

2 PLAN OVERVIEW

2.1 TOD Plan Area

Figure 2.1 indicates the location of the Crenshaw/Imperial TOD Plan area, which consists of roughly 221 acres in the southern part of the City of Inglewood. Most of the TOD Plan area lies within one-half mile of Crenshaw Station on the Metro Green Line, located in the median of the 105 freeway at Crenshaw Boulevard.

2.2 Purpose

The purpose of the TOD Plan is to explain and implement the City's vision for the improvement of the Crenshaw/Imperial area.

A key factor explained in the plans to achieve this purpose is to maximize the utilization of the Metro Green Line as a means of accessing both housing and jobs for transit riders both departing from and entering Inglewood.

2.3 Legal Factors

The TOD Plan is comprised of a Concept Plan (Chapter 3) and zoning, development standards and design guidelines, hereafter "TOD Overlay Zones" (Chapters 4 and 5). Both the Concept Plan and TOD Overlay Zones are to be considered by applicants submitting any proposals for new construction or rehabilitation within the areas noted in Figure 1.1 and described above. City Staff will be consulting both the Concept Plans and TOD Overlay Zones in making recommendations for project approvals.

Adoption of the Concept Plan establishes the contents of Chapter 3 as City policy and a guiding document for future action led by the City of Inglewood, other government agencies and private actors.

Adoption of the TOD Overlay Zones applies zoning designations for the planning area, which incorporate all of the standards for land use and development set forth in Chapters 4 and 5 of this document. The regulations of these Zones replace those set forth in Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code, and any other applicable ordinances. Where land use regulations

and/or development standards of the Municipal Code are inconsistent with these Zones, the standards and regulations of these Zones shall prevail and supersede the applicable provisions of the Municipal Code.

The TOD Overlay Zones do not convey any rights not otherwise granted under the provisions and procedures contained in the Municipal Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Concept Plans or TOD Overlay Zones shall be subject to Chapter 12 of the Inglewood Municipal Code.

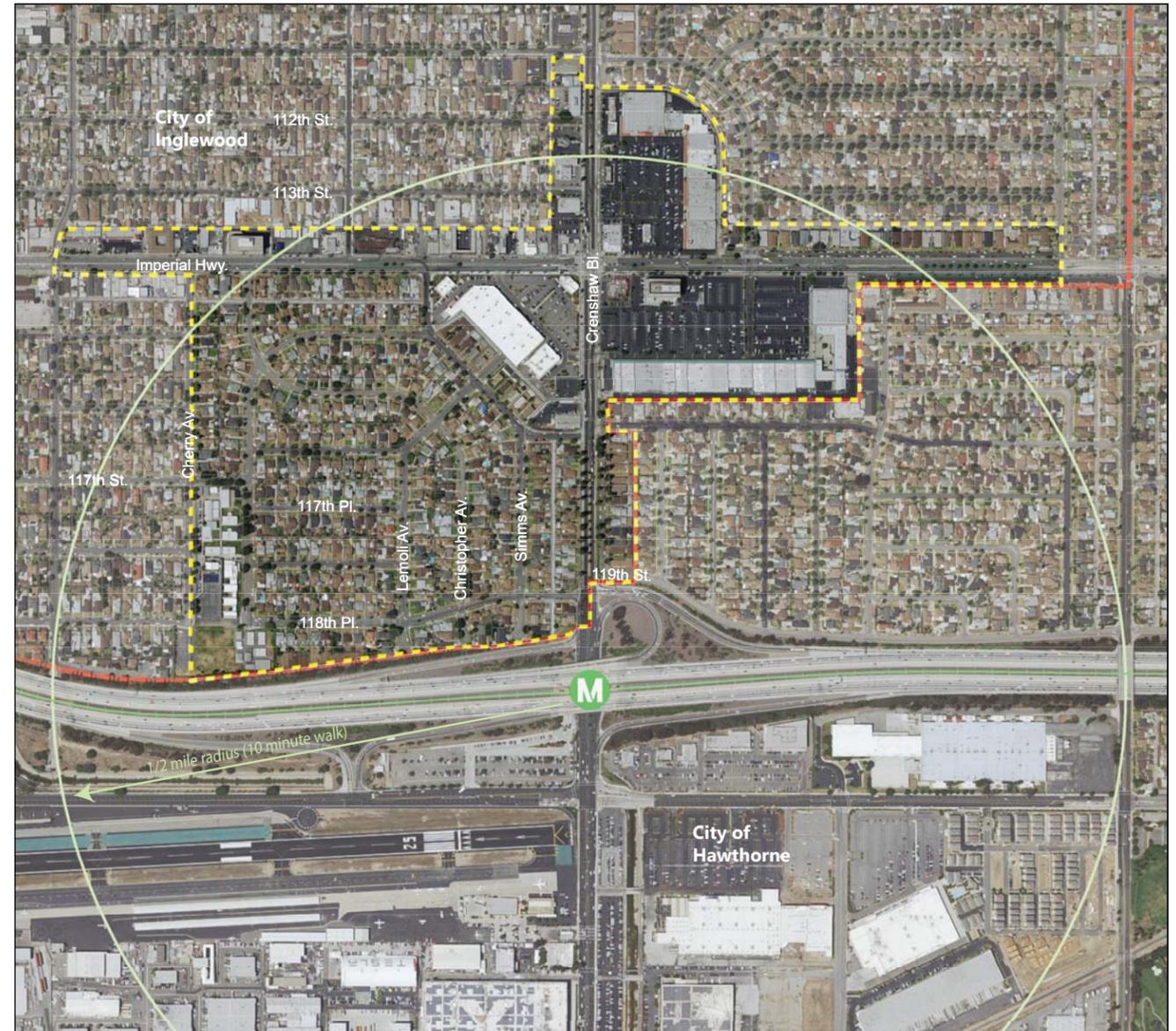


FIGURE 2
Crenshaw/Imperial Planning Area

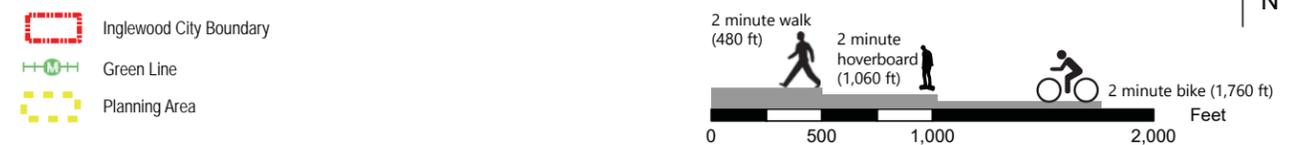




Figure 2.2 Planning and Decision-Making Process

2.4 Planning and Decision-Making Process

As illustrated in Figure 2.2, the Planning and Decision-Making Process for the creation and adoption of the TOD Plan consisted of balancing and integrating the primary considerations of People, Economics and Place-making. These People, Economics and Place-making considerations were integrated throughout the process in terms of both the technical studies and planning recommendations of the City Staff/consultant team and the community discussion and decision-making process that occurred throughout the process.

The photographs on the opposite page illustrate some of the components of this discussion and decision-making process including:

- Public Workshops at Bennett/Kew Elementary School
- Stakeholder Interviews
- Stakeholder Advisory Committee Meetings
- Outreach Events and Interviews around Bennett/Kew Elementary School

Figure 2.3 shows photos of these events.

2.5 Planning Area Context

As described in Chapter 1, the Planning Area is located approximately one and a half miles southeast of Hollywood Park via Century and Crenshaw Boulevards.

The planning area is bordered on the southwest, south and southeast by the City of Hawthorne, within whose jurisdiction the freeway right-of-way, including on- and off-ramps and the Metro Station, lies. South of the freeway, the City of Hawthorne includes retail, industrial and airport uses. This area of Hawthorne has seen significant employment growth in recent years from Tesla and SpaceX.

The creation of a LAX People Mover by 2023, combined with the completion of the Metro Crenshaw/LAX Line in 2019, will link the TOD Plan area much closer to the airport travel employment hub, with a public transit travel time of fourteen minutes to the Central Terminal Area.

2.6 Overview of Potentials and Needs

Major potentials and needs for the TOD Plan area include:

- The City’s place in the region is changing as Hollywood Park, the Crenshaw/LAX Line and development of surrounding areas open up new accessibility and economic potentials.
- The planning area needs to be better connected to Crenshaw Station. The current pedestrian and bicycle connections to the station are unsafe.
- The large shopping centers on the southwest, southeast and northeast corners of Crenshaw Boulevard and Imperial Highway have large parking areas and land area which can become mixed-use developments, providing the neighborhood with more housing options, more open space and better-quality commercial tenants.
- The strip commercial uses on Imperial Highway need improvement, as they are a source of concern for the community.

2.7 TOD Plan Vision

The Crenshaw/Imperial Transit Oriented District will be:

- A complete neighborhood hub providing housing, shopping, education and recreation for residents of all ages and households of all types
- A southern gateway to the City of Inglewood for transit users, pedestrians, cyclists and drivers facilitating safe and easy access to destinations by foot or bike
- A safe, well-maintained, unified and attractive community center with a unique sense of place.



Figure 2.3 Photos of community outreach and stakeholder input activities

INTENTIONALLY LEFT BLANK