

CITYWIDE OVERVIEW

1.1 New Potentials from Metro

The completion of the Metro Crenshaw/LAX Line in 2019 and LAX People Mover in 2023 will tie the City of Inglewood into the regional transportation system as never before, opening up new potentials for economic, community and cultural development. Once these two transit lines are operational, Inglewood will be only a 35-minute ride from Downtown Los Angeles, 37 minutes from Santa Monica, and 8 minutes from the Central Terminal Area at LAX at any time of day. Future transit lines built with Measure M funds will connect Inglewood directly with West Hollywood, Hollywood, Westwood, Venice and Playa Vista.

As traffic volumes and congestion continue to increase throughout the Los Angeles area, Inglewood's public transit connections will become more valuable, and the City will become more attractive as a location for housing, employment and recreation.

The Inglewood Transit Oriented Development (TOD) Plans (Downtown and Fairview Heights, Westchester/Veterans and Crenshaw/Imperial) put in place land use, urban design, transportation and economic regulations, standards, guidelines and strategies to take advantage of these potentials, revitalize neighborhoods, maximize transit ridership and create benefits for the local public. Appropriately planned transit-oriented districts can have a more efficient use of land area and natural resources, improved air quality, reduced vehicle miles traveled, increased transit ridership, improved economic development and attraction of private investment, safer streets and a stronger sense of place.

1.2 Citywide TOD Framework

A summary of comments from stakeholder interviews conducted across the TOD Planning process can be found in Figure 1.2.

Each of the four station areas performs the function of a gateway into the City for transit riders, drivers, pedestrians and cyclists. However, each area has a unique role within the City: Fairview Heights as a historic neighborhood, Downtown as a vibrant yet historic gathering place for the City, Westchester/Veterans as a creative and industrial mecca, and Crenshaw/Imperial as a complete neighborhood hub for the southern part of the City. Together, the four TOD Plan areas can demonstrate the commitment of Inglewood to creating a balanced and prosperous city.

As shown on Figure 1.3, these station areas should relate to each other and also to the City's forthcoming central entertainment area, which includes the Forum and Hollywood Park, through adequate walking, biking and transit connections, and with urban design interventions which guide travelers easily from one area to another. The Green Boulevards in each TOD Plan and proposed transit link constitute a beginning to these connections.



FIGURE 1.1 Future Metro System Connections

-  Inglewood TOD Plan Areas
-  Future Metro System - Measure R- and M-funded projects (conceptual alignments and stations)
-  Metro System at Completion of Crenshaw/LAX Line in 2019
-  Potential Inglewood Transit Link

Map not to scale.

2019 Travel Time

Westchester/Veterans to...	
Downtown Inglewood	2 min
LAX Terminal 1	8 min
Downtown L.A. (7th/Metro Ctr.)	37 min
Santa Monica (via Crenshaw/LAX Line)	39 min
Crenshaw Green Line Station to...	
LAX Terminal 1	14 min
Downtown L.A. (7th/Metro Ctr.)	34 min
Long Beach	36 min

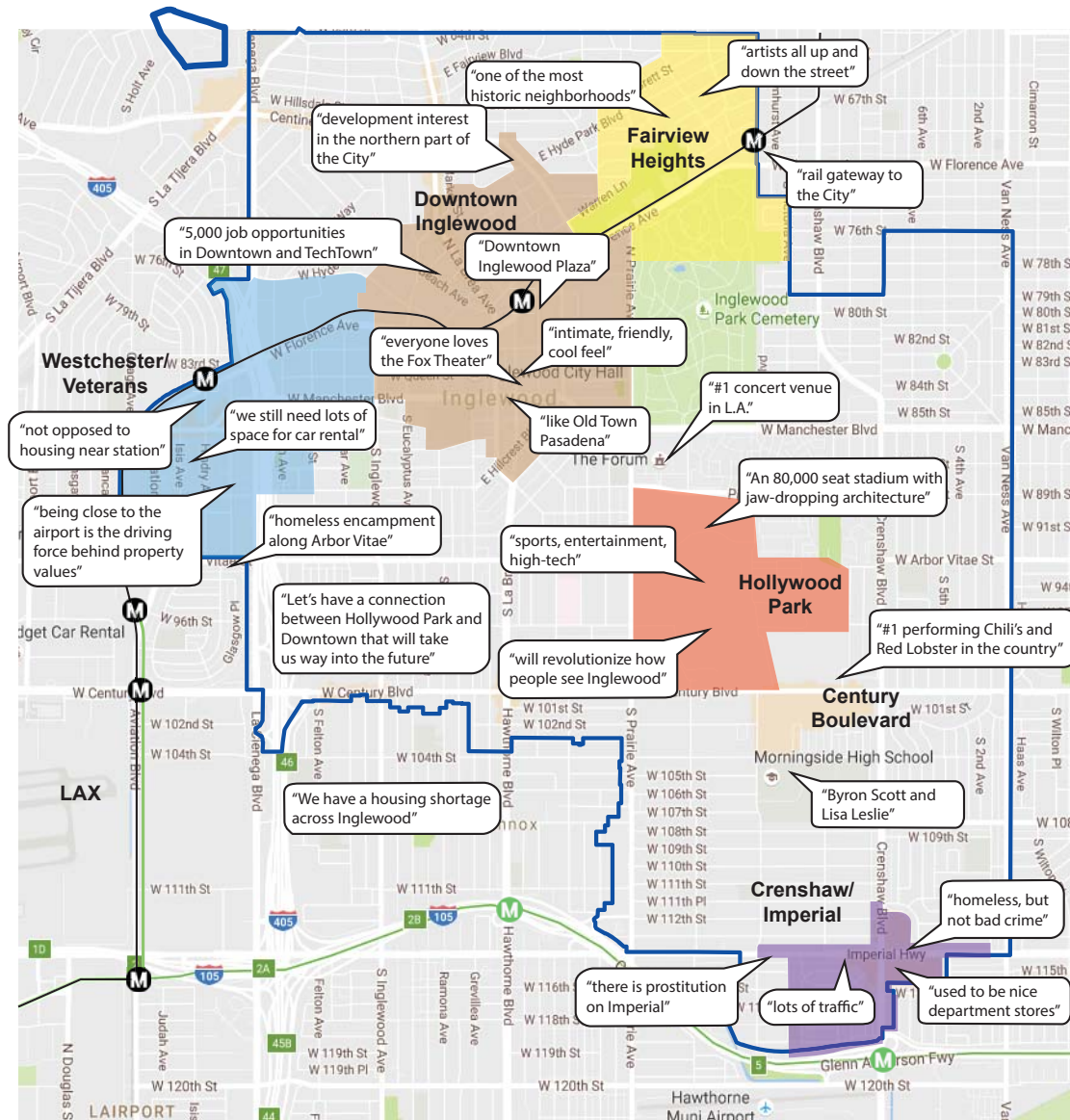


FIGURE 1.2
Stakeholder Comments

- City Boundary
- Green Line
- Future Crenshaw/LAX Line
- Aa** Planning Areas

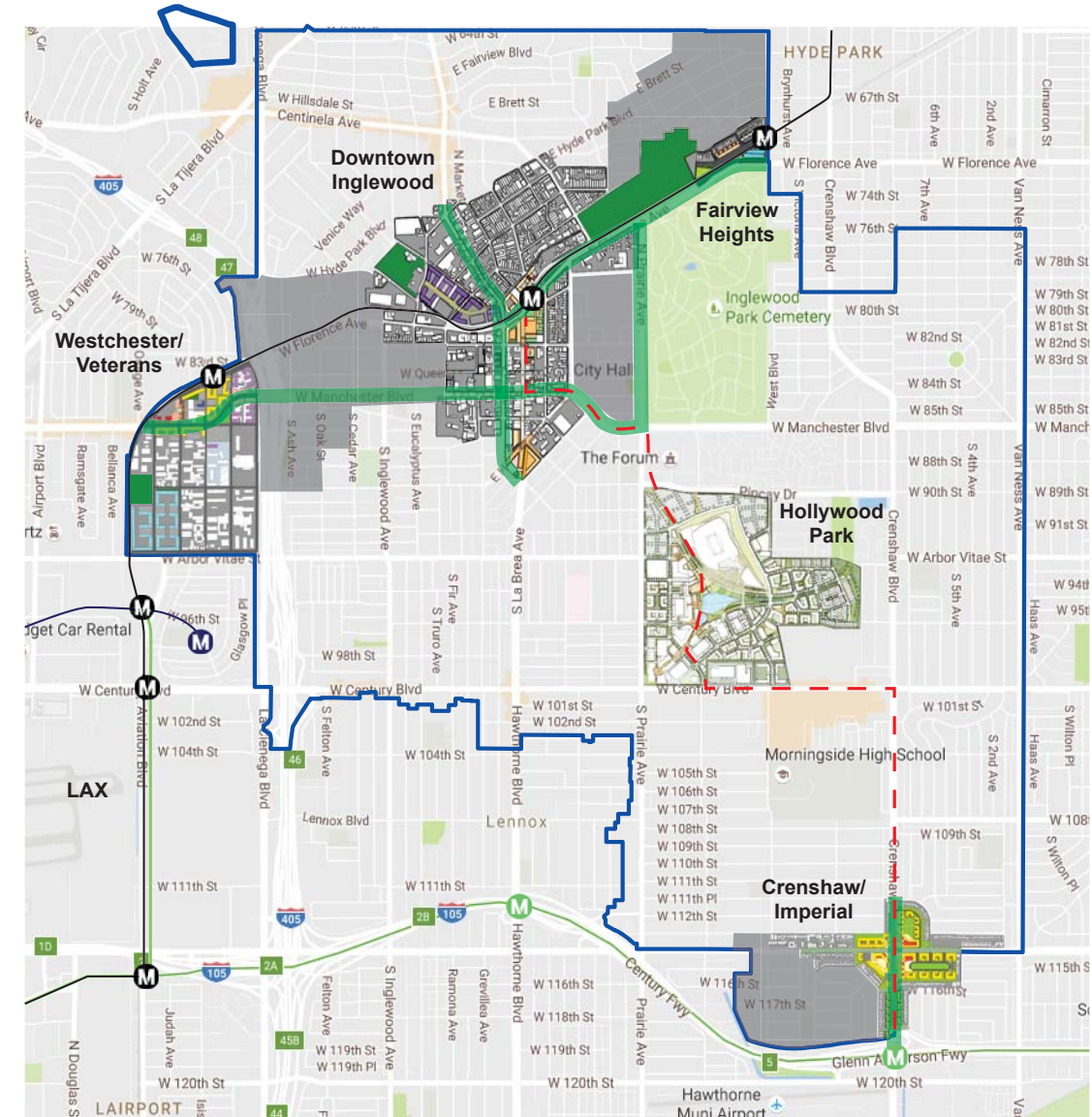
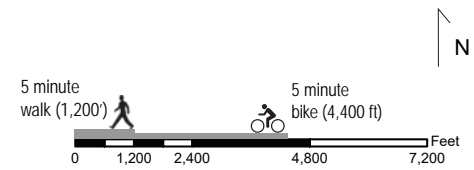


FIGURE 1.3
City of Ingleside TOD Plan Framework

- City Boundary
- Green Line
- Future Crenshaw/LAX Line
- Future LAX People Mover
- Planned Green Boulevards
- Proposed Transit Link
- Aa** Planning Areas

