rather than a regional or city-wide center.
- Key neighborhood access directly connects to Catalina Avenue, the “upscale” key shopping street.

**5. Orientation**

Riviera Village operates at two scales providing a sense of complexity and richness:

- The triangular geometry creates an internal focus.
- The Palos Verdes hills to the south and the Pacific Ocean to the west provide regional scale touchstones that can be seen from within the village.

**6. Scale/walking distance**

Riviera Village has numerous 15-minute walks both within the commercial district, from the edges of the commercial district to its center, and from within adjoining neighborhoods to the edge of the district.

**4.1.3 COMPARISON TO SMART GROWTH PRINCIPLES**

The following table summarizes how well Riviera Village fits with the smart growth principles described above.

**Table 1: Riviera Village Application of Physical Design Components to Smart Growth Principles**

Criteria (Inner Area)	Rank (1 = low; 5 = high)	Comments
Provide housing choices	4	There is a broad range of housing types and densities in and around the Inner Area.
Provide transportation choices	2	There are only three transportation modes between the Inner and Outer Areas: drive a car, walk, and bicycle.
Walkable neighborhoods	5	This is one of the greatest strengths of Riviera Village.
Sense of place	5	This is one of the greatest strengths of Riviera Village.
Integrate/mix land uses	3	With the exception of one or two buildings, uses are not vertically integrated in the commercial center but they are mixed horizontally.
Preserve open space	3	While there is a lack of open space there are connections to the beach/ocean that make up for it.
Focus development	3	Residential development mostly consists of intensification of existing residential structures. There is little current commercial revitalization.
Compact building design	2	A recent building on Avenue I is compact with vertically integrated mixed uses. Historic commercial buildings are single use and relatively low density.
<b>Average</b>	<b>3.38</b>	

### Description

This diagram describes the project area boundaries. The project area is organized into an Inner Area and an Outer Area.

The Inner Area encompasses an area that is about a one-quarter mile radius from the district center parking lot to Esplanade and Avenue G.

The Outer Area encompasses the remainder of the aerial photograph.



### Legend



Inner Area Boundary



District center parking lot



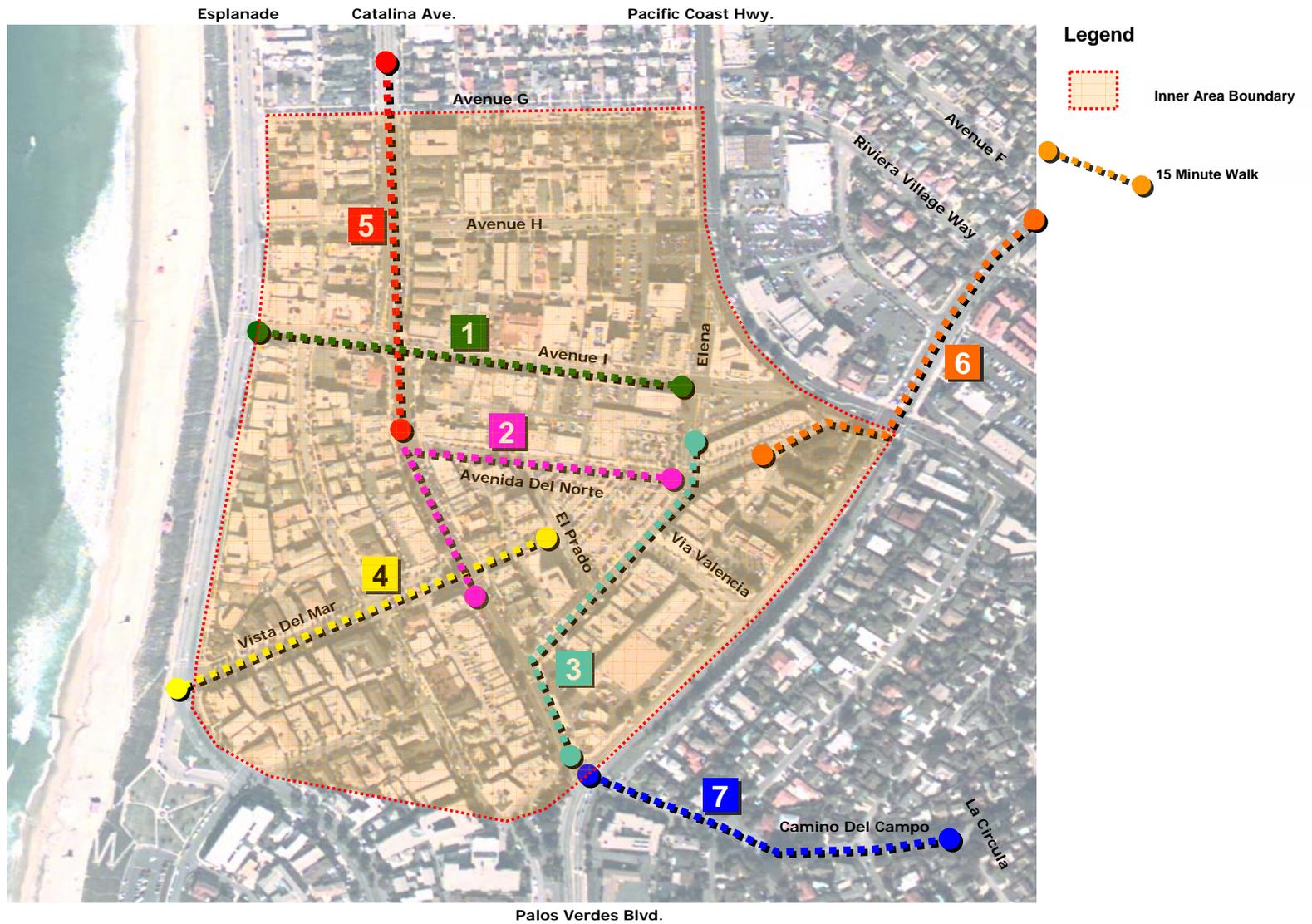
North

### Description

This diagram describes seven 15-minute walks. People casually walk approximately 1,320 feet or one-quarter mile in about 15 minutes.

Walks 1, 2, 3, and 4 begin in and tour around the commercial district.

Walks 5, 6, and 7 connect the commercial district to a location in an Outer Area neighborhood.

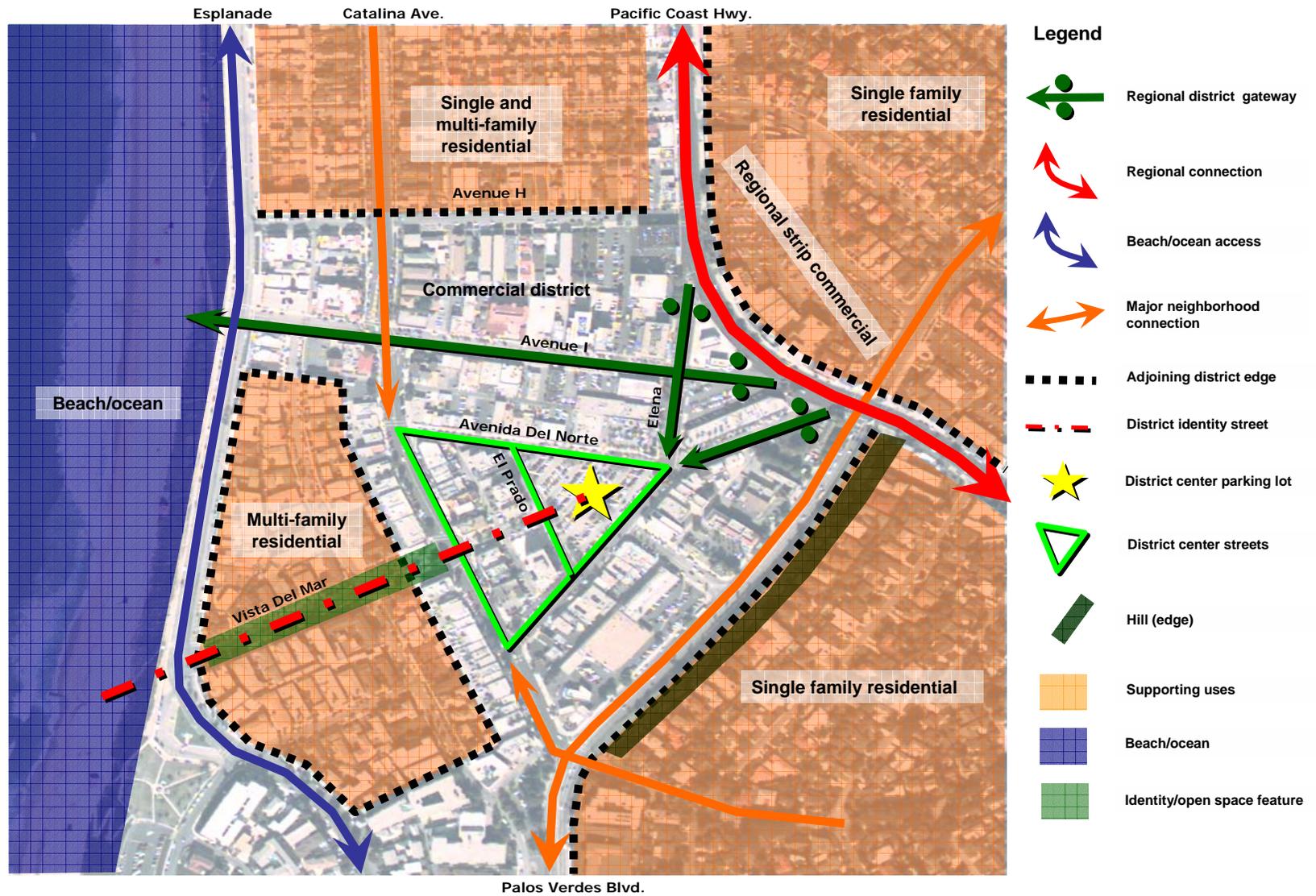


### Description

This diagram describes the structure of the project area.

The structure is the combination of the:

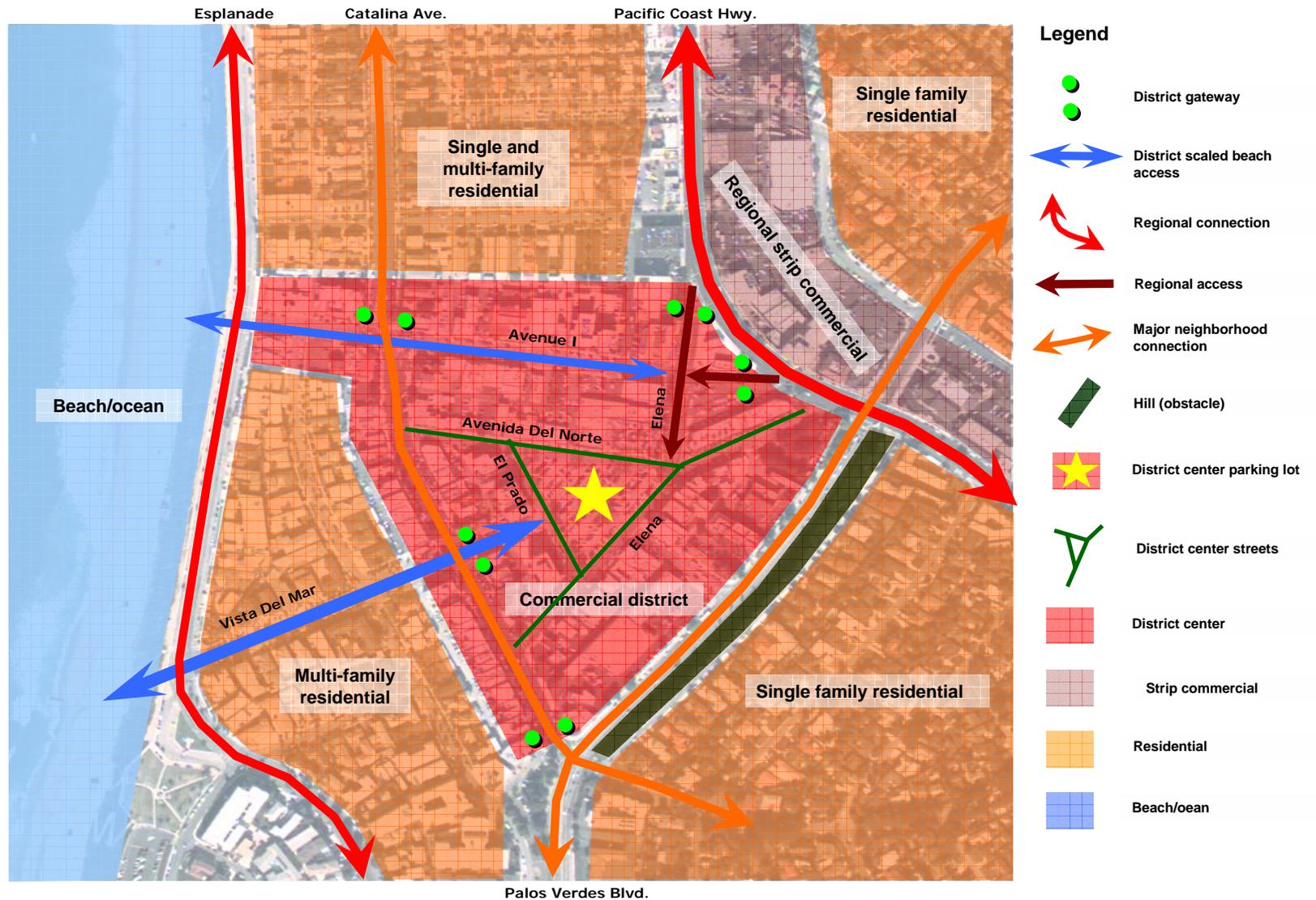
- Street grid geometry, hierarchy, and pattern
- Groupings of land uses
- Edges and the districts they define
- Entrances and gateways
- Key locations
- Open spaces and feature elements
- Environmental setting



## Description

This diagram explains the general urban design organization of Riviera Village including the relationships between:

1. The commercial district and surrounding residential neighborhoods including access and linkages.
2. The commercial district and the adjoining strip commercial across Pacific Coast Highway.
3. Regional access from Pacific Coast Highway and city-wide access from Esplanade.
4. Neighborhood access on Catalina Avenue and Palos Verdes Boulevard.
5. The internal organization of the shopping streets and the commercial district center parking lot.



## Description

This diagram explains the access and connections between the Riviera Village commercial district and adjoining neighborhoods.

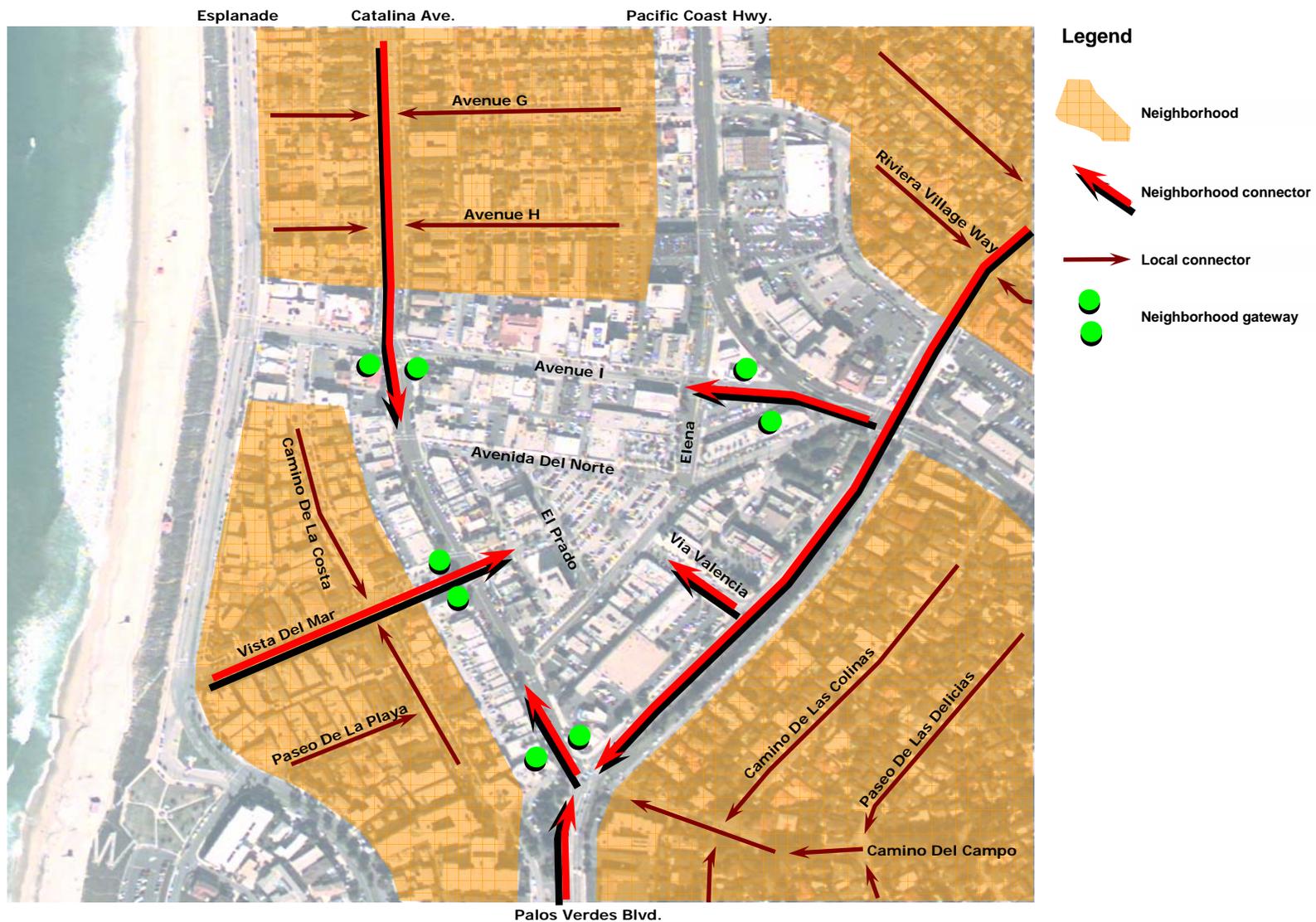
There are four key streets that connect the commercial district and neighborhoods:

Catalina Avenue connects to adjoining neighborhoods to the north.

Vista Del Mar connects to the neighborhood to the west toward the beach.

Palos Verdes Blvd. connects more distant northeast neighborhoods to PCH, Via Valencia, and Catalina Ave.

Camino Del Campo connects to the adjoining hillside neighborhood to the southeast.



## Description

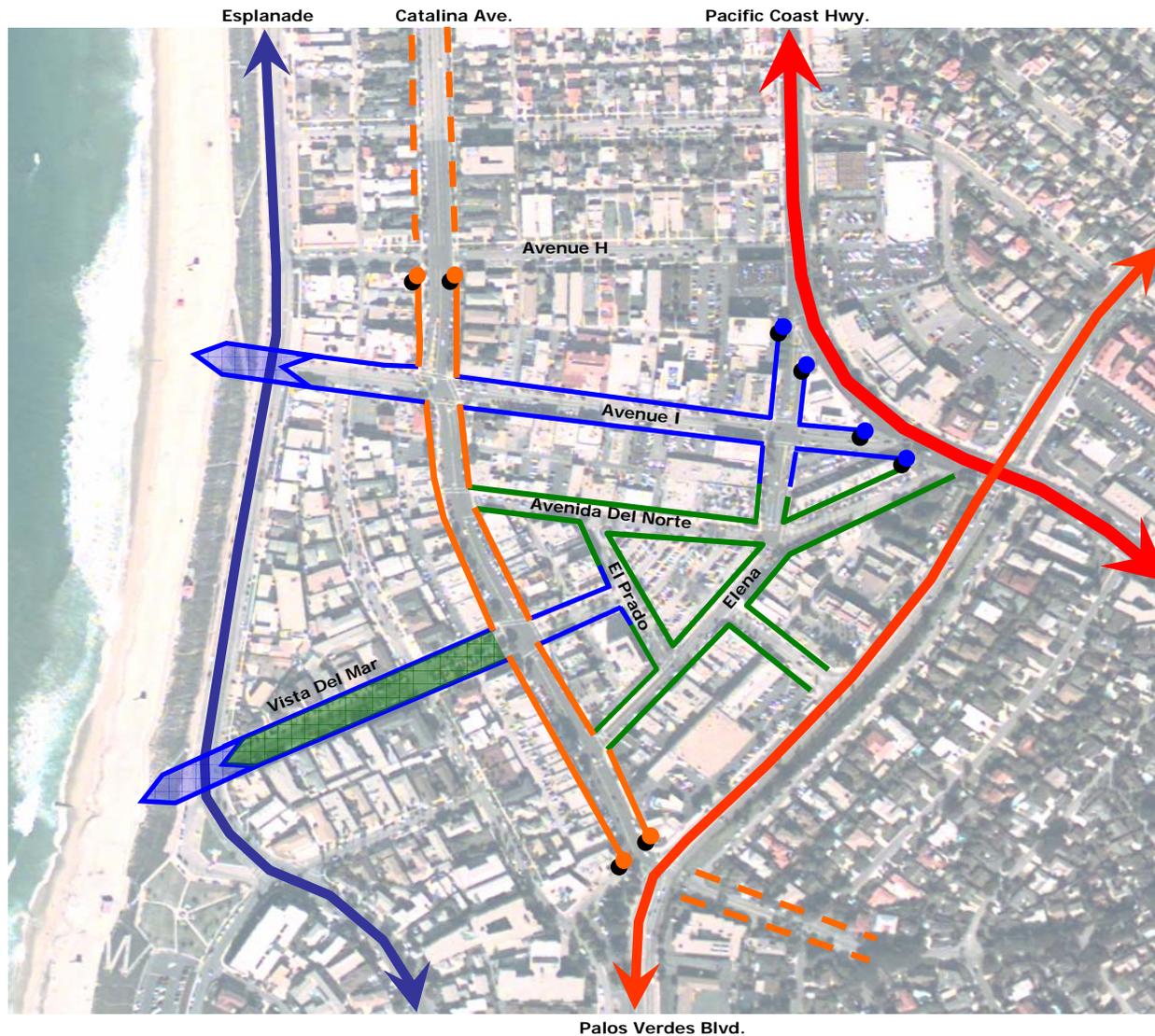
This diagram explains street use and street character in the Riviera Village commercial district. There are four classes of streets:

**North/south connectors:** Catalina Ave. and Camino Del Campo connect to adjoining neighborhoods and can combine local vehicular, pedestrian, and bicycle access. In the district, Catalina Ave. is a high quality retail street.

**Regional/city-wide connectors:** Pacific Coast Hwy., Esplanade, and Palos Verdes Blvd. are primarily vehicular oriented, except Esplanade which has a high degree of pedestrian character due to the beach.

**Beach access streets:** Vista Del Mar and Avenue I are pedestrian oriented streets terminating within the district and at the beach.

**Commercial district streets:** local shopping streets that do not extend outside of the district.



## Legend

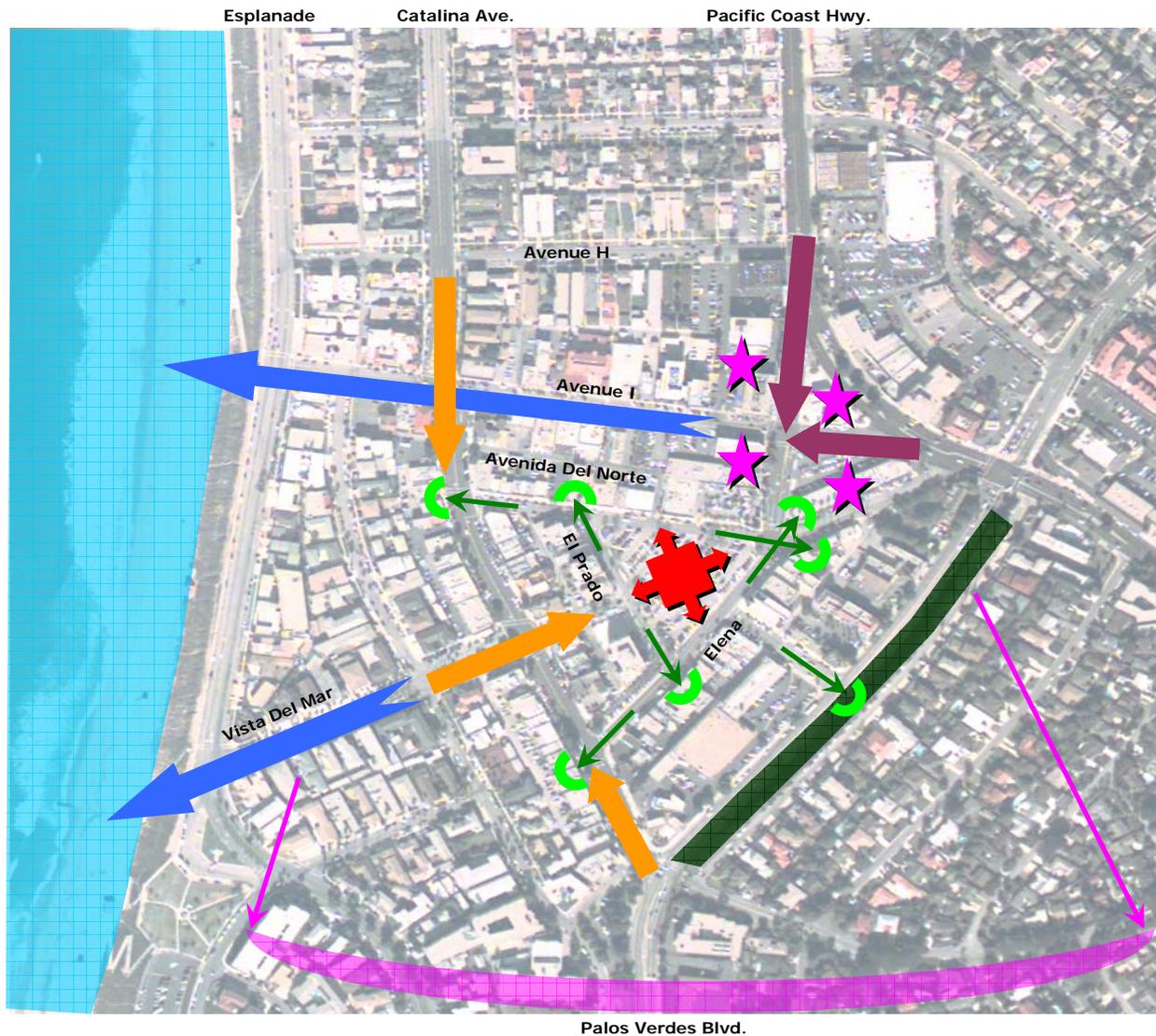
-  Shopping identity street, neighborhood connection
-  Beach access identity street, neighborhood connection
-  Pedestrian oriented shopping street
-  Regional street
-  City-wide neighborhood connection street
-  City-wide beach access street
-  Median identity feature



### Description

This diagram describes view corridors both into and out of the Riviera Village commercial district.

- Beach views from Avenue I and Vista Del Mar
- Local terminal views within and immediately adjoining the commercial triangle
- Regional views into the district from PCH on Elena and Avenue I also define key parcels that receive regional views and set the tone for the district
- Distant mountain views from within most of the commercial district
- Neighborhood views into the district particularly from Catalina Ave. and Camino Del Campo
- Adjoining hillside view terminus on the southeast side of Palos Verdes Blvd.
- View central from the parking lot in the center of the commercial district



### Legend

- Beach view corridor
- Neighborhood view corridor
- Regional view corridor
- Local view and terminus
- Centralized views
- Distant mountain views
- Local hill view
- Beach/ocean
- Regional view parcel



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### **4.2 Old Town Torrance**

#### **4.2.1 DESCRIPTION OF DIAGRAMS**

##### **Figure 1: Project Area Boundaries**

The Inner Area encompasses a locale about a one-quarter mile radius from the district center at El Prado Avenue and Cravens Avenue. The Inner Area is defined by Torrance Boulevard, Cabrillo Avenue, Carson Street, Engracia Avenue, and Arlington Avenue.

##### **Figure 2: 15-Minutes Walks**

Seven 15-minute walks are depicted.

- Walks 1 and 3 are considered to be internal walks within the commercial district, indicating an accessible “human” scale to the core shopping area. Walk 1 on Sartori Avenue, a key shopping street which provides important identity for the center is exactly one-quarter mile long. Walk 2 on Marcelina Avenue and Cravens Avenue demonstrates that most any criss-crossing of blocks in the district will allow a person to traverse the shopping area in a reasonable amount of time.
- Walks 2 and 5 connect the Inner Area boundary into or through the district center. These walks demonstrate good connectivity to the commercial core and a commercial center which is accessible by foot in terms of scale and time.
- Walks 4, 6, and 7 connect the Outer Area to the edge of or just into the Inner Area. This demonstrates good connections to the commercial district edge from the midst of two adjoining neighborhoods (northwest on Sartori Avenue and southwest on Post Avenue), and from the Honda administration building. There are no connections into the light industrial district east of Van Ness Avenue or to the neighborhood south of Carson Street.

##### **Figure 3: Structure**

Overall, the structure of Old Town, Torrance is defined by several features that interact “simultaneously” to provide its character:

- Old Town is set at a 45 degree angle to the dominate Jeffersonian street grid. Key Jeffersonian grid edges that define Old Town are Torrance Boulevard, Cabrillo Avenue, and Carson Street.
- Within Old Town, streets are set at right angles running northwest/southeast (Sartori Avenue, Cravens Avenue, Arlington Avenue) and southwest/northeast (Engracia Avenue, Post Avenue, El Prado Avenue, Marcelina Avenue, and Gramercy Avenue.
- Set within this grid are adjoining residential and commercial districts. The residential district occupies the northeast area; the residential district occupies the west and southwest areas. The two districts join at Cravens Street.
- Running perpendicular to Cravens Street is El Prado Avenue which is an identity street encompassing a broad landscape median that organizes the neighborhood and connects the two districts. A small park is located at the intersection of El Prado Avenue and Carson Street, counter-balancing in the southwest part of the residential district the northeast connection to the commercial district.

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- Commercial district entrances intersect edges streets (Torrance Boulevard and Cabrillo Avenue) to create district gateways.
- The commercial district center is two-fold:
  - El Prado Street is the primary connector with the adjoining residential district.
  - Sartori Avenue is the primary commercial street.
- The district center is the intersection of Sartori Avenue and El Prado Avenue.

**Figure 4: Organization**

Old Town, Torrance is generally organized as follows:

- The commercial district, which generally forms a triangle in relation to the encompassing Jeffersonian street grid, is surrounded by residential uses only to the southwest; by strip commercial to the northwest; and by strip commercial and light industrial uses to the northeast and east (notwithstanding a “finger” of residential uses north of Cabrillo Avenue at the northeast apex of the commercial district).
- There are four types of streets: 1) the primary regional connector is Torrance Boulevard providing dominate east-west access to the commercial district; 2) subregional connections along Carson Street and Cabrillo Avenue/Van Ness Avenue; 3) residential neighborhood connections (Engracia Avenue, Post Avenue, El Prado Avenue, Marcelina Avenue, and Gramercy Avenue); and 4) district center streets (Cravens Avenue and Sartori Avenue, in addition to the neighborhood connectors mentioned immediately above).

**Figure 5: Neighborhood Connections**

This diagram explains the access and connections between the commercial district and adjoining neighborhoods and light industrial districts.

- As mentioned above, there are five streets that connect the commercial district and with the adjoining residential neighborhood: Engracia Avenue, Post Avenue, El Prado Avenue, Marcelina Avenue, and Gramercy Avenue.
- Cravens Avenue and Sartori Avenue provide access into the commercial district.
- An entry driveway at El Prado Avenue and Cabrillo Avenue provides access to the apex of the commercial district.
- Two important issues should be noted with respect to the lack of connections between the commercial district and the that 213<sup>th</sup> Street and Double Street provide access to the nearby light industrial district but are not aligned with Cravens Avenue or Sartori Avenue and therefore diminish accessibility to the commercial area.

**Figure 6: Street Use/Character**

This diagram explains street use and street character in the commercial district. There are three street classes:

- Regional/city-wide connectors: Torrance Boulevard, Carson Street, and Van Ness Avenue/Cabrillo Avenue are vehicular oriented streets that establish regional and city-wide linkages.

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- Identity streets: El Prado Avenue is an identity street with a wide central open space median linking the southern residential neighborhood to the commercial district.
- Commercial district streets: local shopping streets that do not extend outside of the district. Cravens Ave. forms a key southern boundary to the adjoining residential neighborhood.

### Figure 7: View Corridors

This diagram describes view corridors into and out of the commercial district.

- Regional views are from Torrance Boulevard and Cabrillo Avenue/Carson Street intersection. It should be noted that because of the angular orientation of the commercial district within the Jeffersonian grid streets, views from Torrance Boulevard favor an east bound approach.
- Neighborhood views are primarily from the south and from Cabrillo Avenue.
- There are a few local views within the commercial district to areas outside.

### 4.2.2 FINDINGS

Based upon the urban design analysis above, we offer the following findings:

#### 1. Sense of place

Old Town, Torrance has a unique sense of place that largely derives from the following:

- It is a “set piece village” that has an identity within its overall urban context.
- The commercial district set piece is defined by sitting at a 45 degree angle within the Jeffersonian street grid. This creates a unique identity and integrates with the adjoining residential district at the same angle.
- The angular shift reinforces the concept of the place as a “village” or “set piece” within the overall urban context.
- The commercial district is visually complex: on the one hand, it is internally coherent because the streets within the district and the adjoining residential area are of the same geometry; on the other hand, it is collides with the edges of the Jeffersonian grid creating significant urban design complexity at both the urban and architectural scales.

#### 2. Regional access connections

- Old Town, Torrance has plentiful regional and city-wide access. Multiple access points are available connecting the commercial and residential districts to Torrance Boulevard, Cabrillo Avenue, and Carson Street.

#### 3. Neighborhood use support

There is little neighborhood support for the commercial district. The commercial district is adjoined on only one side by a residential district, and it is low density single family homes. Other adjacencies include light industrial and the Honda plant. Each of those areas is relatively in accessible by walking due to low densities and large parcels.

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**4. Neighborhood connections**

- The only significant existing neighborhood connection is between the commercial district and the adjoining district. As set forth above, this connection is due to adjacency, shared angular orientation, and shared street linkages.
- The commercial district does not have any other significant neighborhood connection. From an urban design standpoint, the commercial district is largely independent of the nearby light industrial areas (east of Cabrillo Avenue and the Honda plant).

**5. Orientation**

Old Town, Torrance operates at two scales providing a sense of complexity and richness:

- First, when experienced from within the angled street grid, the streets are at right angles and maintain a sense of regularity. This sense of orderliness extends by virtue of the street grid to visually integrate the adjacent residential district.
- Second, because the angled streets collide with the surrounding grid streets (e.g., Torrance Boulevard) there is a visual complexity for both people looking out of the commercial district to major streets and for people looking at or into the commercial district from those same major streets.

**6. Scale/walking distance**

Old Town, Torrance has numerous 15-minute walks within the commercial district and from the edges of the commercial district to its center. There are however few walkable connections to neighborhoods north of Torrance Boulevard, south of Carson Street, or into the light industrial district east of Cabrillo Avenue.

**4.2.3 COMPARISON TO SMART GROWTH PRINCIPLES**

The following table summarizes how well Old Town, Torrance fits with the smart growth principles described above.

**Table 1: Old Town, Torrance Application of Physical Design Components to Smart Growth Principles**

<b>Criteria (Inner Area)</b>	<b>Rank (1 = low; 5 = high)</b>	<b>Comments</b>
Provide housing choices	2	There are relatively few housing types or housing densities in or immediately around the study area.
Provide transportation choices	2	There are only three transportation modes between the Inner and Outer Areas: drive a car, walk, and bicycle.
Walkable neighborhoods	3	Strong connections with the adjoining residential district.
Sense of place	5	This is one of the greatest strengths of Old Town, Torrance.
Integrate/mix land uses	4	Uses are horizontally integrated in the commercial center with a recent residential project on El Prado Avenue.
Preserve open space	2	El Prado Avenue provides a significant median immediately outside of the commercial district.
Focus development	3	The recent residential development and other commercial projects in the commercial district focus development.
Compact building design	3	Recent developments show a commitment to compact design.
<b>Average</b>	<b>3</b>	

## Description

This diagram describes the project area boundaries. The project area is organized into an Inner Area and an Outer Area.

The Inner Area encompasses an area that is about a one-quarter mile radius from the district center on El Prado Avenue north of Cravens.

The Outer Area encompasses the remainder of the aerial photograph.



## Legend



Inner Area Boundary

North



Field Survey

CIVICTechnologies, Inc.

Old Town, Torrance

April 2005

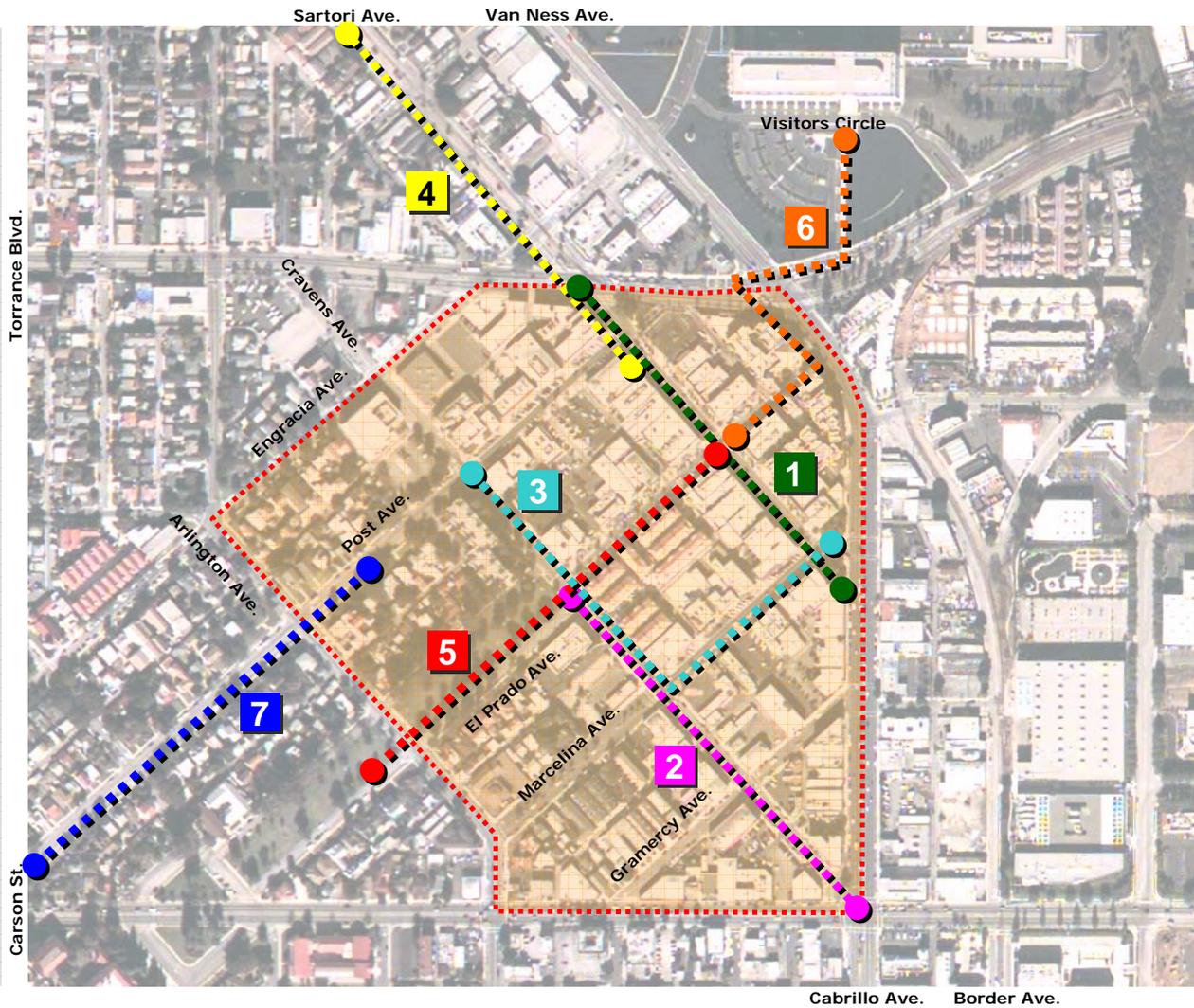
Figure 1: Project Area Boundaries

### Description

This diagram describes six 15-minute walks. People casually walk approximately 1,320 feet or one-quarter mile in about 15 minutes.

Walks 1, 2, and 3 begin in and walk around commercial district, in effect a stroll through the district.

Walks 4, 5, 6, and 7 connect the commercial district to a location in an Outer Area neighborhood.



### Legend



Inner Area Boundary



15 Minute Walk

North



Field Survey

CIVICTechnologies, Inc.

Old Town, Torrance

April 2005

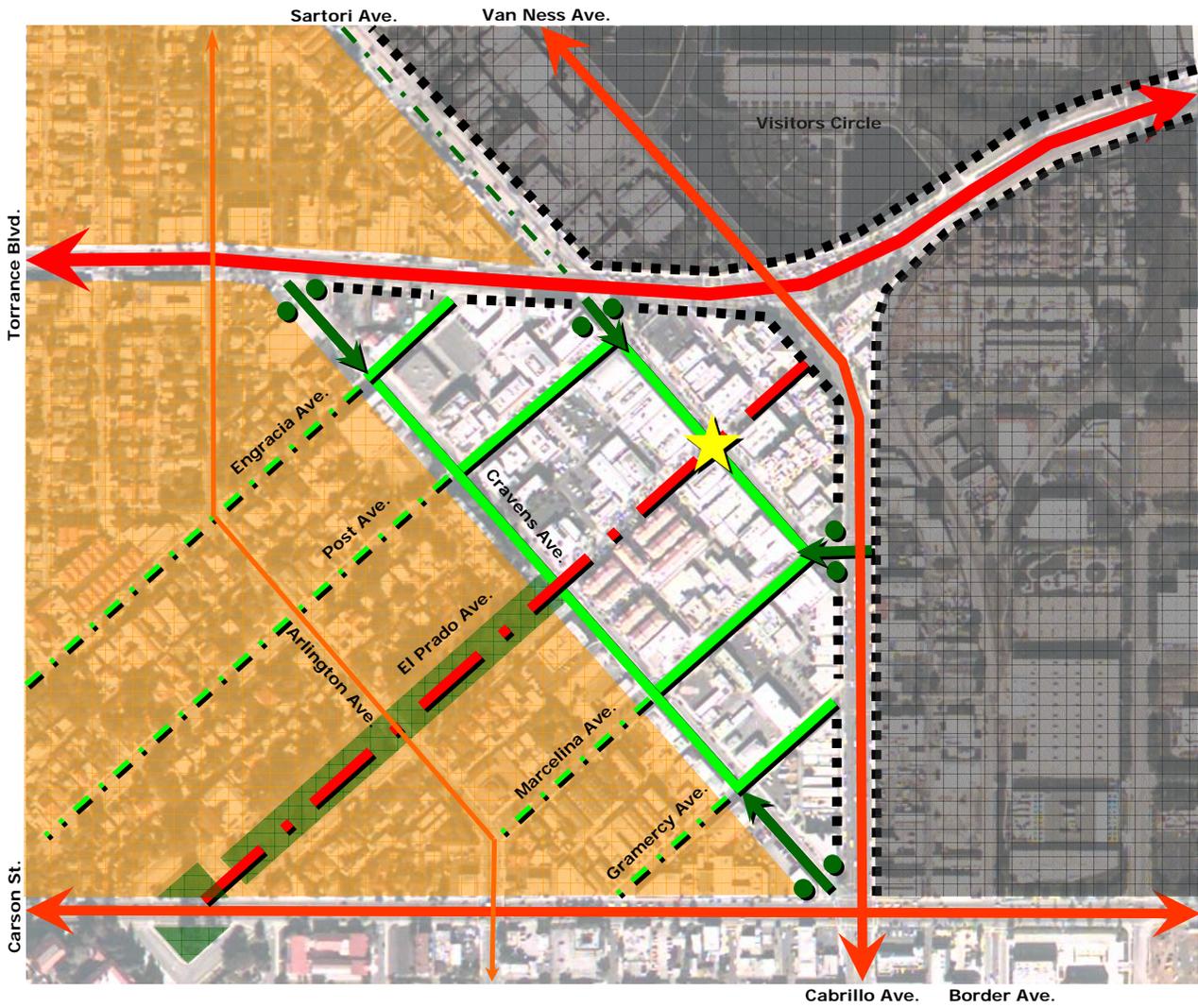
Figure 2: 15-Minute Walks

**Description**

This diagram describes the structure of the project area.

The structure is the combination of the:

- Street grid geometry, hierarchy, and pattern
- Groupings of land uses
- Edges and the districts they define
- Entrances and gateways
- Key locations
- Open spaces and feature elements
- Environmental setting

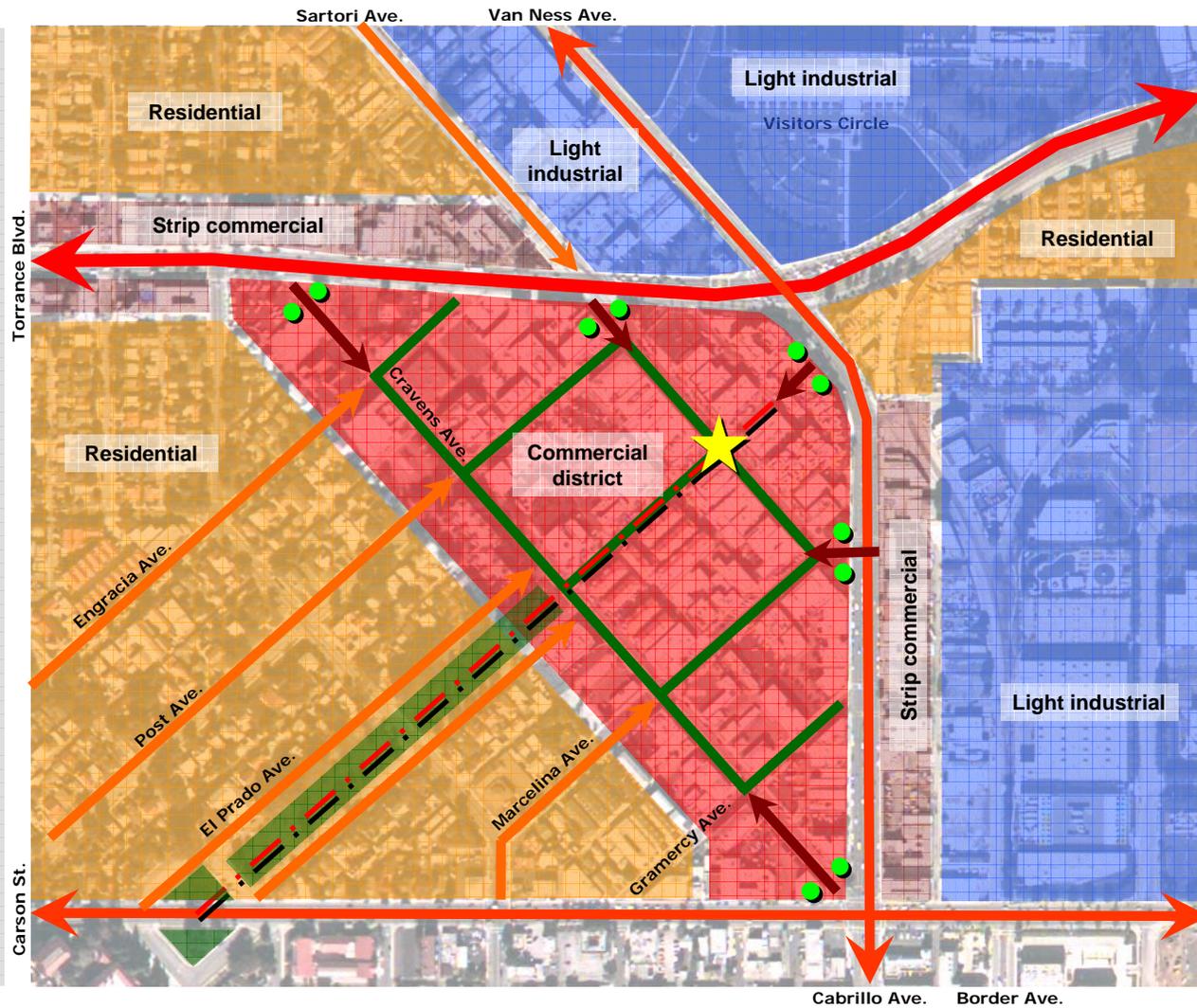


- Legend**
- Regional district gateway
  - Regional connection
  - City-wide/local access
  - Major neighborhood connection
  - Adjoining district edge
  - Organizational street
  - District center parking lot
  - District center streets
  - Supporting uses
  - Supporting light industrial
  - Identity/open space feature

### Description

This diagram explains the general urban design organization of Old Town Torrance including the relationships between:

1. The commercial district and the adjacent residential neighborhoods, strip commercial areas, and light industrial districts including access and linkages.
2. Regional access from Torrance Blvd. and subregional access from Van Ness Ave./Cabrillo Ave. and Carson Str.
3. The internal organization of the commercial district.



### Legend

- District gateway
- Regional connection
- Sub-regional connection
- Regional/subregional access
- Major neighborhood connection
- District center streets
- Organizational street
- District center
- Strip commercial
- Residential
- Light industrial
- District center



## Description

This diagram explains the access and connections between the Old Town Torrance commercial district and adjoining districts and neighborhoods.

There are numerous streets that make these key connections:

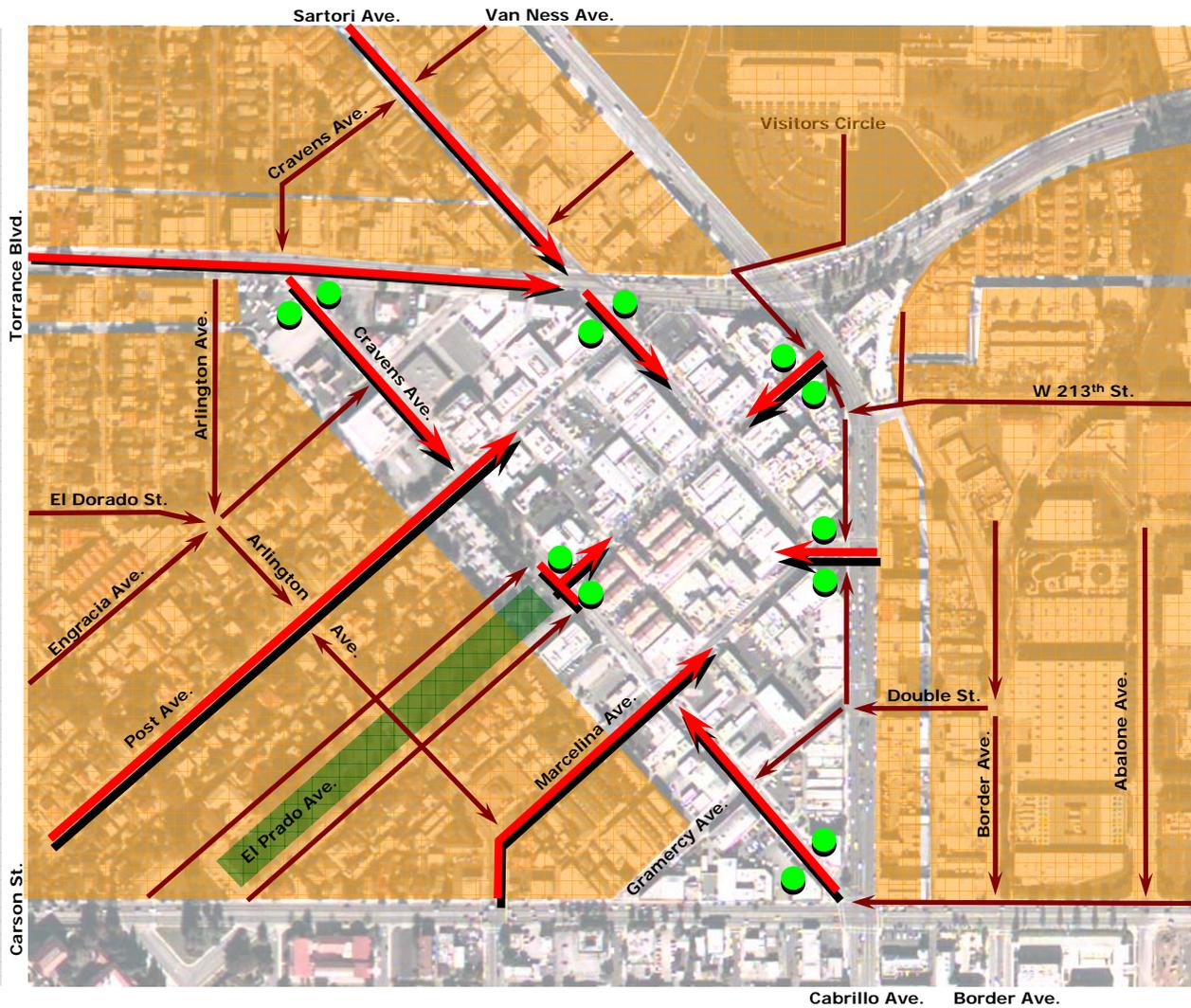
Torrance Blvd. connecting to Cravens Ave. and Sartori Ave.

Sartori Ave. from north of Torrance Blvd.

Cravens Ave. connecting Gramercy Ave. and Engracia Ave. from the south.

El Prado Ave., Post Ave., and Marcelina Ave. connecting directly from the south.

Carson St., Double St., and W. 213<sup>th</sup> St. from the light industrial district to the east.



## Legend

-  Neighborhood
-  Neighborhood connector
-  Local connector
-  Neighborhood gateway

North



Field Survey  
CIVICTechnologies, Inc.

Old Town, Torrance

April 2005

Figure 5: Neighborhood Connections

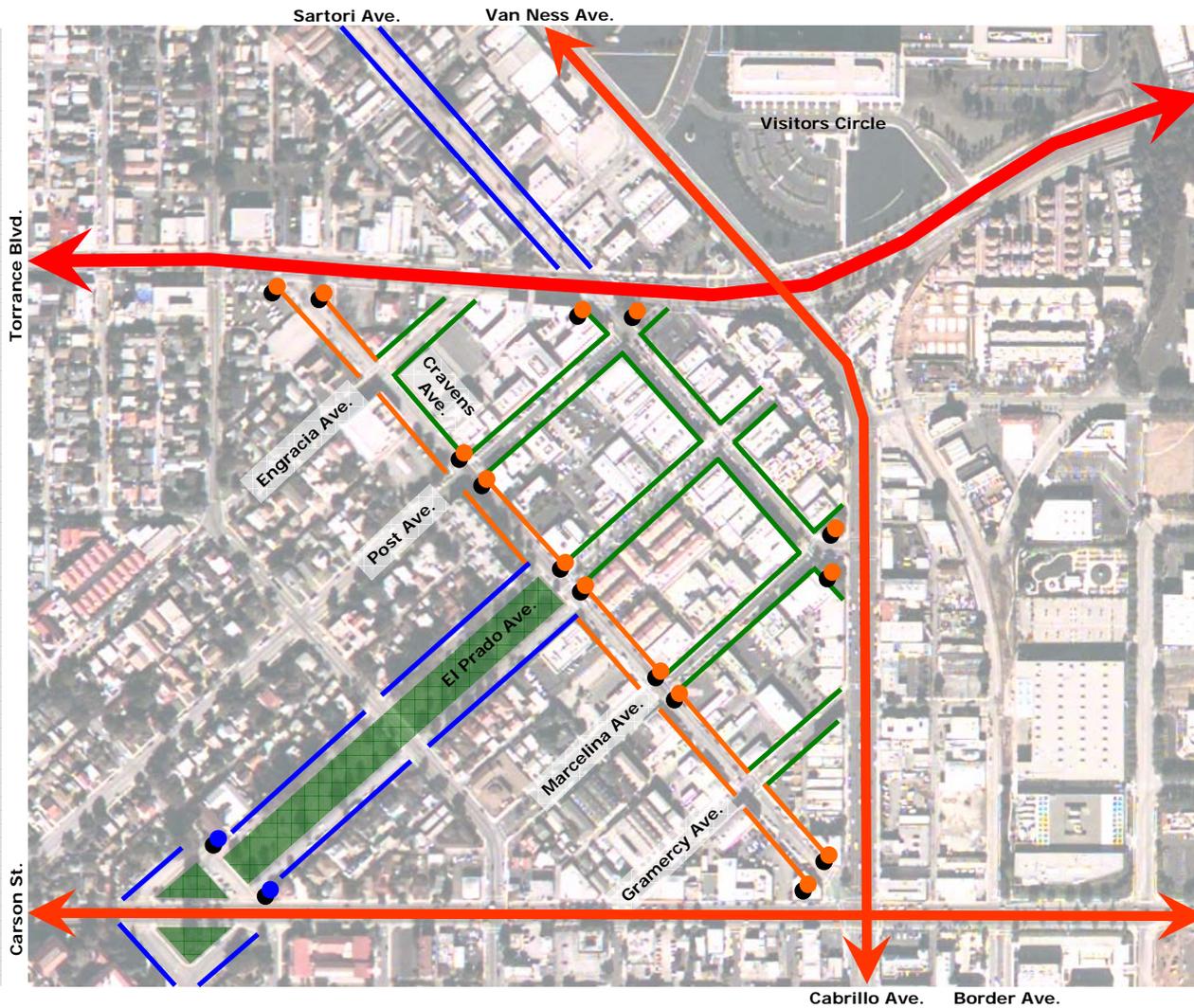
## Description

This diagram explains street use and street character in the Old Town Torrance commercial district. There are four classes of streets:

**Regional/city-wide connectors:** Torrance Blvd., Carson St. and Van Ness Ave. are vehicular oriented streets that establish regional and city-wide access.

**Identity Street:** El Prado Ave. is an identity street with a wide central open space median linking the southern residential neighborhood to the commercial district.

**Commercial district streets:** local shopping streets that do not extend outside of the district. Cravens Ave. forms a key southern boundary to the adjoining residential neighborhood.



## Legend

-  Shopping identity street, neighborhood connection
-  Neighborhood landscape identity street, neighborhood connection
-  Pedestrian oriented shopping street
-  Regional street
-  City-wide neighborhood connection street
-  Open space street feature

North



Field Survey

CIVICTechnologies, Inc.

Old Town, Torrance

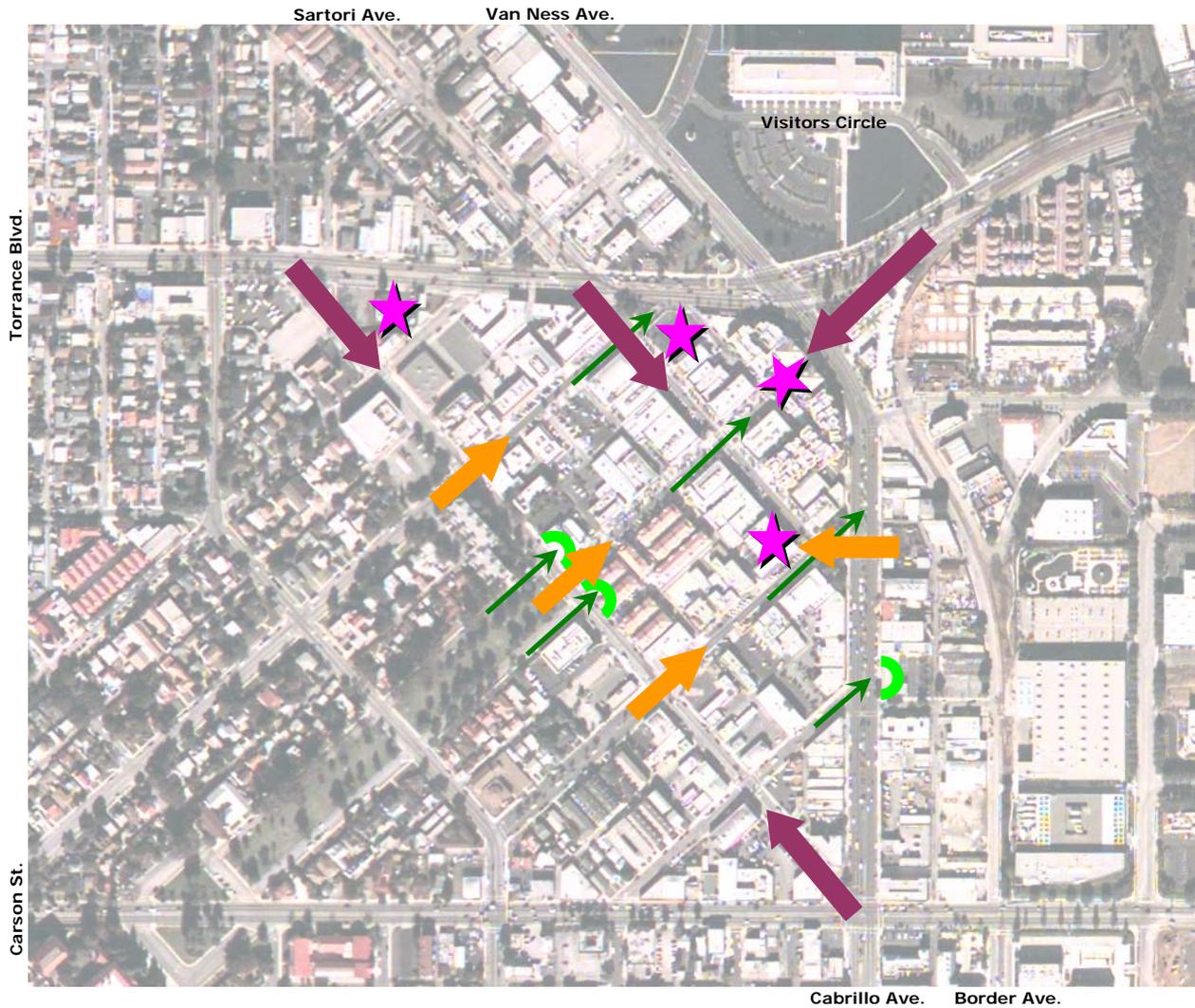
April 2005

Figure 6: Street Use/Character

### Description

This diagram describes view corridor to the Old Town Torrance commercial district.

- Regional views are from Torrance Blvd. and Carson Street.
- Neighborhood views are primarily from the south and from Cabrillo Ave.
- There are a few local views within the study area.



### Legend

-  Neighborhood view corridor
-  Regional view corridor
-  Local view and terminus
-  View parcel

North



## Appendix C: Urban Design Field Survey

### 4.3 Downtown Inglewood

#### 4.3.1 DESCRIPTION OF DIAGRAMS

##### Figure 1: Project Area Boundaries

The Inner Area encompasses a locale that is about a one-quarter mile radius from the district center at Market Street and Manchester Boulevard. The Inner Area is an irregularly shaped locale (it does not include the local high school) defined by Florence Avenue, Locust Street, Fir Avenue, Hillcrest Avenue, Kelso Street, Grevillea Avenue, and Manchester Boulevard.

##### Figure 2: 15-Minutes Walks

Six 15-minute walks are depicted.

- Walks 1, 2, and 3 are internal walks within the Downtown, indicating an accessible “human” scale to the districts within the overall area. Walk 1 on Market Street is centered on Manchester Boulevard and indicates that the length of this core street is accessible from end to end (Hillcrest Boulevard/Regent Street). Walk 2 on Manchester Boulevard runs from one end of the Downtown near the City Hall through a retail area east to Locust Street. Walk 3 is internal to the county government center on Grevillea Avenue and Queen Street.
- Walks 4, 5, 6, and 7 connect the Outer Area to the edge of or just into the Inner Area. This demonstrates good connections to the commercial district edge from the neighborhood districts east of Downtown. However, Walks 6 and 7 indicate that the connections into the local neighborhoods are not sufficiently deep and therefore the linkages to these areas is relatively weak.

##### Figure 3: Structure

Overall, the structure of Downtown Inglewood is defined by several features that interact “simultaneously” to provide its character:

- Downtown is a very complex street grid environment. It is made complex by 1) the extraordinary combination of uses in close proximity to each other, and which in turn form districts; 2) the extraordinary diversity of street types and street front uses in close proximity; 3) the angular shift in the grid at Hillcrest Boulevard; 4) the boundary created by the railroad tracks at Florence Avenue; and 4) the barrier created by Inglewood High School.
- The two regional streets that structure the entire Downtown are Manchester Boulevard and La Brea Avenue. Their intersection is the regional cross roads. La Brea Avenue forms a supporting mixed retail, office, and government district.
- Market Street is the key local shopping street and forms the heart of the commercial district. Due to landscaping it provides an important landscape/open space identity feature. It also provides an important transit linkage with a bus station on the south end at Nutwood Street.
- East of the Inner Area is a large residential neighborhood with a strong mixture of multi-family and single-family residential uses, decreasing in density away from the Inner Area.
- The Hillcrest Boulevard district is mixed-use including retail, post office, office, institutions such as churches, and multi-family residential.

**Appendix C: Urban Design Field Survey**

- The entire area is weaved together with local east/west streets (Regent Street, Queen Street, Kelso Street, and Nutwood Street).
- Grevillea Avenue has an important north-south linear open space feature that visually links the high school and City Hall.

**Figure 4: Organization**

Downtown Inglewood is generally organized as follows:

- The Market Street district is bounded on the west by the La Brea Avenue corridor (strip commercial and office) and on the north by the Florence Avenue corridor (strip commercial).
- The intersection of Market Street and Manchester Boulevard is the commercial heart of the Downtown and forms both north and south gateways into Market Street.
- The government center, east of the La Brea Avenue corridor is a large, generally single purpose area. As stated above, the Grevillea Avenue open space axis connects the City Hall with Inglewood High School to the south. Inglewood High School is also a large, single purpose area south of Manchester Boulevard. These two uses – government center and high school – create a major institutional district. These uses provide the Downtown with advantages and disadvantages. One advantage is that they build-in a large daytime population. One disadvantage is that the school cuts off adjacency to nearby residential neighborhoods.
- There are three types of streets: 1) regional connectors are La Brea Avenue and Manchester Boulevard which define the Downtown core, and Florence Avenue which defines the northern boundary of the Inner Area; 2) subregional connector is Hillcrest Boulevard which provides city-wide connections; 3) residential neighborhood connections (Regent Street, Queen Street, Nutwood Street, and Kelso Street).

**Figure 5: Neighborhood Connections**

This diagram explains the access and connections between the Market Street commercial district and adjoining neighborhoods and other use districts.

- There are five east-west streets that connect adjoining areas to Market Street: Regent Street, Queen Street, Manchester Boulevard, Nutwood Street, and Kelso Street.
- The south end of Market Street has a rich convergence of streets that point to Market Street: La Brea Avenue south of Market Street, Kelso Street, and Hillcrest Boulevard.
- The north end of Market Street is defined by Regent Street which connects to local neighborhoods to the east and the government center to the west.
- Three neighborhood connector streets are short in length and terminate locally: Nutwood Street terminates at the high school east of Grevillea Avenue; Queen Street terminates at the City Hall east of La Brea Avenue; and Queen Street terminates at Locust Street.

**Figure 6: Street Use/Character**

This diagram explains street use and street character in the commercial district. There are three street classes:

## Appendix C: Urban Design Field Survey

- Regional: La Brea Avenue, Manchester Boulevard, and Florence Avenue are vehicular oriented streets that establish regional linkages. These uses vary but are mostly strip commercial/office, or government uses.
- Citywide: Hillcrest Boulevard is a city-wide street that varies in use including residential, office, retail, and institutions.
- Identity streets: Market Street and Grevillea Avenue are identity streets. Market Street is a commercial street with a winding landscape character. Grevillea Avenue has a very wide adjacent open space.
- Government center: The streets generally east of La Brea Avenue between Manchester Boulevard and Florence Avenue are mostly government uses.

### Figure 7: View Corridors

This diagram describes view corridors into and out of the commercial district.

- Regional views are from Manchester Boulevard and La Brea Avenue.
- Neighborhood views are primarily south on Market Street from Regent Street and north on Market Street from Kelso Street.
- There are several local views mostly on the south portion of Market Street benefiting from the grid angle of Hillcrest Boulevard.
- There are a few regional view parcels. These are represented by important public buildings such as the City Hall and Fox Theater.

### 4.3.2 FINDINGS

Based upon the urban design analysis above, we offer the following findings:

#### 1. Sense of place

Downtown Inglewood has a unique sense of place that largely derives from the following:

- It is an integral part of the Jeffersonian grid that dominates the regional urban structure.
- A unique set of grid modifications, in both the emphasis of use on certain streets, the bisecting of the Downtown by regional streets, scale changes between streets, and changes in angular orientation in the south end of Downtown.
- The Market Street commercial district has a limited length (terminates at Florence Avenue to the north and La Brea Avenue to the south) which makes the commercial area visually contained and sensible. However, because Market Street is not a major
- The angular shift of Hillcrest Boulevard on the south end of the Downtown marks that area uniquely.
- The Market Street commercial district is extremely visually complex: on the one hand, it is internally coherent as a simple linear element. On the other hand, it is very complex because of the east-west streets which cross it. Those east-west streets are themselves visually complex: some terminate only a block or two away; some change angles resulting in terminal views; some are local streets with a residential character and some are regional streets with a commercial character (Manchester Boulevard).

## **Appendix C: Urban Design Field Survey**

### **2. Regional access connections**

Downtown Inglewood has plentiful regional and city-wide access. Multiple access points are available due to the grid: Manchester Boulevard, Florence Avenue, La Brea Avenue, and Hillcrest Boulevard.

### **3. Neighborhood use support**

There is reasonable neighborhood support east of Market Street. That area includes a range of high density multi-family buildings all the way to single family residences. To the west of Market Street, the government center and high school provide a day time population to feed the Downtown, but these areas otherwise limit adjoining neighborhood access.

### **4. Neighborhood connections**

As stated above, there are good connections between Market Street and the adjoining school and government center. There are also strong connections between Market Street and the Hillcrest Boulevard mixed use area to the south. As stated above, there are good connections to the residential neighborhood to the east of Market Street.

### **5. Orientation**

The contrast between the north-south and east-west grid patterns creates a sense of richness and complexity in Downtown Inglewood. The dominate orientation is north-south due to the orientation of Market Street and La Brea Avenue. However, the numerous east-west streets, their different characteristics, scales, and terminations, create a strong east-west counterpoint. This is further reinforced by the angular orientation of Hillcrest Boulevard on the south end of the Downtown. Generally speaking, the grid pattern in Downtown Inglewood combines a high degree of orderliness with a high degree of variety.

### **6. Scale/walking distance**

Downtown Inglewood has numerous 15-minute walks within the Inner Area and between districts in the Inner Area. The Inner Area is generally accessible and has a walkable scale. However, neighborhood connections are severely limited to the east side of Downtown due to the presence of the government center and high school blocking other residential neighborhood connections. Connections to the light industrial district north of Florence Avenue are also significantly limited to the long distance involved and limited crossing only at La Brea Avenue, which is strongly auto-oriented.

**Appendix C: Urban Design Field Survey**

**4.3.3 COMPARISON TO SMART GROWTH PRINCIPLES**

The following table summarizes how well Downtown Inglewood fits with the smart growth principles described above.

**Table 1: Downtown Inglewood Application of Physical Design Components to Smart Growth Principles**

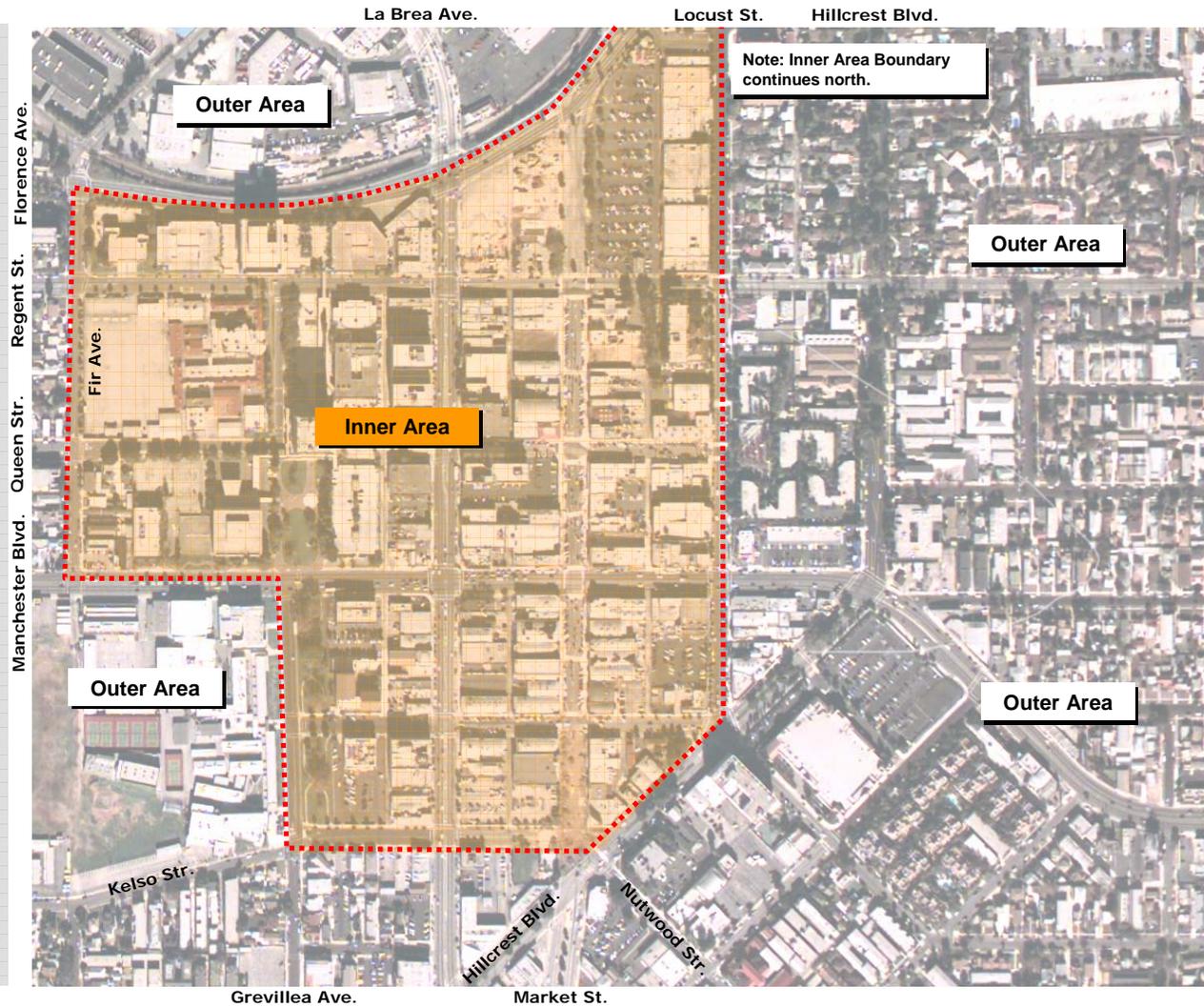
<b>Criteria (Inner Area)</b>	<b>Rank (1 = low; 5 = high)</b>	<b>Comments</b>
Provide housing choices	2	While there are a range of housing types and densities east of Downtown, the Inner Area otherwise significantly lacks housing.
Provide transportation choices	5	The presence of the transit center is a significant value for Downtown.
Walkable neighborhoods	2	There are few connections to the neighborhoods east of Downtown.
Sense of place	3	Downtown partly distinguishes itself within the overall regional Jeffersonian grid but there is substantial room for improvement.
Integrate/mix land uses	3	Uses are horizontally integrated between districts in Downtown (Market Street commercial district, La Brea and Manchester strip commercial/office, government center, high school, etc.), but residential remains lacking.
Preserve open space	4	Recent Market Street streetscape project maintained landscape features as an important part of the identity.
Focus development	3	It is unclear if the city has focused development to support residential development in Downtown or has identified strategic locations to weave the urban fabric together.
Compact building design	2	No recent projects demonstrate if compact building design is a principle.
<b>Average</b>	<b>3</b>	

## Description

This diagram describes the project area boundaries. The project area is organized into an Inner Area and an Outer Area.

The Inner Area encompasses an area that is about a one-quarter mile radius from the district center at Manchester Avenue and Market Street.

The Outer Area encompasses the remainder of the aerial photograph.



## Legend



Inner Area Boundary



North

Field Survey

CIVICTechnologies, Inc.

Market Street, Inglewood

April 2005

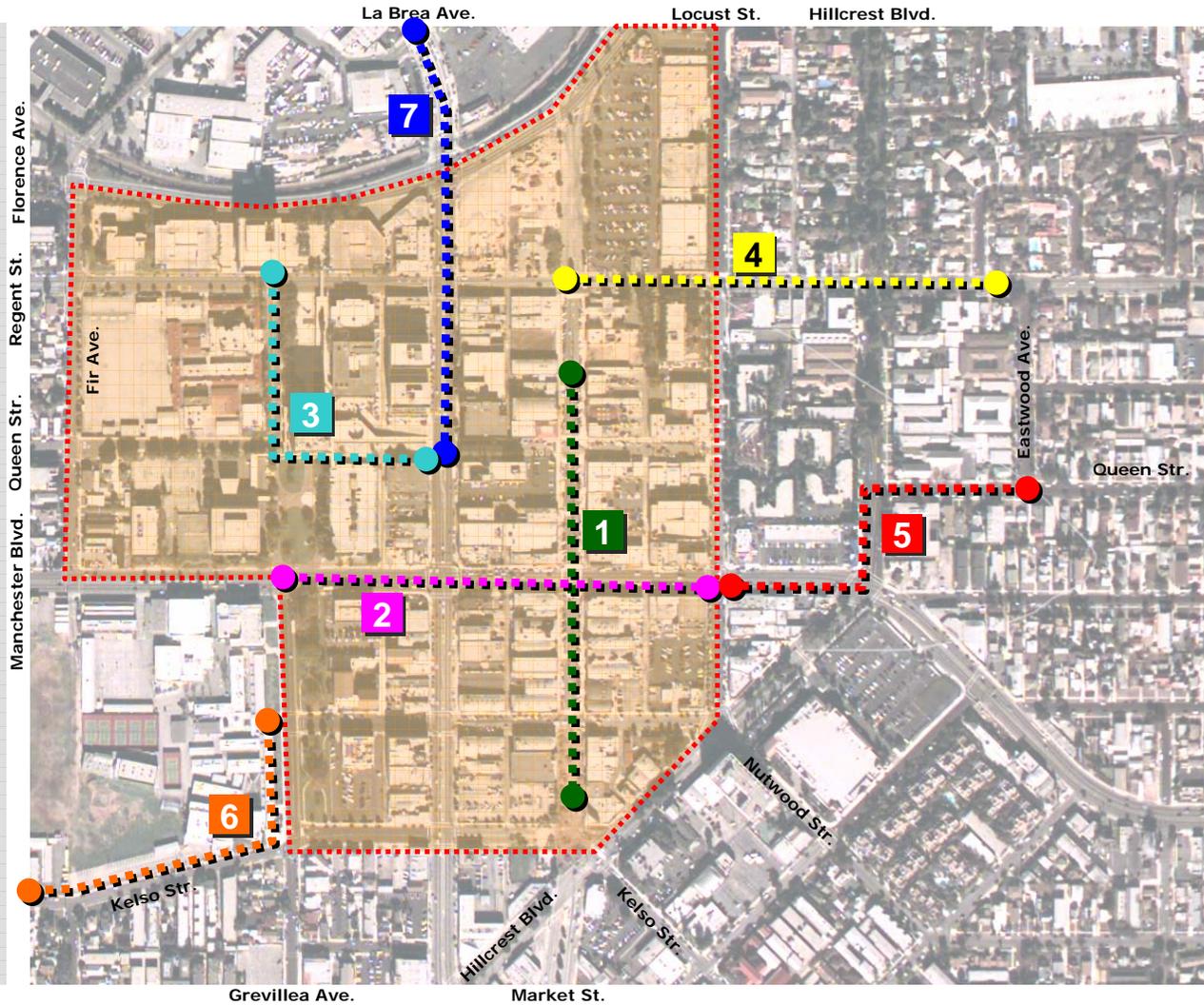
Figure 1: Project Area Boundaries

### Description

This diagram describes six 15-minute walks. People casually walk approximately 1,320 feet or one-quarter mile in about 15 minutes.

Walks 1, 2, and 3 begin in and walk around commercial district, in effect a stroll through the district.

Walks 4, 5, 6, and 7 connect the commercial district to a location in an Outer Area neighborhood.



### Legend

 Inner Area Boundary

 15 Minute Walk

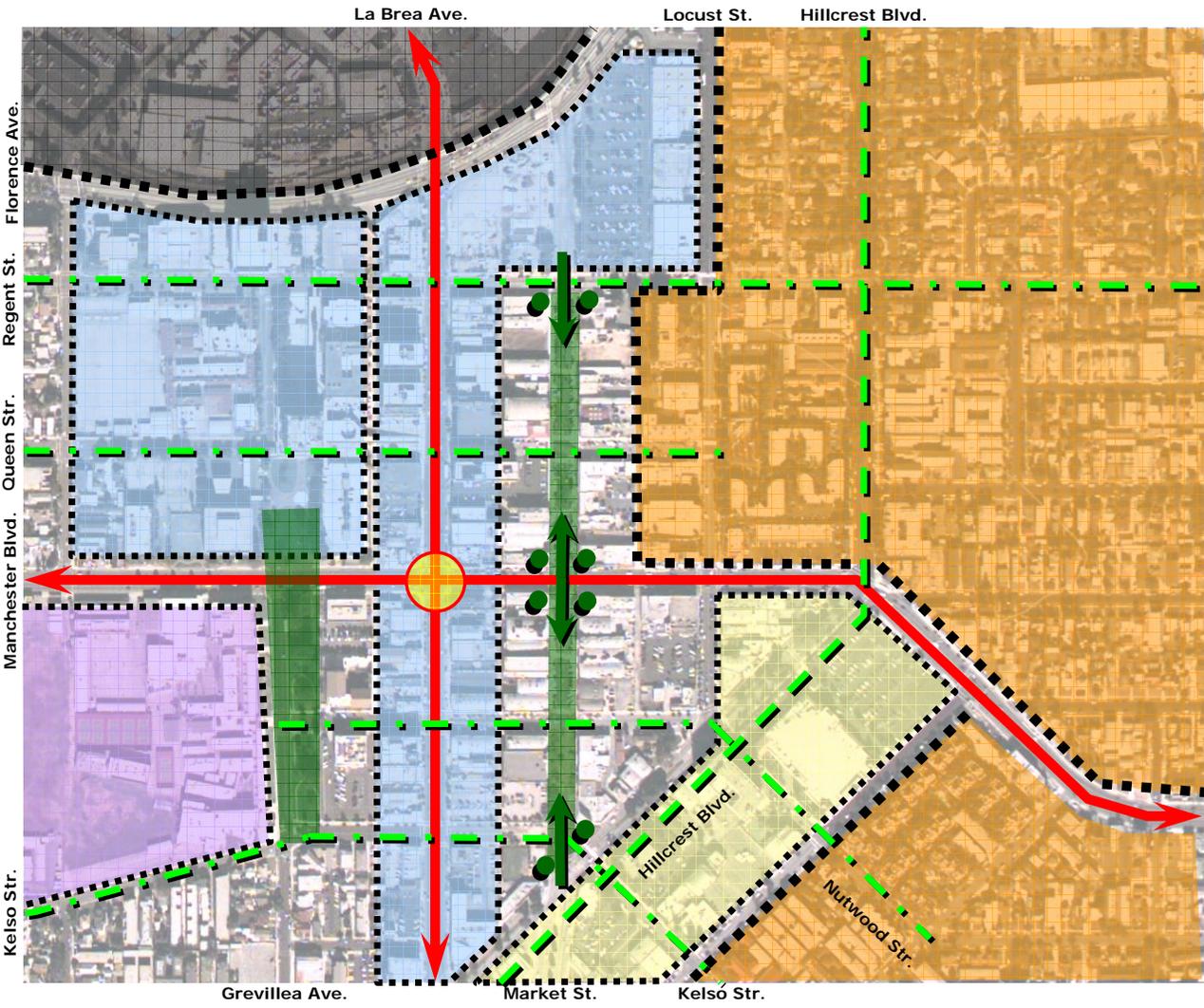


**Description**

This diagram describes the structure of the project area.

The structure is the combination of the:

- Street grid geometry, hierarchy, and pattern
- Groupings of land uses
- Edges and the districts they define
- Entrances and gateways
- Key locations
- Open spaces and feature elements
- Environmental setting



- Legend**
- ← Regional district gateway
  - ↪ Regional connection
  - - - Grid access
  - ■ ■ ■ Adjoining district edge
  - Regional cross roads
  - Residential district
  - Light industrial district
  - Identity/open space feature
  - High school district
  - Non-residential mixed-use district
  - Mixed-use district including residential



**Field Survey**  
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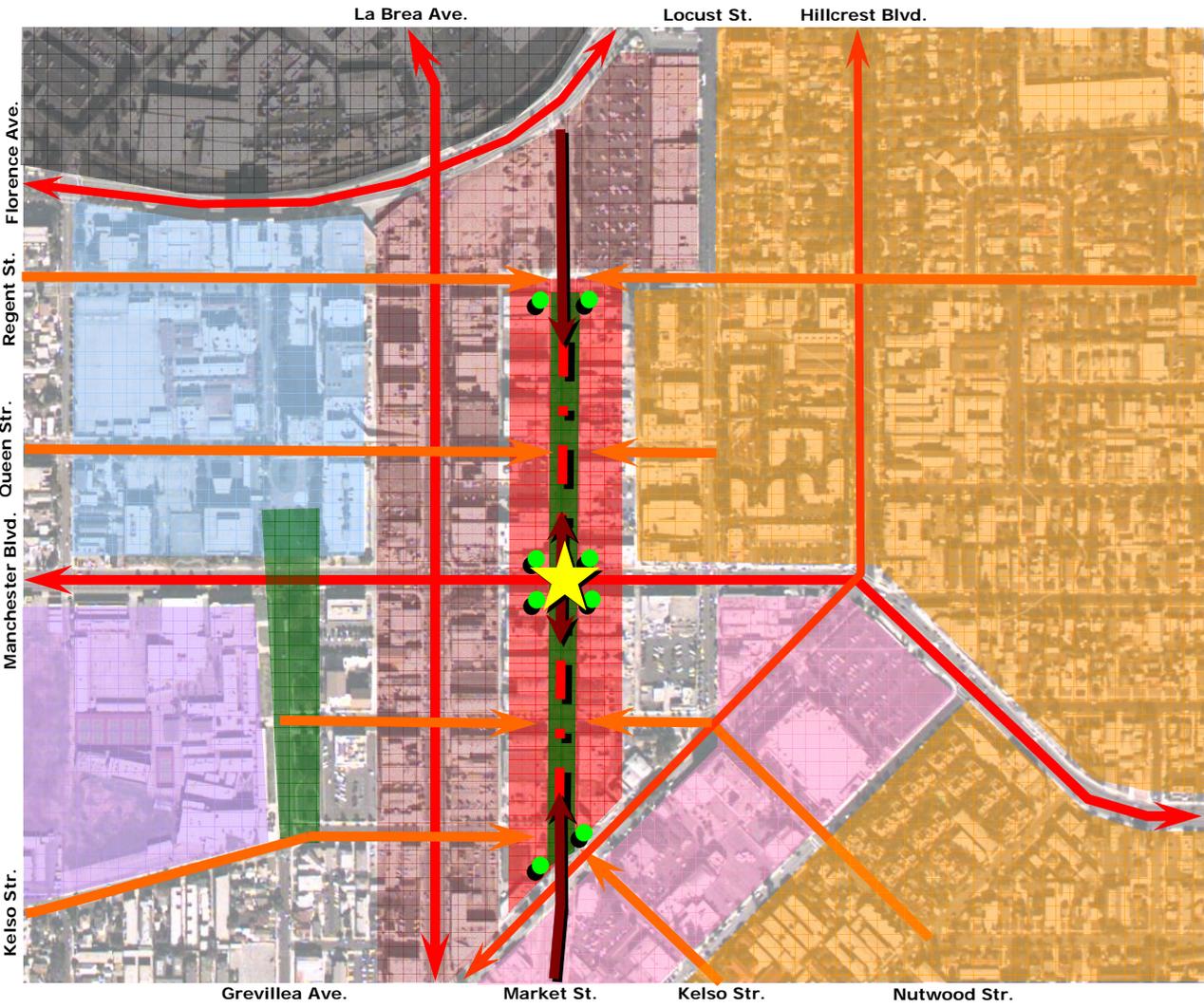
**Market Street, Inglewood**  
April 2005

**Figure 3: Structure**

**Description**

This diagram explains the general urban design organization of the Market Street commercial district including the relationships between:

1. The commercial district and the adjacent residential neighborhoods, strip commercial areas, government center, and high school access and linkages.
2. Regional access from La Brea Ave. and Manchester Blvd.
3. Cross axis/east-west streets that intersect Market Street providing local access.



- Legend**
- District gateway
  - Regional connection
  - Sub-regional connection
  - Regional/subregional access
  - Major neighborhood connection
  - District center streets
  - Organizational street
  - District center
  - Strip commercial and office
  - Hillcrest Blvd. retail, office, and residential
  - Residential
  - Government center
  - High school
  - District center



**Field Survey**  
CIVICTechnologies, Inc.

**Market Street, Inglewood**  
April 2005

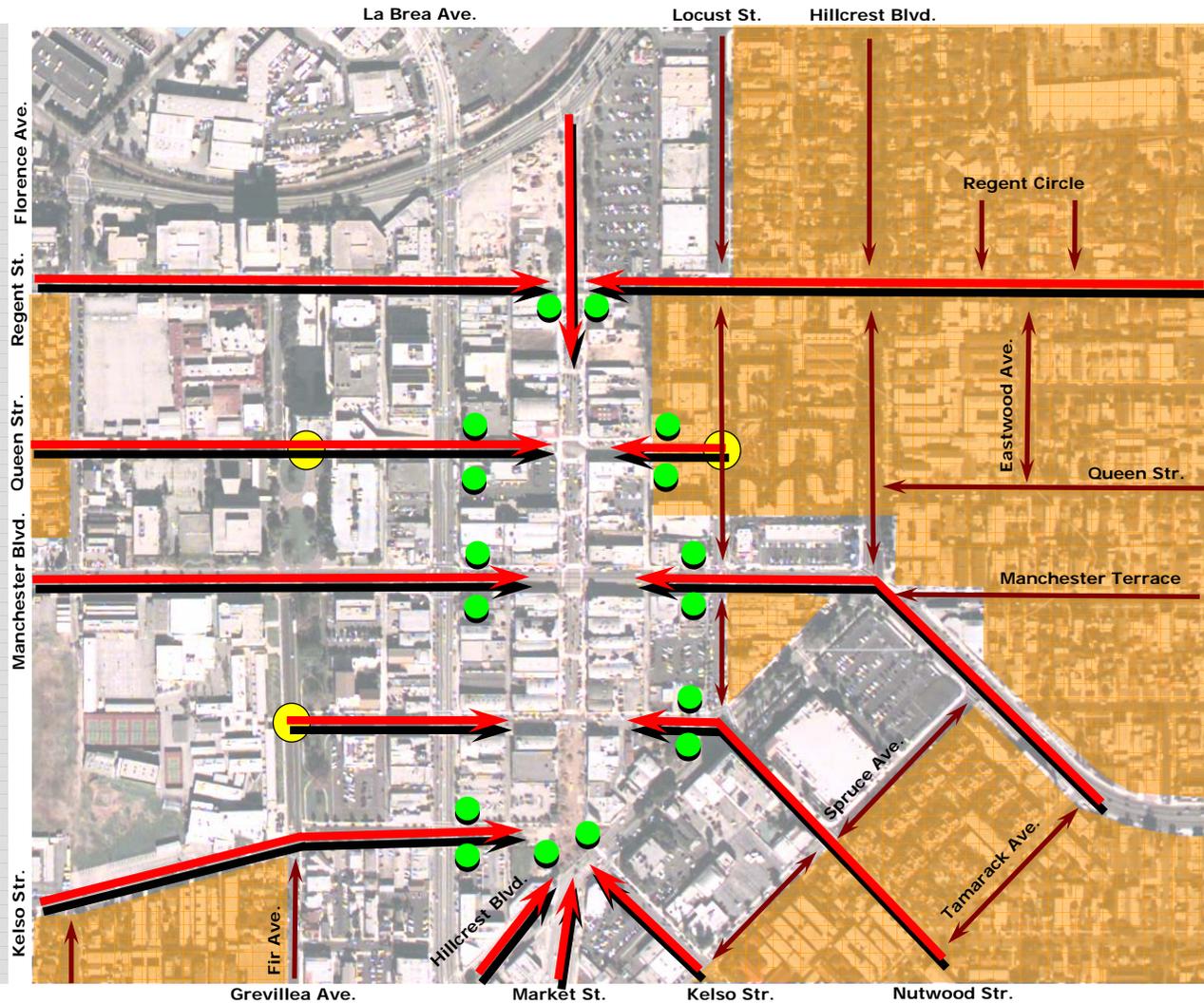
**Figure 4: Organization**

## Description

This diagram explains the access and connections between the Market Street commercial district and adjoining districts and neighborhoods.

There are numerous east/west streets that make these key connections to the north/south oriented Market Street:

- Manchester Blvd.
- Queen Str.
- Regent Str.
- Kelso Str.
- Nutwood Str.



## Legend

- Neighborhood
- Neighborhood connector
- Local connector
- Neighborhood gateway
- Street terminus



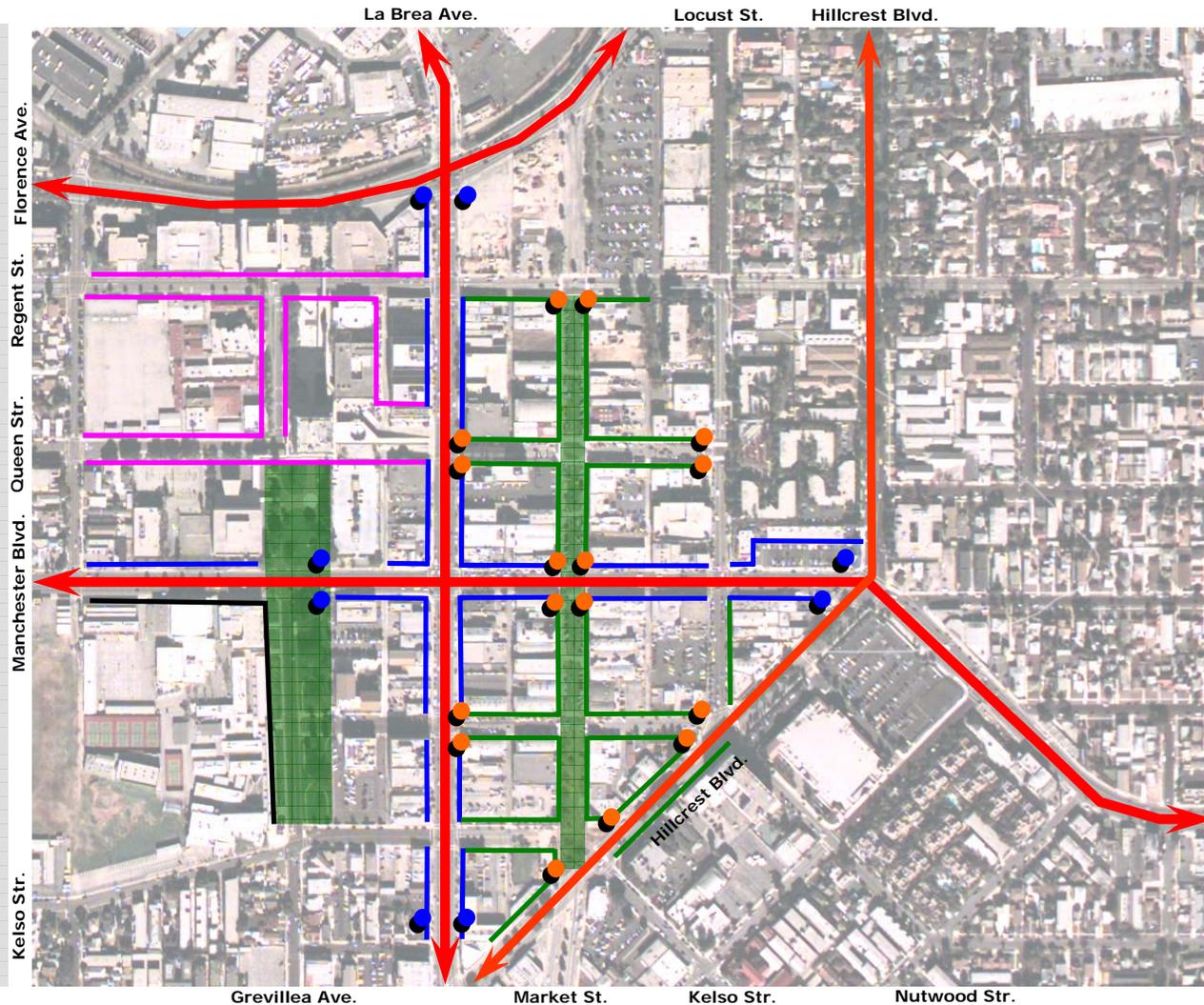
## Description

This diagram explains street use and street character in the Market Street commercial district. There are classes of streets:

**Regional connectors:** La Brea Ave., Manchester Blvd., and Florence Ave. are vehicular oriented streets that establish regional access. La Brea and Manchester provide strip commercial and office uses.

**City connectors:** Hillcrest Blvd. is a vehicular oriented street that with varied uses that provides city-wide access.

**Market Street:** an identity street with landscape improvements.



## Legend

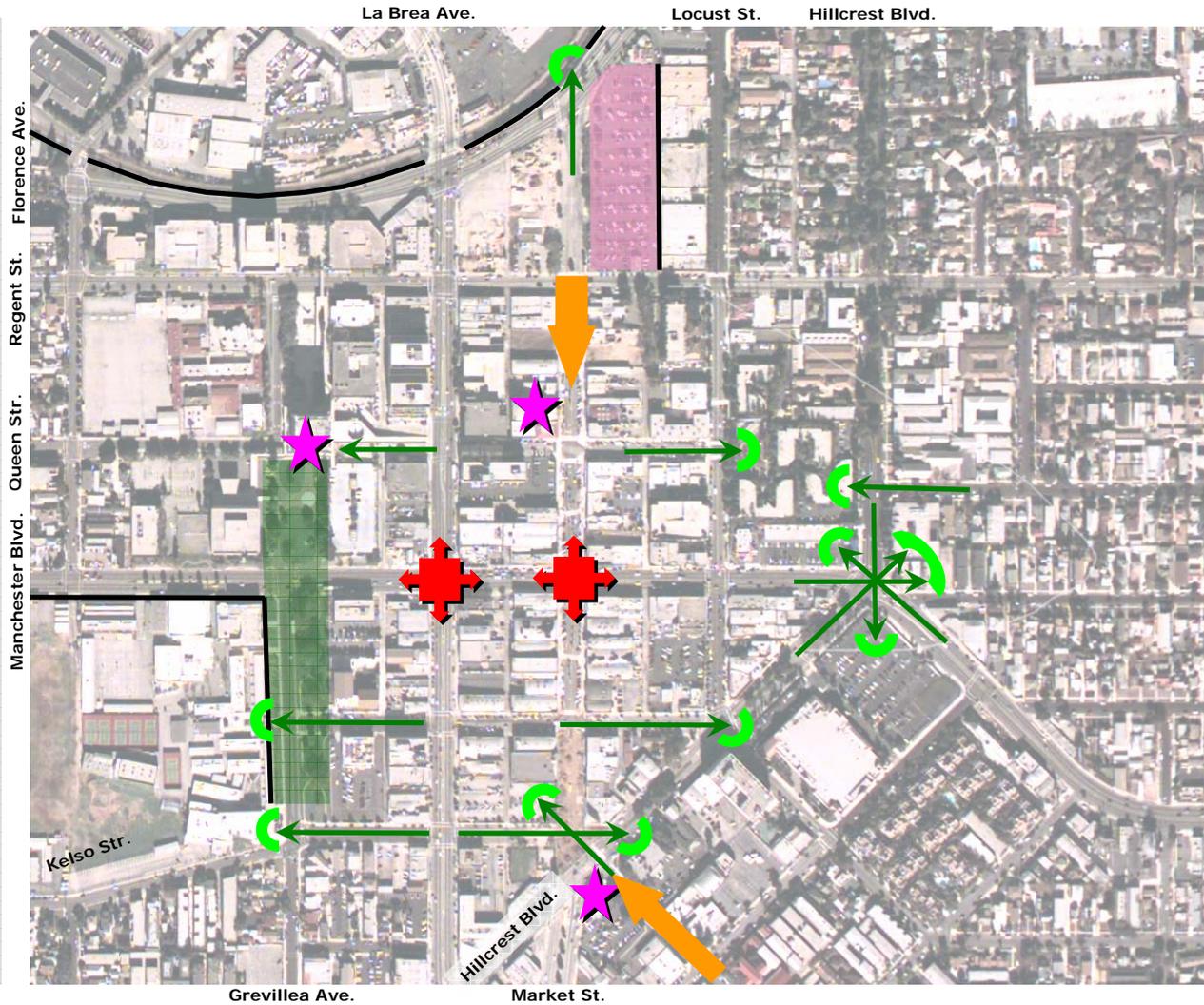
- Retail district entry
- Downtown district entry
- Government office
- Strip commercial and office
- Pedestrian oriented shopping street
- High school
- Regional street with strip commercial and office
- City-wide neighborhood connection street
- Open space street feature



### Description

This diagram describes view corridor to the Market Street commercial district.

- Regional views are from Manchester Blvd..
- Neighborhood views are primarily from east/west cross streets at the northern and southern ends of Market Street, Regent Street and Hillcrest Blvd..



### Legend

- Neighborhood view corridor
- Regional view access
- Local view and terminus
- Regional view parcel
- Environmental barrier/set piece edge
- Open space street feature
- Parking lot breaks street continuity



Field Survey  
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Market Street, Inglewood

April 2005

Figure 7: View Corridors

## **Appendix C: Urban Design Field Survey**

### **5.0 OVERALL FINDINGS**

1. Each of the three locations studied represent neighborhood places, first and foremost. This is evidenced by the lack of regional serving entertainment uses or national chain retail or restaurant outlets.
2. Downtown Inglewood however comes the closest to being a city-wide center due to the government center and transit center.
3. Improvement in Downtown Inglewood will largely hinge on its attempts to clarify what it wants to be: city-wide center providing that scale of services, neighborhood center providing more localized services, or some combination thereof.
4. Riviera Village has the strongest adjoining residential neighborhoods followed by Old Town, Torrance and then Downtown Inglewood. Provision of additional residential uses in the midst of Old Town is a valuable addition to build in a market for local goods and services. This is a model of redevelopment that Inglewood could use to improve the residential to non-residential ratio.
5. Riviera Village and Old Town, Torrance are truly “urban villages” in the grid urban fabric of the South Bay. Both of these places have a unique way of distinguishing themselves in terms of identity and use. Downtown Inglewood follows a different model, namely retaining the urban grid and adapting this to create uniqueness and identity.
6. All three centers are well scaled for internal pedestrian trips and for connecting the edge of the commercial area with its center.
7. As a neighborhood center, Riviera Village is not bounded by regional connecting streets and therefore has a better integration with its surrounding residential neighborhoods.
8. As urban villages, Riviera Village and Old Town, Torrance utilize urban design concepts that focus attention inward and away from the outside landscape. This is very effective to maintaining a sense of identity and place. Downtown Inglewood has a much harder job doing this largely due to its grid character, which is by definition one that expands views and perceptions outward.