



SOUTH BAY AREA PLAN BACKGROUND BRIEF

January 2024

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Prepared by:

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Pro Forma
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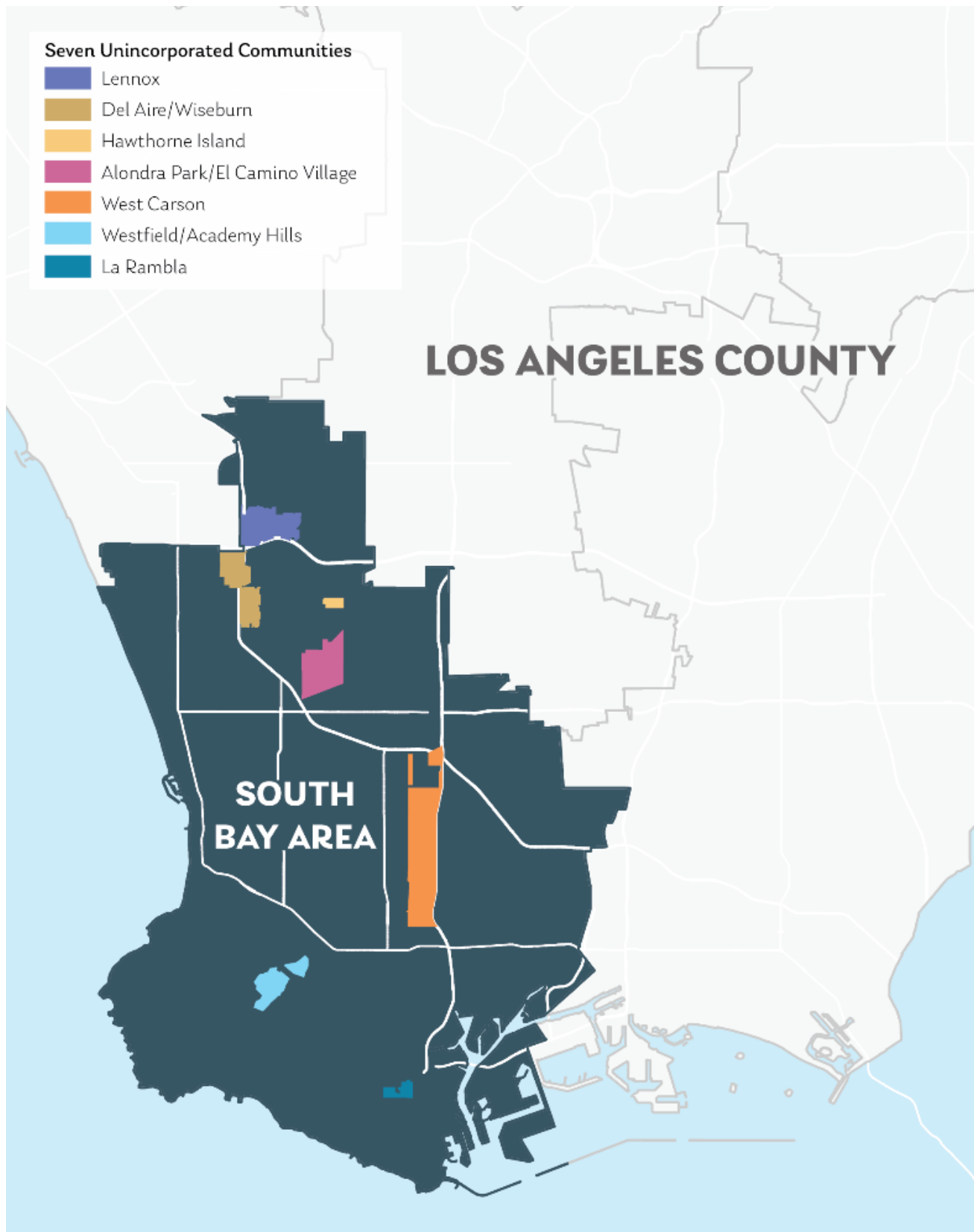
1 COMMUNITY BACKGROUND

1.1 Overview

This Community Background Brief provides a targeted overview of existing conditions based on completed and ongoing County planning efforts and background data related to land use, housing, zoning, urban design, placemaking, cultural resources, sustainability, environment, and open and green space in the South Bay Planning Area (Planning Area). In combination with the County-led community engagement, this Community Background Brief will inform the development of policies and implementation programs that are specific and/or unique to the Planning Area and the seven unincorporated communities (Lennox, Del Aire/Wiseburn, Hawthorne Island, Alondra Park/El Camino Village, West Carson, Westfield/Academy Hills, and La Rambla) within the Planning Area for the South Bay Area Plan (SBAP) as shown in **Figure 1-1**. Note that mobility, cultural and historic assets, gentrification and displacement, and market, real estate, and economic development opportunities briefs are separate documents and serve as companions to this Community Background Brief.

This Community Background Brief is organized into the following two sections:

- **Section 1: Planning Area Profile and Relevant Plans, Programs, and Ordinances.** Reviews key plans, programs, and ordinances, including associated goals, policies, and regulatory requirements applicable to all the seven unincorporated communities (SBAP communities) within the Planning Area.
- **Section 2: Community Profiles and Plans, Programs, and Ordinances affecting Specific Communities.** Provides a socio-economic snapshot of each of the SBAP communities as a foundation for understanding who lives and works in each community. Section 2 also provides a targeted overview of key existing County-led plans, programs, and ordinances including associated goals, policies, and regulatory requirements that are specifically relevant to the communities and are applicable to the SBAP.

Figure 1-1: South Bay Planning Area and Seven Unincorporated Communities

1.1.1 South Bay Planning Area Key Takeaways

The following key takeaways in **Table 1-1** are relevant to the Planning Area based on Sections 1 and 2. These key takeaways will inform next steps for the SBAP, including recommendations and themes that will help to generate goals, policies, and implementation programs for the SBAP. The table is organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, community, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

Table 1-1: South Bay Planning Area Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Planning Area issues per the General Plan identify traffic congestion; limited public transportation options; air quality concerns due to goods movement associated with Los Angeles International Airport (LAX) and the ports of Long Beach and Los Angeles and petroleum refining; lack of developable land; decline in manufacturing/industrial uses, causing land use incompatibility between the redevelopment of such parcels into new uses and adjacent uses; and noise impacts generated by aircrafts	X	X		X	
Planning Area contains several opportunity areas as identified by the General Plan that warrant further study as areas of cultural, historic and/or economic significance; opportunity to prepare location-specific recommendations to promote cultural identity, such as through wayfinding, and other interventions		X			
Opportunity to explore street tree and lighting improvements on major corridors to facilitate more pedestrian trips where there is a density of amenities and services including Lennox Boulevard, Aviation Boulevard, Crenshaw Boulevard, Inglewood Boulevard, Torrance Boulevard, and 6th Street		X		X	

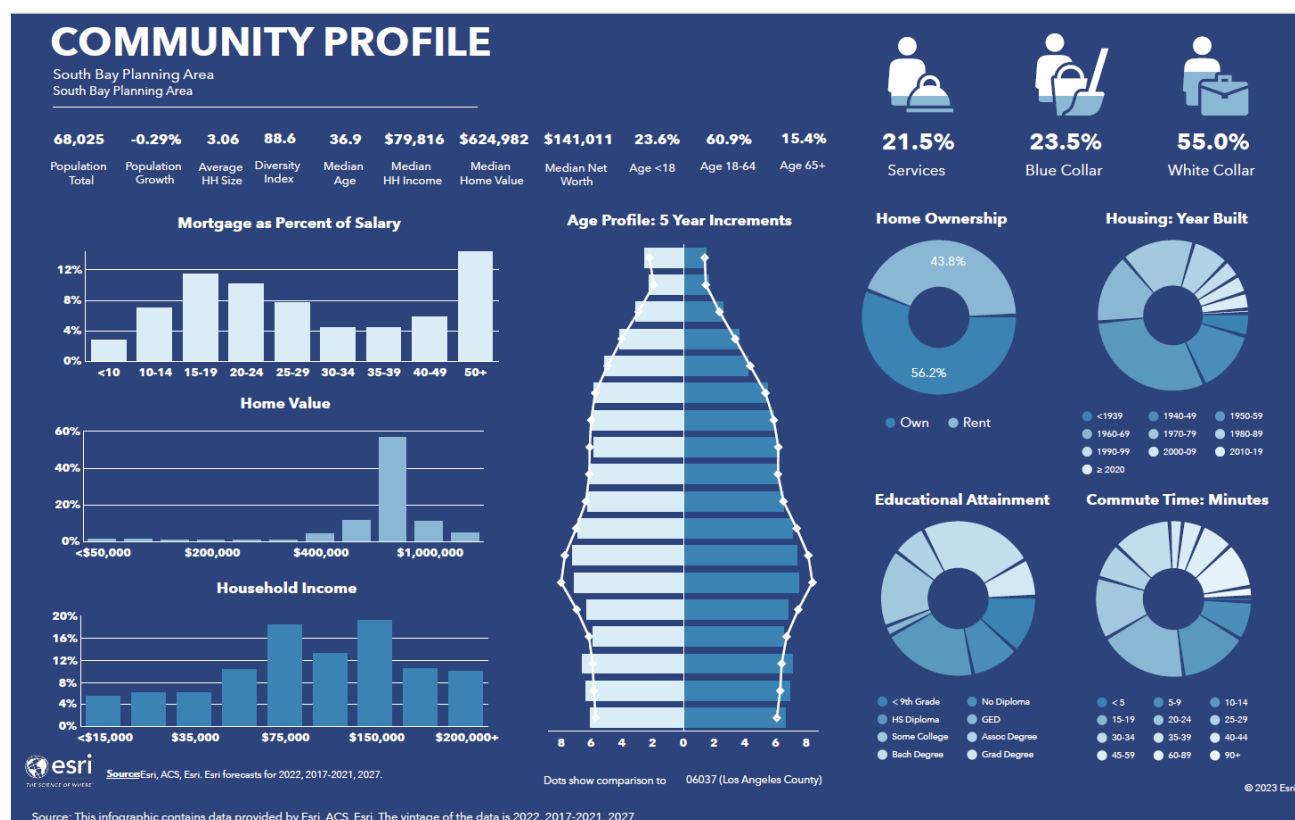
Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Opportunity to apply Green Zones regulations to additional communities in SBAP that have high to very high	X			X	
Opportunity to create community standards districts (CSD) for Del Aire/Wiseburn (context specific height and stepback standards), La Rambla (context-specific height and stepback standards), West Carson (phase out warehousing uses)	X				
Opportunities to identify parks and open space as unincorporated Communities in the Planning Area have high park needs, specifically a negative 253 acreage deficit based on 2013 data.					X
Explore opportunities for lot consolidation to facilitate housing development on smaller lots along corridors.	X				
Explore opportunities to develop a brownfields inventory for SBAP to facilitate remediation and obtaining grant funding				X	

1.2 Planning Area Profile and Relevant Plans, Programs, and Ordinances

1.2.1 Planning Area Community Profile

Figure 1-2 shows a graphic summary of key socio-economic data for the Planning Area. The Planning Area is highly diverse, which is reflected in its high diversity index score of 88.2. The total estimated population of the Planning Area is approximately 68,025 residents and of those who responded to the ACS survey. Residents are primarily employed in the white-collar sector (55%), followed by blue collar (23.5%) and service sector (21.5%). The median household income is \$79,816, which is similar to the County median of \$79,329. Over half (56.2%) of residents own their home in the Planning Area, with the median home value at \$624,982. The average household size in the Planning Area is 3.06 which is lower than the average of the unincorporated areas of the County (3.30).¹

Figure 1-2: South Bay Planning Area Community Profile



¹ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog."
<https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

Planning Area Relevant Plans, Programs, and Ordinances

The following plans, programs, and ordinances, including associated goals, policies, and regulatory requirements applicable to the entire Planning Area, including all SBAP communities, are reviewed in the following section:

- Los Angeles County General Plan 2035 (Updated July 14, 2022)
 - Chapter 5: Planning Areas Framework
 - Chapter 6: Land Use Element
 - Chapter 10: Parks and Recreation Element
 - Chapter 14: Economic Development Element
- Los Angeles County Climate Vulnerability Assessment
- County of Los Angeles Residential Parking Study: Recommendations Report (2022)
- Oil Wells Ordinance No. 2023-0004 (2022)
- 6th Cycle Housing Element Update 2021-2029 (May 17, 2022)
- Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2022)
- Residential Design Standards Ordinance (March 2023 Draft)
- Revised Draft 2045 Los Angeles County Climate Action Plan (March 2023 Draft)
- Title 22 - Zoning Ordinance
- United States District Court Central District of California, 105 Green Line Consent Decree, 1981
- Green Zones Ordinance

LOS ANGELES COUNTY GENERAL PLAN 2035

The General Plan provides the policy framework for how and where the unincorporated parts of the County will grow through the year 2035. As the General Plan is the foundational document for all community-based plans that serve the unincorporated areas, the targeted overview below provides key information related to the Planning Area to inform this project.

Chapter 5: Planning Areas Framework

The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. The General Plan identifies eleven Planning Areas, including the South Bay Planning Area. Area plans, per the General Plan, will be tailored toward the unique geographic, demographic, and social diversity of each Planning Area.

Chapter 5 provides an overview of the Planning Area related to transportation infrastructure, planning area issues, and opportunities areas, as a basis for land use and policy issues, including:

Transportation Infrastructure. The Planning Area is served mainly by the following transportation infrastructure:

- Interstate-105
- Interstate-405
- Interstate-110
- State Route-91
- Metro C Line (formerly the Metro Green Line)
- Torrance Municipal Airport-Zamperini Field
- Hawthorne Municipal Airport
- Los Angeles International Airport (LAX)
- Port of Los Angeles

Planning Area Issues. Issues facing the Planning Area include:

- Traffic congestion
- Limited public transportation options
- Air quality concerns due to goods movement associated with LAX and the ports of Long Beach and Los Angeles and petroleum refining
- Lack of developable land
- Decline in manufacturing/industrial uses, causing land use incompatibility between the redevelopment of such parcels into new uses and adjacent uses
- Noise impacts generated by aircrafts

Opportunities Areas: Areas of cultural, historic and/or economic significance of the community as summarized in **Section 2** by applicable Community. These areas identified in the General Plan are areas which should be considered for further study when preparing community-based plans, such as the SBAP. The opportunity areas relevant to the Planning Area are described in **Table 1-2** and discussed in detail in **Section 1.3** by relevant SBAP community. In accordance with the Planning Areas Framework Program, the creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the Area Plan process as having planning needs that go beyond the scope of the area plan. Community plans, as well as coastal land use plans, will be incorporated as chapters of Area Plans.

Table 1-2: Opportunity Area Types Relevant to Planning Area²

Opportunity Area	Description
Transit Center	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes
Neighborhood Center	Areas with opportunities suitable for community-serving uses, including commercial only and MXD that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes
Industrial Flex District	Areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas would provide opportunities for non-industrial uses and mixed uses, where appropriate, as well as light industrial or office/professional uses that are compatible with residential uses.

² County of Los Angeles. 2015. Los Angeles County General Plan, p. 30. Accessed July 25, 2023. https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf.

Chapter 6: Land Use Element

The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. Chapter 6 designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the “blueprint” for how land will be used to accommodate growth and change in the unincorporated areas. **Section 1.3** highlights General Plan Land Use designations by Community. In addition, key elements of the General Plan Land Use Element relevant to the Planning Area includes:

- **Transit Oriented Districts (TODs):** The Planning Area contains three TODs, which are areas within a 1/2-mile radius from a major transit stop that have development and design standards, and incentives to facilitate transit-oriented development. The TODs include Aviation/I-105, Hawthorne, and West Carson. According to the General Plan, all TODs will be implemented by a TOD specific plan, or a similar mechanism, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community, and address access and connectivity, pedestrian improvements, and safety. As of July 2023, the County has only developed a TOD specific plan for West Carson, which is summarized in Section 2.
- **Employment Protection District Overlays:** The Planning Area contains two Employment Protection Districts – West Carson and Lennox. According to the General Plan, these Districts contain economically viable industrial and employment-rich lands with policies to prevent the conversion of industrial land to non-industrial uses. Details and locations of these Districts are summarized in **Section 2** by relevant SBAP community.

Chapter 10: Parks and Recreation Element

According to the General Plan, the Planning Area contains 26 acres of local parkland and 593 acres of regional parkland, totaling 618 acres, which is one of the lowest in the County.³ With a goal of 4 acres for every 1,000 people for local parkland, the General Plan identifies a negative 253 acreage deficit for the Planning Area based on 2013 data.

Chapter 14: Economic Development Element

The Economic Development Element outlines the County’s economic development goals and provides strategies that contribute to the economic well-being of the County. According to the General Plan, the Planning Area contains numerous offices for company headquarters, research and development facilities, manufacturing, health care, telecommunications, financial services, and international trade businesses. Educational institutions, such as California State University-Dominguez Hills and several community colleges provide training and degree programs to meet the needs of industry.⁴ In addition, as mentioned above, the Planning Area includes Employment

³ LA County General Plan, 2023 https://planning.lacounty.gov/wp-content/uploads/2023/03/gp_final-general-plan.pdf. Accessed July 19, 2023.

⁴ From pg. 239 of the ED Element: https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch14.pdf

Protection Districts in West Carson and Lennox. Details and locations of these Districts are summarized in Section 2 by relevant SBAP community.

LOS ANGELES COUNTY CLIMATE VULNERABILITY ASSESSMENT

The Climate Vulnerability Assessment (CVA) identifies the County's physical and social vulnerabilities and provides a solid foundation from which the County and other local municipalities and organizations will be able to more effectively plan for a resilient, sustainable, and equitable future for all. The CVA examines risks of extreme heat, wildfire, inland flooding and extreme precipitation, coastal flooding, and drought to the County's diverse people and places, including vulnerable populations. As such, the CVA includes the following components:

- The Climate Hazard Assessment: evaluates potential changes in the frequency and severity of specific climate hazards in coming decades.
- The Social Vulnerability Assessment: observes the level of risk across different communities and populations to identify those that are highly vulnerable to climate hazards.
- The Physical Vulnerability Assessment: examines the risk of damage from climate hazards to physical infrastructure and facilities.
- The Cascading Impacts Assessment: observes the interdependencies of infrastructural systems and how impacts to one system can affect another.

The Planning Area is not predicted to experience high exposure to extreme heat or wildfire. However, certain areas, especially the Port of Los Angeles area along the Dominguez Channel, have a high, 1% annual chance of flooding. Additionally, the County's coastline is expected to experience at least moderate exposure to coastal flooding by mid-century, which includes the coastline of the South Bay. Drought, being a regional hazard, can impact all of the County's water supply.

The CVA's social vulnerability assessment, which is based on a composite score of 29 vulnerability indicators, shows a high level of variability between communities in the Planning Area. In general, the further inland unincorporated communities, such as Lennox, Del Aire/Wiseburn, Alondra Park, Hawthorne Island, West Carson and La Rambla, have moderate to high levels of sensitivity to climate hazards while the more coastal communities, such as Westfield/Academy Hills have low to moderate sensitivity to climate hazards.

COUNTY OF LOS ANGELES RESIDENTIAL PARKING STUDY

To inform an update of Title 22 (Planning and Zoning) of the County Code, the County initiated a study of minimum parking requirements with the end-goal of facilitating more construction of housing units in the unincorporated areas of the County. The study's multiple analyses of parking requirements for residential units found that residential parking requirements impact housing affordability, commuting behaviors, and vehicular emissions. Minimum parking requirements significantly discourage the construction of new housing units, which contributes to increased costs

of housing. Additionally, minimum parking requirements incentivize greater private automobile use for transportation instead of other modes of transportation, including public transit, bicycling, or walking, leading to greater vehicle emissions.

The study recommended several short-term and long-term strategies to reduce the number of required parking spaces per Title 22 and to effectively increase parking supply operationally, reduce parking demand, and manage parking spillover on the street. Recommended strategies, which will be considered in the development of goals, policies, and implementation programs for the SBAP include:

- Eliminating minimum parking requirements for apartments with fewer than 10 units
- Reduce parking requirements when sharing parking within mixed-use developments
- Implement a fee in-lieu of providing the minimum required parking spaces that can be used for transportation improvements
- Remove the requirement for covered parking spaces in Title 22
- ⁵Unbundle the cost of parking from the cost of the housing unit

OIL WELLS ORDINANCE NO. 2023-0004

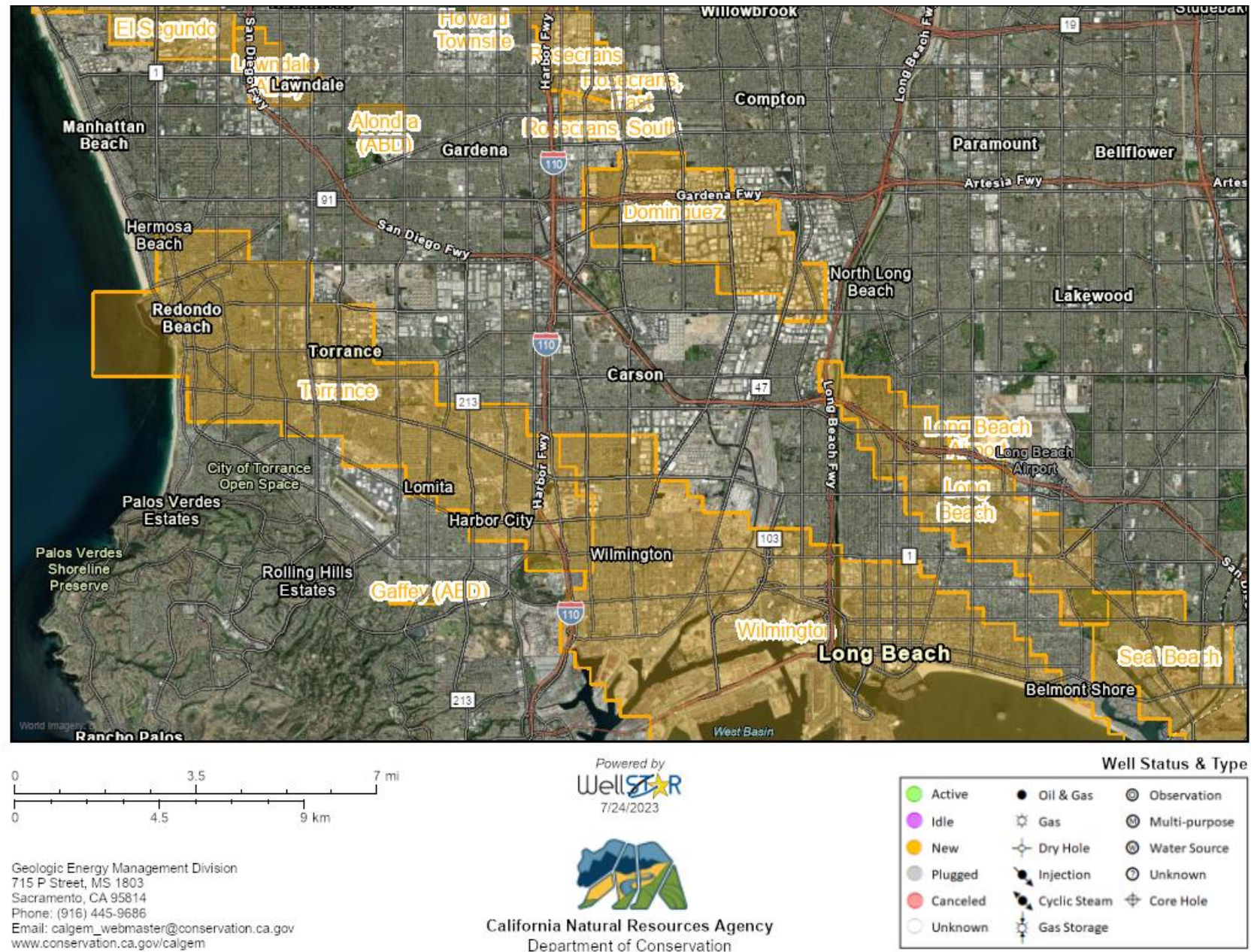
The Oil Wells Ordinance No. 2023-0004 amends Title 12 – Environmental Protection of the County Code to remove the exemption for the operation of oil and gas wells from Chapter 12.08 - Noise Control, and Title 22 – Planning and Zoning to prohibit new oil wells and production facilities, designate existing oil wells and production facilities as nonconforming, and establish regulations for existing oil wells and facilities. In effect, the ordinance would order the phase-out of existing oil wells and production facilities over the next 20 years and prohibit any new oil wells or production facilities within the unincorporated areas of the County. A report by the County's Oil and Gas Strike Team⁶ found that there were 1,270 active oil and gas wells, 24 new wells, 393 idle wells, totaling 1,267 wells, within unincorporated areas, all of which are subject to the requirements of the amendment. Among the unincorporated areas of the Planning Area, the largest concentration of oil and gas wells is located in West Carson, according to the California Department of Conservation Geological Energy Management's (CalGEM's) WellStar Well Finder⁷ as shown in **Figure 1-3**. Other oil and gas wells are located in Alondra Park/El Camino Village and Del Aire/Wiseburn communities.

⁵

⁶ Los Angeles County Department of Regional Planning. December 2015. "Los Angeles County Oil and Gas Well Inventory." <https://planning.lacounty.gov/long-range-planning/los-angeles-county-oil-and-gas-strike-team/>

⁷ Los Angeles County Department of Conservation. Accessed July 24, 2023: <https://maps.conservation.ca.gov/doggr/wellfinder/>

Figure 1-3: California Natural Resources Agency - Well Status & Type (South Bay)



6TH CYCLE HOUSING ELEMENT UPDATE 2021-2029

The County's Housing Element Update, one of the seven required elements of the General Plan, ensures decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. As such, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the regional housing need, also known as the Regional Housing Needs Assessment (RHNA) allocation. Under the current RHNA allocation, the County is required to provide the zoned capacity to accommodate the development of at least 90,052 housing units affordable to households at specific income levels using various land use planning strategies.⁸

In order to satisfy its RHNA allocation, the County adopted an update to the Housing Element consisting of: an adequate sites inventory; rezoning program; analysis of constraints and barriers; goals, policies, and implementation programs; amendments to Title 22 – Planning and Zoning, of the County Code; and amendments to the General Plan Land Use Element.

While the County's unincorporated areas have the existing capacity to accommodate up to 34,278 of the RHNA allocated units, there is a remaining capacity shortfall that must be accounted for if the County is to fulfill its RHNA obligations as required by state law. Approximately 20,750 lower-income, 9,019 moderate income, and 26,005 above moderate-income units will be accommodated for via rezoning efforts (i.e., Housing Element Update Program 17, Adequate Sites for RHNA).⁹ The rezoning effort(s) would primarily consist of implementing land use and zone changes to convert existing commercial and/or low density residential designations to mixed-use and/or high density residential designations.¹⁰ The SBAP will incorporate the proposed changes in the Housing Element Update rezoning program for the Planning Area sites listed in the Housing Element Update's Appendix B, Potential Sites. The Appendix B sites are sites which have been identified by the County as having the potential to accommodate the RHNA allocation, pending a zone change. The County is required to complete all rezoning efforts to meet its remaining RHNA shortfall by 2024. In total, the Planning Area will support and/or accommodate capacity for 6,755 RHNA allocated units, approximately 7.7% of which (517 units) will be within the Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) community of Lennox (see Section 2, SBAP Community Profiles, for further details on community specific rezoning efforts associated with the Housing Element Update).¹¹ The remaining RHNA allocated units will be located across various sites within the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, and La Rambla.

⁸ County of Los Angeles. 2022. Revised County of Los Angeles Housing Element (2021-2029), p. 187 (Summary of RHNA Strategies). Accessed July 13, 2023. <https://planning.lacounty.gov/wp-content/uploads/2022/11/housing-element-20220517.pdf>.

⁹ County of Los Angeles. 2022), p. 39 (Program 17: Adequate Sites for RHNA).

¹⁰ County of Los Angeles. 2022), p. 187. (Summary of RHNA Strategies)

¹¹ County of Los Angeles. 2022. Revised County of Los Angeles Housing Element (2021-2029), housing_appendix-c-to-g-20220517.pdf. Accessed July 13, 2023

Other notable changes in land use and /or zoning policy enacted as a result of the Housing Element Update and applicable to the Planning Area include an amendment to Title 22 – Planning and Zoning of the County Code (Zoning Code) to require residential use to occupy at least 50% of the floor area in a mixed-use project (e.g., in areas with mixed-use zoning designations) as well as amendments to the General Plan Land Use Legend related to increases in minimum allowable densities for certain residential use designations.

Housing Element Program and Objectives

To implement the County’s housing goals, the Housing Element Update includes a list of housing programs. The programs are designed to maintain and increase the supply of housing, especially affordable housing, preserve existing units, and provide equal access to housing opportunities. Most of the programs are previously adopted, ongoing, regulatory, and funding-based. In addition to Program 17, Adequate Site for RHNA, discussed above, the key Housing Element Update program impacting the Planning Area is described in further detail, below.

Program 18: South Bay Area Plan

The SBAP is considered a critical component of the Housing Element Update, in that it incorporates the proposed changes in the Housing Element Update's rezoning program on sites listed in Appendix B and identifies other General Plan and zone changes that can increase housing opportunities, jobs-housing balance and transit-oriented development within the seven unincorporated SBAP communities.

According to the Housing Element Update, the SBAP will act as an umbrella to ensure consistency, as well as identify any General Plan and zone changes that can increase housing opportunities and transit-oriented development.¹² The SBAP will also incorporate the proposed changes in the Housing Element rezoning program based on the sites listed Housing Element Update’s Appendix B, Potential Sites, and will include a Capital Improvement Plan to identify specific infrastructure improvements (i.e., sewer, transportation, waste management, stormwater, public water, and open space) and outline a financing plan.¹³

Implementation of the SBAP will be prioritized using tools including the County’s anti-displacement mapping tool (Program 43 of the Housing Element Update), the County’s Equity Indicators Tool and/or Environmental Justice Screening Method Tool, which are mapping applications developed for the County that highlight locations where equity challenges, such as cumulative health risk from pollution sources, are concentrated, as well as socioeconomic and demographic indicators.¹⁴

Relevant Housing Element Update policies to Program 18:

- Policy 1.1: Identify and maintain an adequate inventory of sites to accommodate the County's RHNA.

¹² County of Los Angeles (2022), p. 41 (Program 18: South Bay Area Plan).

¹³ County of Los Angeles (2022), p. 41 (Program 18: South Bay Area Plan).

¹⁴ County of Los Angeles (2022), p. 41 (Program 18: South Bay Area Plan).

- Policy 2.2: Encourage multifamily residential and mixed-use developments along major commercial and transportation corridors.
- Policy 3.1: Promote mixed-income neighborhoods and a diversity of housing types throughout unincorporated County to increase housing choices for all economic segments of the population.
- Policy 8.2: Maintain adequate neighborhood infrastructure, community facilities, and services as a means of sustaining the overall livability of neighborhoods and protecting the health, safety, and welfare of the community.

LOS ANGELES COUNTYWIDE COMPREHENSIVE PARKS AND RECREATION NEEDS ASSESSMENT PLUS

The Comprehensive Parks and Recreation Needs Assessment Plus (PNA+) builds upon the County's 2016 Parks and Recreation Needs Assessment with updates to data, analysis, and metrics; identifies gaps, opportunities, vulnerable populations, and priority areas for conservation, restoration, and recreation access; guides future planning and resources allocation; and recommends approaches and strategies for multi-jurisdictional coordination, collaboration, and partnerships. Analysis of amenities and needs concern the following types of public lands: regional recreation parks, beaches and lakes, natural areas and open spaces, trails, and park facilities and amenities.

The PNA+ also provides profiles of each regional study area that analyze vulnerability, regional recreation access, and barriers to access. In Appendix A, Regional Study Area Profiles, the South Bay is focused on, which pertains to the Planning Area. Appendix A notes that many of the areas located in the northern, inland portion of the South Bay Region were identified as having High or Very High Park Need in the 2016 Countywide Parks Needs Assessment, including the unincorporated communities of Del Aire, Lennox, and West Carson.¹⁵ Key analysis findings for the Planning Area include:

- The area has high concentration of vulnerable populations in parts of the unincorporated communities of Del Aire, Lennox and West Carson.
- Several inland areas, including portions of Del Aire and West Carson have been identified as priority areas for restoration due to their relatively poor environmental health.

RESIDENTIAL DESIGN STANDARDS ORDINANCE

The Residential Design Standards Ordinance would amend Title 22 – Planning and Zoning of the County Code to provide clear, measurable, and objective requirements to guide the design of residential projects throughout the unincorporated communities of Los Angeles County, including those in the Planning Area. Design standards would apply to residential and mixed-use projects that

¹⁵ Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus, Appendix A. Accessed September 27, 2023. https://lacountyparkneeds.org/wp-content/uploads/2023/03/AppA_RegionalProfiles_SouthBay_Dec2022.pdf

include a residential component, and be applied based on building typology, use, and scale. The intent of the standards is to foster more walkable, livable, and healthy neighborhoods that enhance residents' comfort and encourage walking, biking, and other active mobility through safe, well-maintained, accessible pathways throughout developments. The requirements address the following with the new Section 22.140.520 - Residential Design Standards in Title 22. These design standards will be considered in development recommendations for the SBAP, including any modifications that are needed for the SBAP communities to promote context-specific development:

- **Building and site access**, including a requirement for direct pedestrian access to front entrance of buildings, courtyard, or individual unit facing the street; requirement for a system of pedestrian pathways on property to connect all building entrances to the sidewalk along the street for all sites with multiple buildings.
- **Front yards and building orientation**, including a requirement for the primary pedestrian entrance along the street frontage and canopy tree in the front yard setback; specified setback standards based on street type, zone, building height, and existing sidewalk width conditions, as well as allowances for setback usage, such as landscaping, outdoor dining, etc. (for mixed-use developments).
- **Ground floor treatments**, including a series of requirements for primary entryways, including front lot line orientation and entryway lighting, articulation and width, privacy (for multi-unit and mixed-use projects); requirements for pedestrian-oriented strategies on ground floor, including transparency and parking visibility, as well as menu of options to select from such as a publicly accessible plaza or public art on ground floor (for mixed-use developments).
- **Building articulation**, including requirements for façade variety through articulation or architectural detailing; requirements for base, middle, and top portions of buildings for those that are four stories or taller through a menu of options, as well as height transitions for multi-unit buildings and corner treatments.
- **Building façade details**, Including requirements for façade materials such as variety and continuity and energy efficiency, as well as balconies and patios with regards to access, location, and dimensions (for multi-unit and mixed-use projects).
- **Landscaping, walls, fences, and screening**, including requirements for tree and plant coverage in setbacks and open space, native and/non-Invasive and drought tolerant plants, wall and fence transparency and materials, and screening of trash enclosures, mechanical equipment, and utilities; requirements for site furnishings and amenities through a menu of options (for multi-unit and mixed-use projects).
- **Vehicle parking facilities**, including requirements for parking locations for garages and vehicle access, as well as loading and service areas, and parking structures, Including parking screening strategies through a menu of options (for multi-unit and mixed-use projects);

requirements for pedestrian amenities in surface parking lots and green design strategies through a menu of options (for multi-unit and mixed-use projects).

REVISED DRAFT 2045 LOS ANGELES COUNTY CLIMATE ACTION PLAN

The draft Climate Action Plan (CAP) provides a roadmap for how the County will reduce greenhouse gas (GHG) emission levels to achieve carbon neutrality by 2045. The draft CAP includes a GHG inventory that accounts for sources of emissions in the County's unincorporated areas, forecasts of future GHG emissions, and targets for GHG reductions for 2030, 2035, and 2045. The draft CAP also details implementation and monitoring, including coordination across County departments, outreach to community partners and stakeholders, and relationship to other County plans and documents. To achieve GHG reductions targets, the CAP defines strategies, measures, and actions, and emphasizes equitable implementation. The draft CAP identifies the greatest sum (85%) of emissions coming from transportation (52%) and buildings ("stationary energy," constituting 33%). Specific GHG reduction targets are as follows: (1) By 2030 reduce GHG emissions to 40% below 2015 levels, (2) By 2035 reduce GHG emissions to 50% below 2015 levels, (3) By 2045 reduce GHG emissions to 83% below 2015 levels to achieve carbon neutrality, which aligns with the State of California's overall emissions reduction target.

Strategies were designed to address 10 sectors of GHG emissions, categorized into energy supply, transportation, building energy and water, waste, and agriculture, forestry, and other land use. Measures support strategies with sub-sector programs designed to quantify GHG emissions reductions; actions entail policies, programs, or tools that create meaningful progress on achieving the goal set out in the associated strategy and measures. Key strategies to further implement the CAP that may be addressed through the SBAP's goals, policies, and Implementation programs, i.e.:

- Measure A3: Expand Tree Canopy and Green Spaces within unincorporated areas of the County
 - Create an Urban Forest Management Plan to plant trees, increase unincorporated Los Angeles County's tree canopy cover, add green space, and convert impervious surfaces. Focus tree planting on frontline communities with insufficient tree cover and green spaces.
- Measure T1: Increase Density Near High-Quality Transit Areas
 - Increase housing opportunities that are affordable and near transit, to reduce VMT.
- Measure T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed-Use
 - Increasing density and the mix of land uses can help reduce single occupancy trips, the number of trips, and trip lengths.
- Measure T3: Expand Bicycle and Pedestrian Network to Serve Residential, Employment, and Recreational Trips

- Travel options that serve a variety of land uses and trip purposes can help shift some trips away from single occupancy vehicles.
- Measure T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation
 - Transit service, micro mobility services (such as bike-share, scooter-share, and drone deliveries), and access to these transportation options can help reduce VMT.

Integral to the draft CAP are climate equity guiding principles which can also help to guide the SBAP. These are principles for implementation of the CAP that help to reverse the trends of disinvestment and discrimination in certain communities by providing for priority investment in frontline communities, collaboration on programs and policies, continual tracking and improvement in achieving equity goals, among other actions.

TITLE 22 - ZONING ORDINANCE

Title 22 – Planning and Zoning of the County Code governs the division, design, and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setbacks standards for structures. To support zoning-based recommendations for SBAP, the Mixed-Use Development Zone (MXD) and Section 22.140.350 (Mixed-Use Developments in Commercial Zones) were reviewed to identify notable existing development and design standards applicable to the project area. In particular, the MXD zone was reviewed as it is the zone that will be applied to RHNA allocated sites and Section 22.140.350 was reviewed as there are areas outside of RHNA allocated sites where these requirements are in place (applies to C-H, C-1, C-2, C-3 and C-M zones which are present across the communities). In addition, while no communities within the SBAP contain a CSD, a CSD is a potential tool for modifying development and design standards in the project area to cater to specific community conditions and desires. As such, several existing CSDs from other unincorporated areas, were reviewed to identify elements that can be explored for SBAP.

MXD Zone

The purpose of the MXD zone is to allow for a mixture of residential, commercial, and limited light industrial uses and buildings in close proximity to bus and rail transit stations. The MXD Zone implements the General Plan Land Use Element Mixed-Use (MU) designation, which intends to promote pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences. MXD allows residential, non-residential, and mixed-use developments with the following permitted densities and FARs:

- Residential: 50-150 du/net ac
- Non-Residential: Maximum FAR 3.0
- Mixed-Use: 50-150 du/net ac and FAR 3.0

MXD Zone integrates a wide range of housing densities with community-serving commercial uses to serve local residents, employees, pedestrians, and consumers. Compact development is encouraged to promote walking, bicycling, recreation, transit use, and community reinvestment, to reduce energy consumption, and to offer opportunities for employment and consumer activities in close proximity to residences. A summary of notable MXD standards is provided in **Table 1-3** below based on Section 22.26.30 (Mixed-Use Development Zone) of Title 22.

Table 1-3: Notable MXD Zone Standards - Summary

Standard	Summary of Requirement
Minimum Floor Area for Residential Use in Mixed-Use Developments	At least two-thirds of the square footage of the mixed-use development shall be designated for residential use.
Yards	Side and rear yards abutting Zone R-1 or R-2 lots shall have a minimum depth of 15 feet . If the side or rear lot line of the property in Zone MXD is separated from Zone R-1 or R-2 by a highway, street, alley, or an easement of at least 20 feet in width, this requirement regarding side or rear yard depth shall not apply.
Height	Except as otherwise provided by an applicable CSD, a building or structure shall not exceed 65 feet above grade, excluding chimneys, rooftop antennas, and rooftop recreational spaces, except that the portion of any building sharing a common side or rear lot line with property located within Zone R-1 or R-2 shall have a setback from the common side or rear lot line so that the height of the building in Zone MXD is no greater than 45 feet at the edge of the building wall facing that common lot line, and shall be recessed back one foot for every one-foot increase in building height, up to a maximum height of 65 feet.
Ground Floor Retail in Mixed-Use Developments	Minimum Width. The width of the street-facing retail component of the ground floor within a mixed-use development shall be a minimum of 20 feet . Minimum Height. The floor-to-ceiling height of the ground floor for a street-facing retail component of a mixed-use development shall be a minimum of 14 feet .
Parking	Parking facilities, including bicycle parking and storage facilities, shall be provided in compliance with Chapter 22.112 (Parking), however the number of required vehicle parking spaces as provided therein may be reduced by up to 25 percent except for required guest parking for residential uses. Parking for commercial and residential uses. With the exception of subterranean parking, all vehicle parking areas shall be: i. Located in the rear of the structures or at the rear of the lot, except that up to 25 percent of required parking may be located along one side of the building if an access driveway is provided; and ii. Completely screened with walls or landscaping so that the parking areas are not visible from a major or secondary highway, unless the parking areas are

	located along access driveways, in which case walls or landscaping may be placed only if they do not impede adequate line of sight to the public right-of-way.
Landscaping	A minimum of five percent of the lot shall be landscaped with drought-tolerant lawn, shrubbery, flowers, or trees, which shall be continuously maintained in good condition.
Screening – Facades and Windows	In addition to complying with Subsection D.10.a. (Pedestrian Character) if the building's frontage faces a major or secondary highway, no more than 25 percent of landscaping shall screen from public view the facade or windows on the ground floor of the building's frontage.
Pedestrian Character	<p>Transparency. At least 50 percent of any building's ground floor facade that is oriented towards a street or highway with the greatest right-of-way width shall be composed of entrances and display windows or other displays.</p> <p>Glass. All glass utilized in windows or entrances on the first two stories shall be either clear or lightly tinted to maximize pedestrian visibility of building interiors from the sidewalk area. Mirrored, highly reflective glass, or densely tinted glass shall be prohibited for use in windows and entrances.</p> <p>Entry Orientation. The primary entrance to a commercial use in a building shall face the sidewalk in front of, or at the corner of, a street or highway with the greatest right-of-way width, or face an interior courtyard if the courtyard's entrance is located on such a street or highway.</p> <p>Facade. At least 50 percent of the building facade facing the street, highway, or corner of such street or highway shall include design features such as recessed windows, balconies, offset planes, stepbacks, vertical or horizontal modulations or articulations, or other architectural or decorative accents that create visual interest in lieu of a long unarticulated wall. If the frontage of the first three stories of a building is flush to the street or highway, then the frontage above the third story shall be stepped back a minimum of two feet from the frontage of the first three stories.</p> <p>Rooflines. Buildings having 100 feet or more of street frontage shall be designed to provide roofs of varying heights, materials, textures, or motifs.</p>

Section 22.140.350 – Mixed-Use Development in Commercial Zones

Section 22.140.350 (Mixed-Use Development in Commercial Zones), standards aim to ensure the compatibility of residential and commercial uses within mixed-use developments by allowing such uses in certain Commercial Zones with appropriate development limitations and standards, and to streamline the permitting procedure for such uses. Joint live and work units may occupy portions of buildings designed for mixed-use developments. Zones C-H, C-1, C-2, C-3 and C-M implement the General Plan Land Use Element General Commercial (CG) designation, which intends to promote local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses. CG zone allows residential, non-residential, and mixed-use developments with the following permitted densities and FARs:

- Residential: 20-50 du/net ac
- Non-Residential: Maximum FAR 1.0
- Mixed-Use: 20-50 du/net ac and FAR 1.0

A summary of notable standards is provided In **Table 1-4** below based on Section 22.140.350 (Mixed-Use Developments in Commercial Zones) of Title 22.

Table 1-4: Notable Section 22.140.350 Standards - Summary

Standard	Summary of Requirement
Minimum Floor Area for Residential Use	At least two-thirds of the square footage of the mixed-use development shall be designated for residential use.
Vertical Mixed-Use	Where the commercial and residential uses are located in the same building: With the exception of entrance hallways and joint live and work units, commercial and residential uses shall not be located on the same floor; With the exception of joint live and work units and parking areas, the ground floor space shall be devoted solely to commercial uses; and Commercial uses may occupy floor spaces above the ground floor, provided that all commercial uses other than joint live and work units are located on the lower level(s) below the residential uses.
Pedestrian Access	Pedestrian access shall be provided as follows: All street-fronting buildings shall have at least one pedestrian accessible entrance fronting and directly accessible to pedestrians on the street; and Pedestrian walkways shall be provided between all buildings on the lot
Parking and Vehicular Access	With the exception of fully subterranean parking structures and parking within a non-street-fronting building, parking areas shall be: Located in the rear portion of, or behind a street-fronting building, or at the rear of the lot, except that up to 25 percent of required parking may be located along one

	<p>side of the street-fronting building where an access driveway is provided; and completely screened with walls or landscaping so that the parking areas are not visible from the street or highway that provides frontage, unless the parking areas are located along an access driveway, in which case walls or landscaping may be placed only if they do not impede adequate line of sight to the public right-of-way.</p> <p>Separate commercial and residential parking spaces must be provided in compliance with Chapter 22.112 (Parking). Spaces shall be separately designated by signage, striping, pavement marking, and/or physical separation.</p> <p>On a corner lot or reversed corner lot, vehicular access shall be provided from the side street.</p>
Loading Areas	<p>Loading areas shall comply with the standards of Section 22.112.120 (Loading Spaces).</p> <p>Loading areas shall be located:</p> <p>Away from primary pedestrian ingress and egress areas by at least 20 feet; and</p> <p>Toward the rear of the building and shall not be visible from the street or highway.</p>
Trash/Recycling	<p>Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are accessible to both the residential and commercial uses.</p> <p>The trash enclosures for refuse and recycling bins shall be:</p> <p>Located within parking structures, at the rear or side of buildings, or between buildings, and shall not be between a building and a street or highway;</p> <p>Located not farther than 150 feet from the building;</p> <p>Not placed in any public right-of-way; and</p> <p>Screened by solid masonry walls between five and six feet in height, if located outside.</p>
Mechanical Equipment	<p>Mechanical equipment shall be completely screened from view through the use of walls or landscaping.</p>
Required Interior Side and Rear Yards	<p>Interior side and rear yards abutting lots zoned Residential or Agricultural shall have the minimum depths as follows:</p> <ul style="list-style-type: none"> • In Zones C-H, C-1, and C-2: <ul style="list-style-type: none"> ○ Interior side yard: five feet. ○ Rear yard: 15 feet. • In Zones C-3 and C-M: <ul style="list-style-type: none"> ○ Interior side yard: five feet where no building exceeds two stories in height; or five feet plus one foot for each story that exceeds two stories, except the maximum required side yard depth is 16 feet. ○ Rear yard: 15 feet.

Planning Area and Community Standards Districts

In Title 22, Planning Area Standards Districts (PSD) and CSDs can be established as supplemental overlay districts to provide appropriate special development standards to address specific issues unique to an area. For example, in the Planning Area, a PSD or CSD can be considered to protect and enhance the existing character and scale of a community and ensure that new development is compatible with and complementary to the unique characteristics of residential and commercial neighborhoods. There are currently 28 existing CSDs, none of which are within the Planning Area. Three different types of development standards can be applied to a given community, which are: (1) community wide, (2) zone specific, or (3) area-specific development standards, which will be considered as part of the development of the SBAP. The CSD may provide special development standards for the Planning Area and/or SBAP communities to regulate the following:

- Landscaping, buffering, and fencing
- Outdoor signage and antennas
- Permitted Uses, conditionally permitted uses, accessory uses, and prohibited uses.
- Height limits and setbacks
- Development standards and design requirements, including wall finishes and architectural elements.
- Lot coverage, floor area ratio, and lot consolidation
- Parking requirements, loading and access requirements

GREEN ZONES ORDINANCE

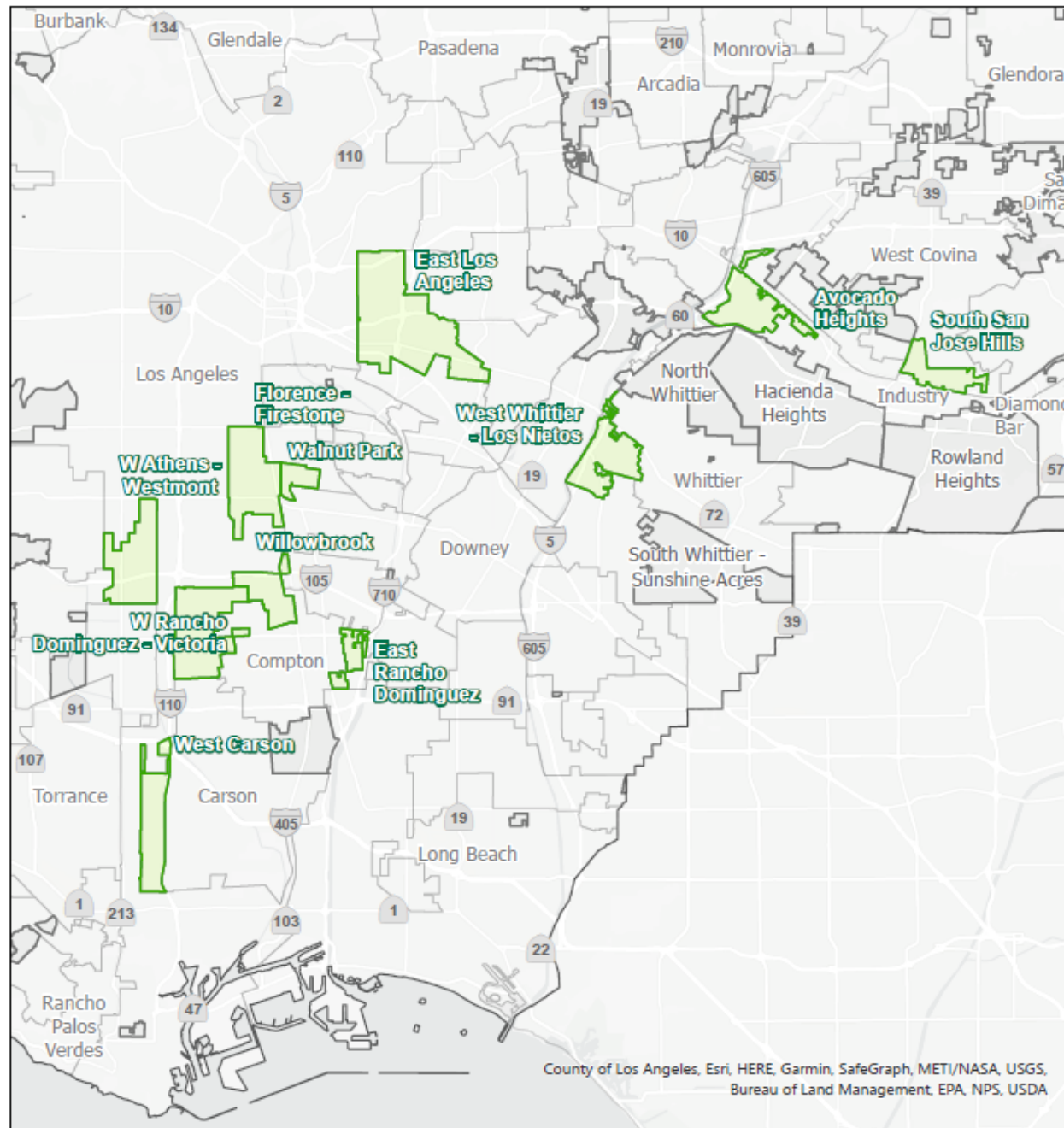
The Green Zones Ordinance (Chapter 22.84 of Title 22) establishes 11 Green Zone Districts to promote environmental justice in communities that are disproportionately affected by toxic pollution and contaminants by ensuring that land uses will be operated to minimize adverse health and safety impacts and promote clean industrial uses. The ordinance intends to encourage patterns of development that protect the health of sensitive populations. The ordinance also adds definitions for sensitive uses, establishes additional permitting requirements and development standards for industrial and vehicle-related uses, among other items.

West Carson was selected for establishment of a Green Zone District. As such, properties with certain types of Industrial uses in West Carson must comply with the established standards to protect sensitive uses, which include residential dwelling units, schools, parks, daycare centers, hospitals, and many more. Future new sensitive uses adjacent to industrial, recycling, and solid waste, or vehicle-related uses must also comply with these expanded requirements, such as a solid wall screening, landscaping buffers between incompatible uses, and standards relating to windows, balconies, and air filtration. The SBAP is intended to complement the Green Zones Ordinance and support the overall environmental justice goals of the County and identify opportunities to expand Green Zones Districts in relevant locations.

UNITED STATES DISTRICT COURT CENTRAL DISTRICT OF CALIFORNIA, 105 GREEN LINE CONSENT DECREE, 1981

In 1972, an entitled action was filed by several Individuals who resided in the path of the then proposed I-105 Freeway, as well as the Los Angeles Chapter of the National Association for the Advancement of Colored People, the Sierra Club, and the Environmental Defense Fund. The result was a Consent Decree, amended in 1981, which imposed several conditions on the development of the I-105 freeway. Of importance to the SBAP communities is the requirement that the housing removed to construct the freeway be replaced through a Housing Plan, included a relocation plan describing the housing which will be provided pursuant to the Decree. According to the Consent Decree, the Housing Plan's intent was to attempt to place as many replacement units as possible in the primary zone (6 miles on each side of the I-105 right of way), followed by the secondary zone (an additional 6 miles), and the tertiary zone (another 6 miles). In addition, the Consent Decree notes that "where excess land (property which was originally acquired for the I-105 freeway project, but which is not incorporated within the final project) has been acquired and cleared, its potential use for relocation housing, schools, parks, open space, community facilities, or economic development projects shall be considered and given priority over other uses."¹⁶ California's Department of Housing and Community Development (HCD) is responsible for implementing the Housing Plan outlined in the I-105 Consent Decree.

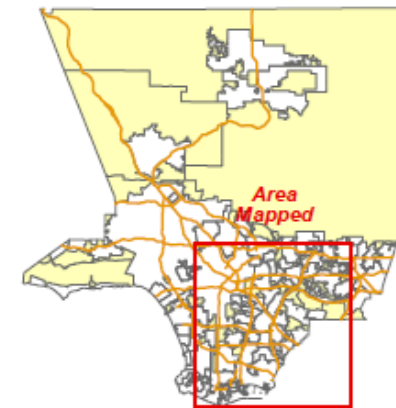
¹⁶ United States District Court Central District of California, Amended Final Consent Decree for I-105 Freeway, Accessed August 14, 2023



Los Angeles County

Figure 1-4: Green Zone Districts

- Green Zone Districts
- Unincorporated Areas
- Incorporated Cities



LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



Prepared by DRP GIS Section / May 2021

1.3 Community Profiles and Plans, Programs, and Ordinances Affecting Specific Communities

Section 2 provides a socio-economic snapshot of each of the SBAP communities as a foundation for understanding who lives and works in each community as shown in **Figure 1-5**. Section 2 also provides a targeted overview of key existing plans, programs, and ordinances, including associated goals, policies, and regulatory requirements that are specifically relevant to the SBAP communities and are applicable to the SBAP. **Section 1.3** is organized as follows:

- Lennox
- Del Aire/Wiseburn
- Hawthorne Island
- Alondra Park/El Camino Village
- West Carson
- Westfield/Academy Hills
- La Rambla

Figure 1-5: South Bay Planning Area and Seven Unincorporated Communities



1.3.1 LENNOX

Community Profile

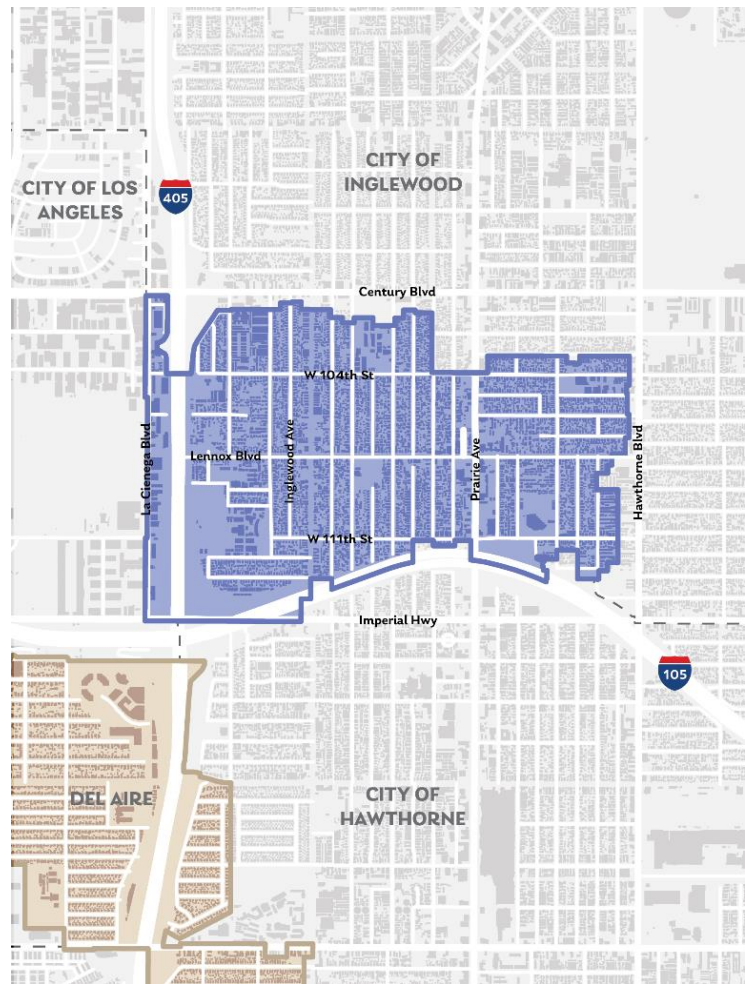
Lennox is a primarily residential community bordered by two major freeways, Interstate 405 (I-405) to the west and Interstate (I-105) freeway to the south, and adjacent to the cities of Inglewood and Hawthorne, as well as LAX as shown in **Figure 1-6**. Lennox is served by the Metro C Line (formerly the Green Line) via the Hawthorne/Lennox Station as well as several bus lines. Major corridors within the Lennox community include north-south running Inglewood Avenue and Hawthorne Boulevard, and east-west running 104th Street, Lennox Boulevard and 111th Street.

Figure 1-7 shows a graphic summary of key socio-economic data for the community of Lennox. Based on American Community Survey (ACS)

estimates in 2021, Lennox has a population of approximately 21,209, which has declined from 22,753 in 2010. The predominate race/ethnicity of those that responded to the ACS in 2021 self-identify as Hispanic or Latino (92%); the remaining 8% is comprised of individuals who self-identify as Black (4%), White (2%), Pacific Islander (1%), and Asian (1%). Lennox is a relatively young community with a median age of 28.9, and large share (29.7%) of the population under the age of 18. Average household size in Lennox is 3.73 people, which is somewhat larger than the average of the unincorporated areas of the County (3.30).¹⁷

The five primary sectors in which residents of Lennox are employed are service industries (56.5%), retail trade (15.5%), transportation and utilities (12.8%), wholesale trade (4.3%), and construction (4.0%). Across these sectors, approximately 1/3 of employed persons are service workers, 1/3 is blue-collar, and 1/3rd is white-collar. Median household income is \$49,073, which is low compared to the County-wide median of \$79,329.

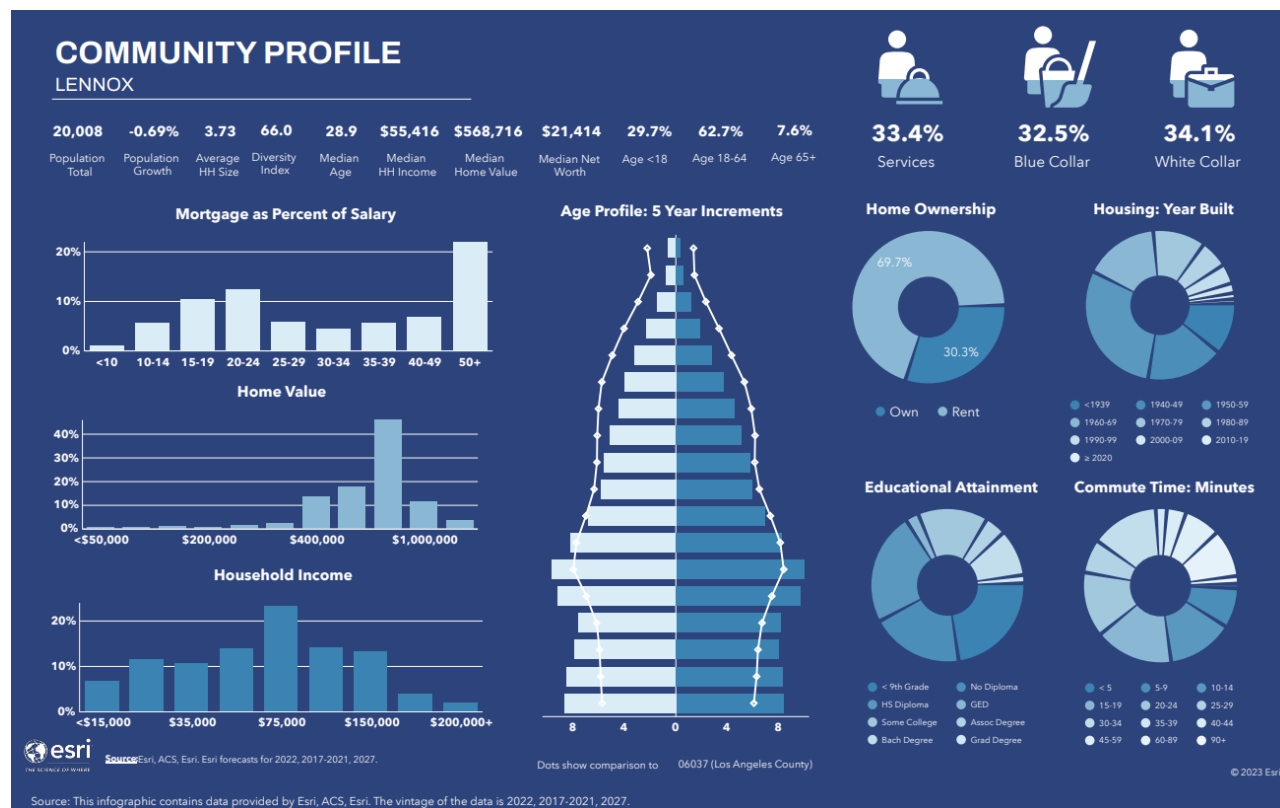
Figure 1-6: Lennox



¹⁷ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog." <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

The majority of households in Lennox are renters (62.2%). While the average rent in Lennox is \$1,294 per month, which is lower than the County average of \$1,515, about 51% of households pay greater than 35% of their income towards rent and are therefore rent-burdened. This statistic suggests a lack of affordable housing for the majority of Lennox households. Similarly, almost half of homeowners with a mortgage in Lennox (46.7%) pay 35% or more of their income towards housing costs.¹⁸

Figure 1-7: Community Profile - Lennox



18 American Community Survey (ACS) 5-Year Estimates (2021). Selected Housing Characteristics.

<https://data.census.gov/table?q=housing+characteristics&g=160XX00US0641180&tid=ACSDP5YSPT2021.DP04>

Existing Plans, Programs, and Ordinances affecting Lennox

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of Lennox and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 5: Planning Areas Framework (Opportunity Areas)
 - Chapter 6: Land Use Element
 - Chapter 10: Parks and Recreation Element – Lennox Community Park and Recreation Plan, February 2016
- Vision Lennox (February 2010)
- 6th Cycle Housing Element Update (May 17, 2022)

Key takeaways for Lennox are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, community, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

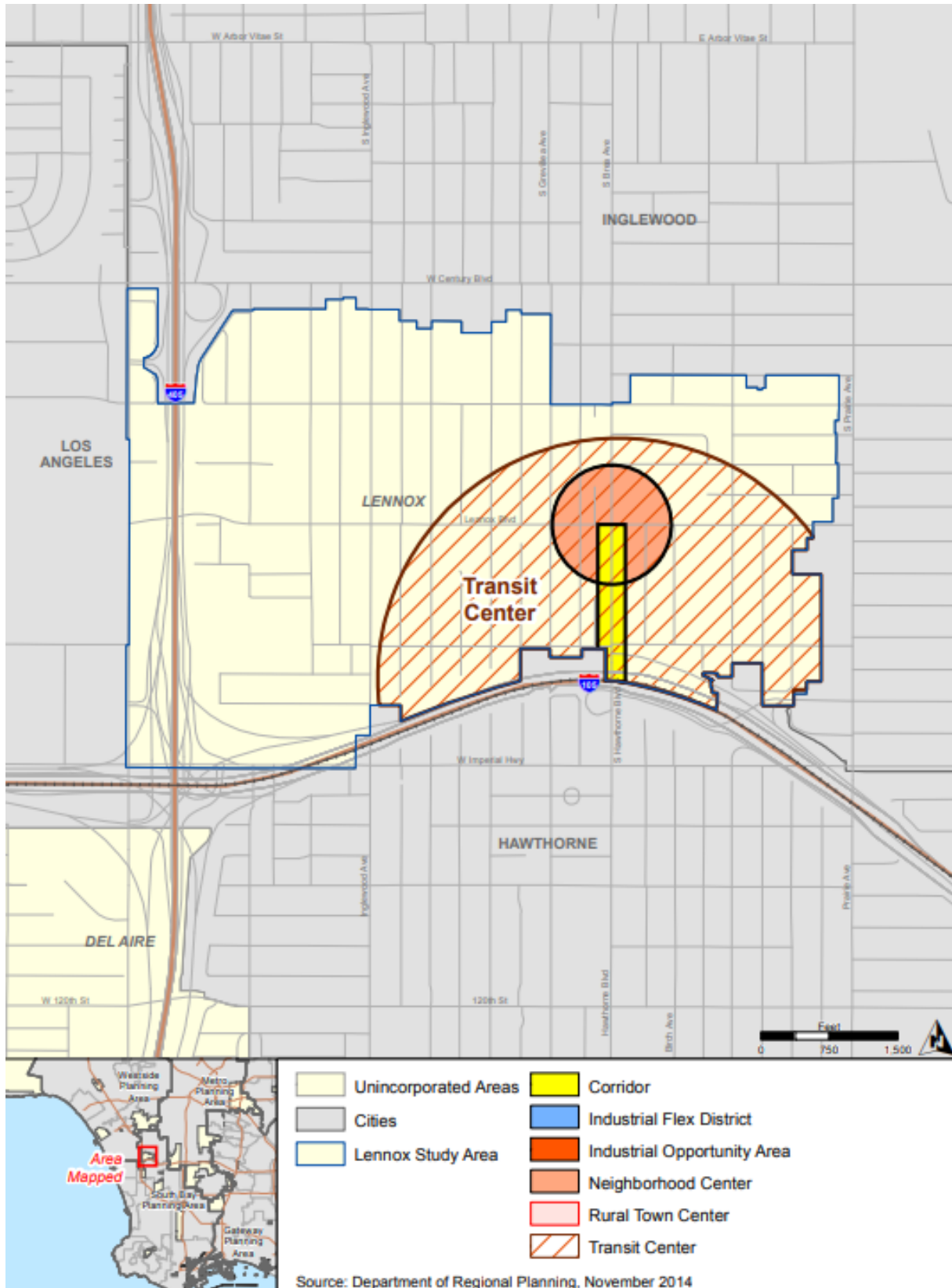
LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 5: Planning Areas Framework (Opportunity Areas)

Lennox contains several Opportunity Areas as shown in **Figure 1-8**. As Lennox is served by the Metro C (formerly Green) Line and includes the Hawthorne/Lennox Station, one of the opportunity areas includes a transit center which extends approximately one-half mile along Hawthorne Boulevard and includes Hawthorne/Lennox station which is located in the median of the I-105 freeway. Additional opportunity areas include the intersection of Lennox/Hawthorne with opportunities for community-serving uses, including mixed-use, and multi-modal improvements as well as the corridor along Hawthorne Boulevard with opportunities for mixed-use developments, as well as design improvements.¹⁹

¹⁹ Los Angeles County General Plan 2035. Part II: Planning Areas Framework. Page 58. Accessed July 13, 2023.

Figure 1-8: General Plan - Planning Areas Framework Opportunities Areas in Lennox



Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, Lennox is primarily designated as Residential 18 (H18), as shown in **Figure 1-9**, except for the northwest portion of Lennox north of 104th Street which is designated as Residential 9 (H9) west of Felton Avenue and Residential 30 (H3) between Burford Avenue and Felton Avenue. Inglewood Avenue and Hawthorne Boulevard, between 104th Street, and 111th Street, are designated as General Commercial (CG) as well as Lennox Boulevard between Mansel Avenue and Acacia Avenue, and several parcels along La Cienega Boulevard. Throughout Lennox, several large parcels are designated as Public and Semi-Public (P), which are primarily occupied by schools such as Jefferson Elementary School, Felton Elementary School, Buford Elementary School, Lennox Middle School, Whelan Elementary School, and Moffett Elementary School. One area along Lennox Boulevard is designated as Parks and Recreation (OS-PR), Lennox Park. Light Industrial (IL) designated parcels are located along La Cienega Boulevard, west of I-405 freeway. The Land Use Element identifies this area as an Employment Protection District, as shown in **Figure 1-10**, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced.

In addition, Lennox resides within an Airport Influence Area, which is comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. Aircraft noise contours that pertain to Lennox, as shown in **Figure 1-11**, impact the compatibility of land uses that can reside within the exposure areas due to noise. Noise-sensitive land uses, such as residential and schools, cannot be located within areas exposed to aircraft noise levels of Community Noise Equivalent Level (CNEL) 65 dB and greater, which pertains to large portions of Lennox.



Figure 1-10: Employment Protection District – Lennox

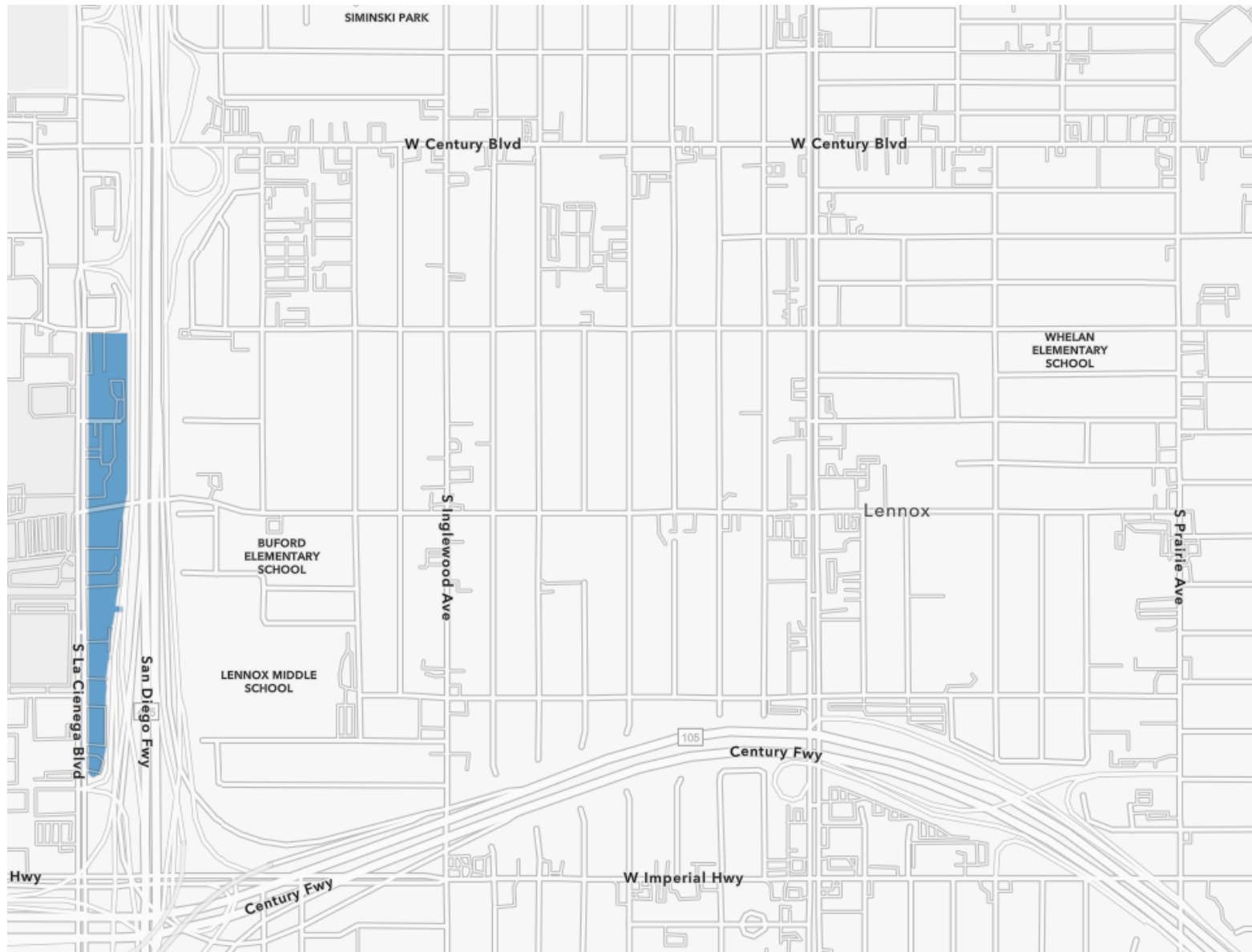


Figure 1-11: LAX Airport Noise Contours - Lennox



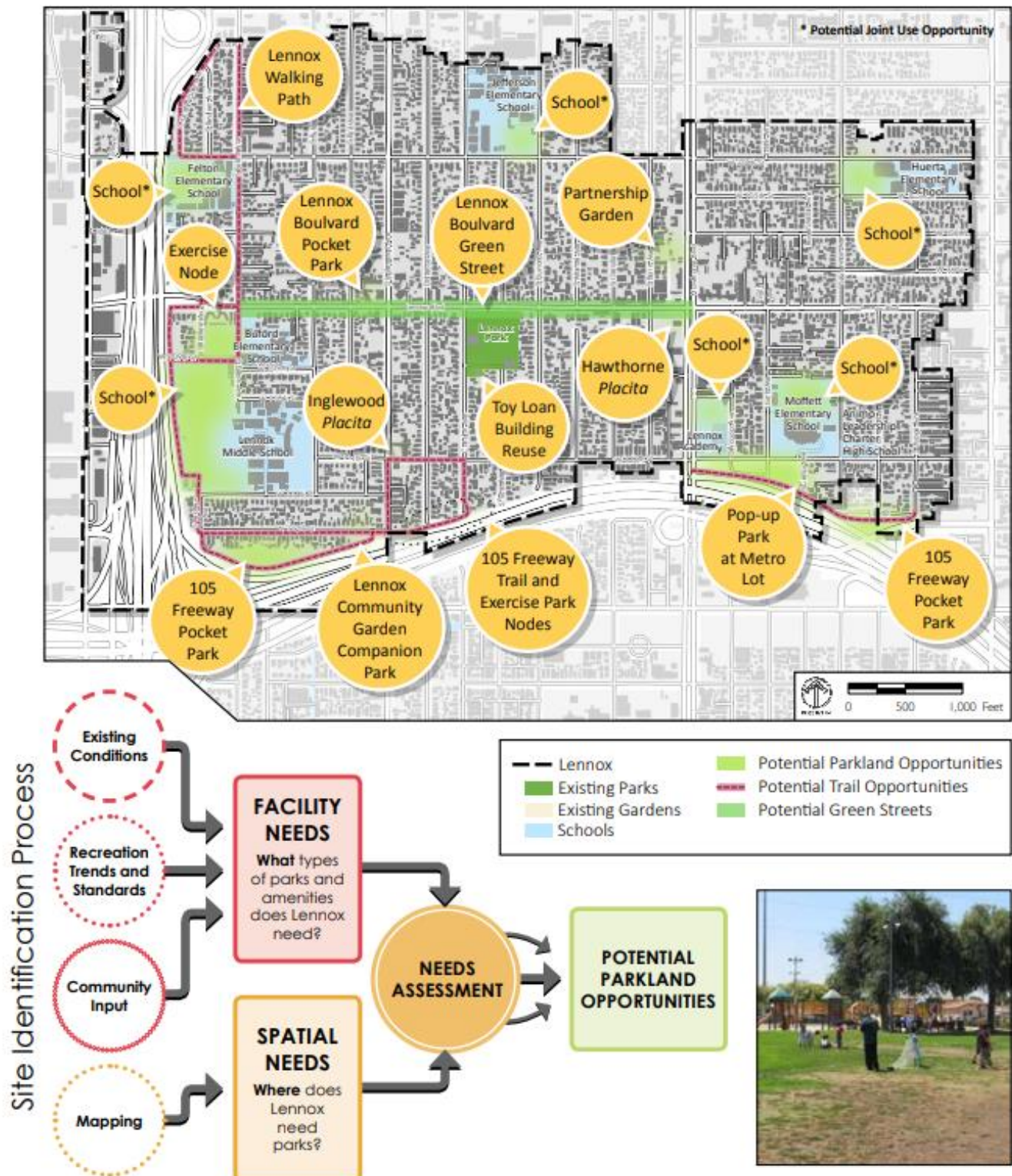
Chapter 10: Parks and Recreation Element (Lennox Community Parks and Recreation Plan, February 2016)

The Lennox Community Parks and Recreation Plan establishes a vision, goals, policies, and strategies to increase access to green spaces throughout the community of Lennox, which on average provides only 0.2 acres of local parks per 1,000 residents, far below the County standard of 4 acres per 1,000 residents set forth in the General Plan. Contemplated improvements include a potential “green street” along Lennox Boulevard, new parks and pocket parks, community gardens, and trail opportunities, which were identified for locations across the Plan Area based on an assessment of current park access as shown in **Figure 1-12**. In addition to the above green space types, the Parks and Recreation Plan aims to develop a working model with Lennox schools to:

- Formalize joint use of existing green space
- Partner with community groups to create small, infill green spaces
- Utilize “pop-up” green spaces to alleviate green space need in the short-term
- Strategically acquire vacant lots for urban greening
- Planned improvements to Lennox Park and the community’s urban forest

To finance implementation, the Plan identifies traditional funding sources (e.g., Quimby Act fees and General Fund), financing mechanisms such as bonds and levies, lease financing, and increasing park revenues, and various grants.

Figure 1-12: Lennox Green Vision Map



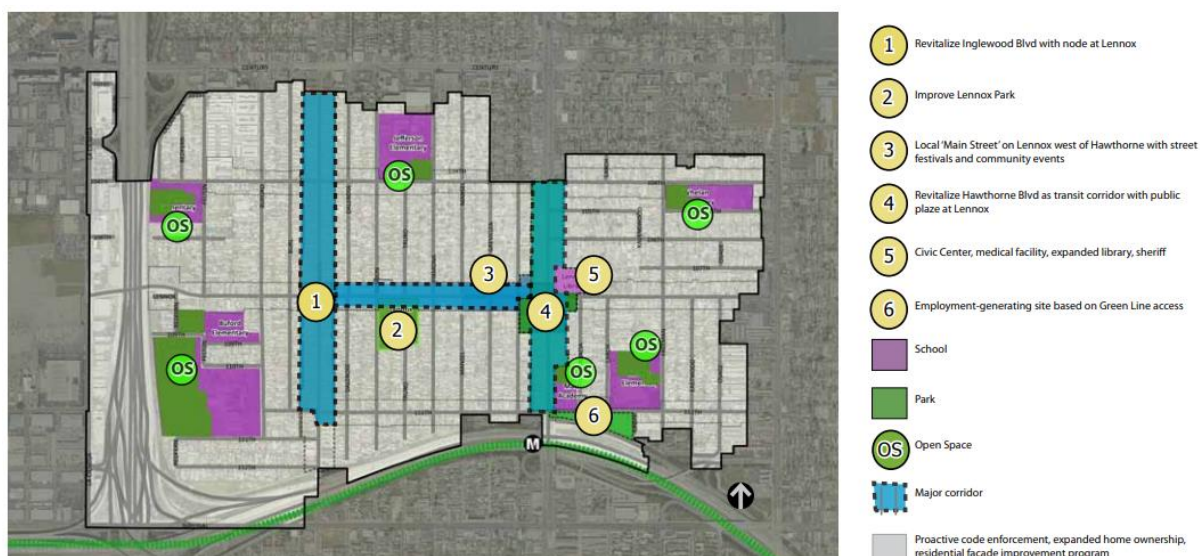
VISION LENNOX (FEBRUARY 2010)

Vision Lennox identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community, such as overcrowding, leading to a shortage of parking spaces and encroachment into adjacent commercial lots, as well as existing transportation infrastructure, both freeways and corridors that divide the community into six neighborhoods as shown in **Figure 1-13**. The neighborhoods are defined by Lennox Boulevard and either Inglewood Avenue or Hawthorne Boulevard. Within these neighborhoods are various destinations, community centers, amenities, and a well-connected, walkable street network that promotes accessibility and connectivity for residents. Additional enhancements such as street trees, streetscape improvements, trash collection, and parking would further maintain property values in these neighborhoods.

Lennox Boulevard, west of Hawthorne Boulevard, stands out as an area with a well-defined urban character and has the potential to be a “main street”. It holds potential to be transformed into a vibrant Pedestrian-Oriented Commercial main street that matches the desired nature and character of the community. Hawthorne Boulevard can be repositioned and transformed into a vibrant and pedestrian friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, cyclists and transit users through streetscape improvements. Vision Lennox identifies Hawthorne Boulevard and Lennox Boulevard, and Inglewood and Hawthorne Boulevard as potential nodes and community centers.

Vision Lennox also identifies opportunities to improve Lennox Park and expand parks and open space in collaboration with the Lennox School District using existing school playgrounds and vacant lots to provide additional space for recreation.

Figure 1-13: Vision and Key Strategies for Lennox



6TH CYCLE HOUSING ELEMENT UPDATE (MAY 17, 2022)

Within Lennox, the Housing Element Update Appendix B identifies 15 parcels for zone changes located along Hawthorne Boulevard south of Lennox Boulevard, 1 parcel along Acacia Avenue and 1 parcel along Lennox Boulevard, as shown in purple on **Figure 1-14**. Per the Housing Element Update, all 17 sites have proposed General Plan designations of MU with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of MXD. Across the 17 sites, Lennox will support 517 RHNA allocated units.

Figure 1-14: Housing Element Update Sites for Rezoning – Lennox

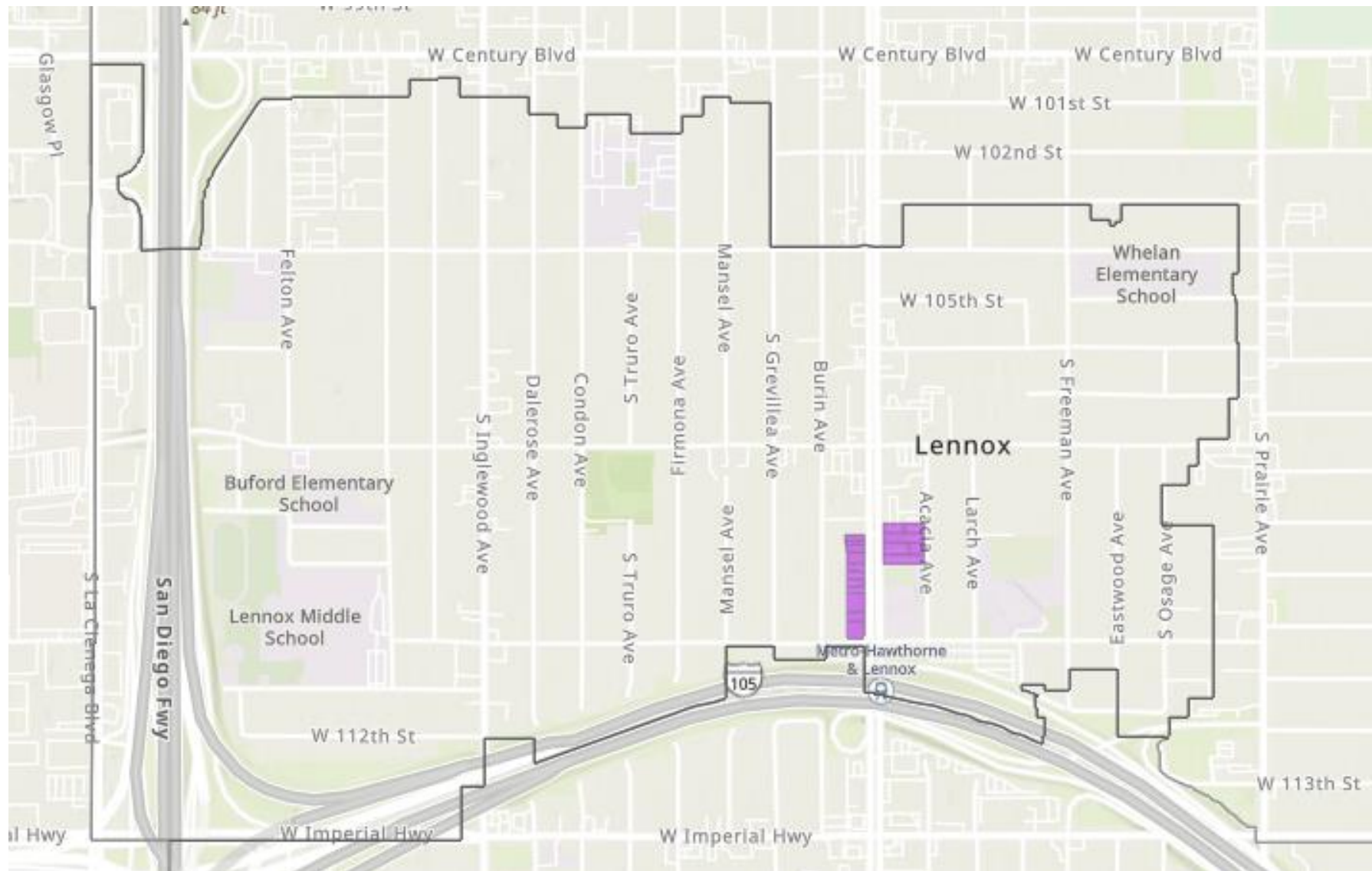


Table 1-5: Lennox Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
One of the communities in the Planning Area with high frequency transit (Metro C Line and Hawthorne/Lennox Station)	X	X			
RHNA allocated sites identified by the Housing Element Update along Hawthorne Boulevard in proximity to the Metro Hawthorne/Lennox Station.	X				
Opportunities to incentivize desired uses, such as affordable housing, job-generating uses, community-serving retail and services within development along Hawthorne Boulevard where RHNA allocated sites are Identified for MXD zoning	X		X		
General Plan envisions a TOD opportunity area within 1/2 mile of the Hawthorne/Lennox station with a node of concentrated development at the intersection of Lennox/Hawthorne, as well as along Hawthorne Boulevard; however, noise exposure from nearby aircraft noise levels inhibits the development of certain land uses such as residential.	X				
General Plan Identifies the portion between the I-405 Freeway and La Cienega Boulevard as an Employment Protection District, which are economically viable industrial and employment-rich lands with policies to prevent the conversion of industrial land to non-industrial uses.	X				
Lennox Boulevard is envisioned as a "main street" and green street with opportunities for pocket parks, with a "placita" envisioned for the intersection of Lennox/Hawthorne		X		X	
Various park and open space opportunities identified within freeway buffers, which aligns with the I-105 Consent Decree that identifies excess space created through 105 freeway for housing and community amenities		X	X	X	X
Hawthorne Boulevard is envisioned as a transit corridor with opportunities for multi-modal improvements		X			

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Community concerns include parking due to high concentration of residents, new development, congestion due to the nearby Sofi stadium, and soon to be completed Intuit Dome.	X		X		
Younger population with relatively low educational attainment that could benefit from workforce development or educational opportunities.			X		
Lennox is considered a significantly park poor community; Lennox provides 0.2 acres of local parks per 1,000 residents, far below the County standard of 4 acres per 1,000 residents.	X		X		X
Opportunities to explore shared community open spaces with schools and improve Lennox Park					X

1.3.2 DEL AIRE/WISEBURN

Community Profile

Del Aire/Wiseburn straddles the I-405 freeway, where the Del Aire portion lies directly southwest of the I-405/I-105 freeway interchange, east of the Los Angeles Air Force Base, and the Wiseburn portion lies directly east of the I-405 freeway and north of Rosecrans Avenue as shown in **Figure 1-15**. Major corridors within the Del Aire/Wiseburn community include Aviation Boulevard, La Cienega Boulevard, El Segundo Boulevard, Inglewood Boulevard and Rosecrans Avenue. Del Aire/Wiseburn is served by the Metro C Line (formerly the Green Line) via the Aviation/LAX station as well as several bus lines.

Figure 1-16 shows a graphic summary of key socio-economic data for the community of Del Aire/Wiseburn. Based on American Community Survey (ACS) estimates in 2021, Del Aire/Wiseburn has a population of approximately 10,060. The predominate race/ethnicity of those that responded to the ACS in 2021 self-identify as Hispanic or Latino (47.5%), followed by White (34.9%), Asian (11.3%), Black (4.8%), Pacific Islander (1.2%), and American Indian (0.1%). The age of residents in Del Aire/Wiseburn reflects County-wide averages, with a median age of 37.8 (compared to the County-wide median of 35.7). The household size (2.83) is somewhat smaller than the County average of 3.30.²⁰

The majority of employed persons in Del Aire/Wiseburn are in white-collar occupation (68.3%), whereas blue-collar and service jobs make up the remaining 21.7%. The three primary sectors of employment are service, retail trade, and government; other major sectors are transportation and utilities, construction, and finance, insurance, and real estate. Median household income is \$108,554, significantly higher than the County-wide median of \$79,329.

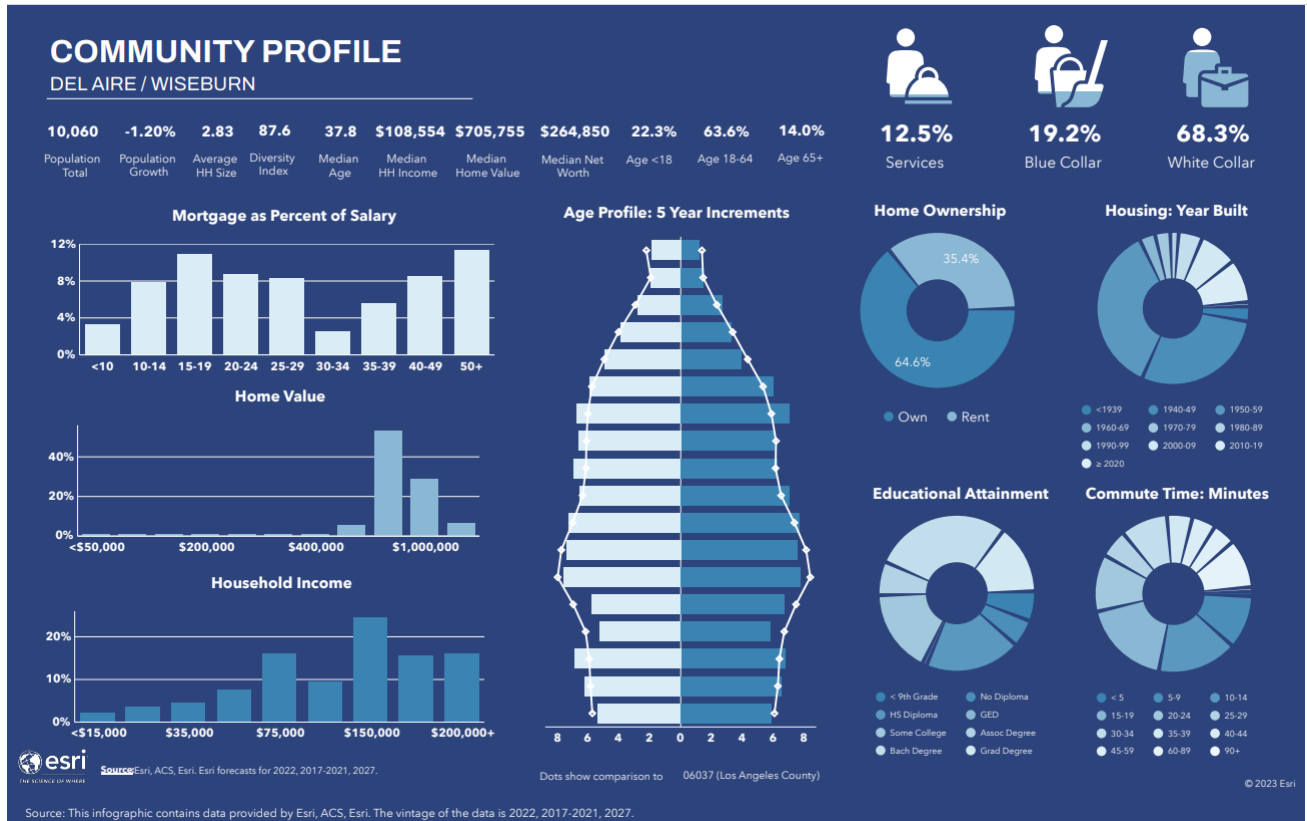
Figure 1-15: Del Aire/Wiseburn



²⁰ Los Angeles County Department of Public Works (2021). Community Profiles and District Maps Catalog. <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

The majority of households in Del Aire/Wiseburn are owners (64.6%). Mortgage as a percent of salary, which measures how much of a household's income goes towards mortgage, is bimodal: the majority of homeowners pay either 8-11% of their income or greater than 40% of their income towards mortgage.

Figure 1-16: Community Profile - Del Aire/Wiseburn



Existing Plans, Programs, and Ordinances affecting Del Aire/Wiseburn

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of Del Aire/Wiseburn and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 5: Planning Areas Framework (Opportunity Areas)
 - Chapter 6: Land Use Element
- El Segundo Gateway – Aviation Corridor Planning (November 2022)
- 6th Cycle Housing Element Update (May 17, 2022)

Key takeaways for Del Aire/Wiseburn are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, community, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

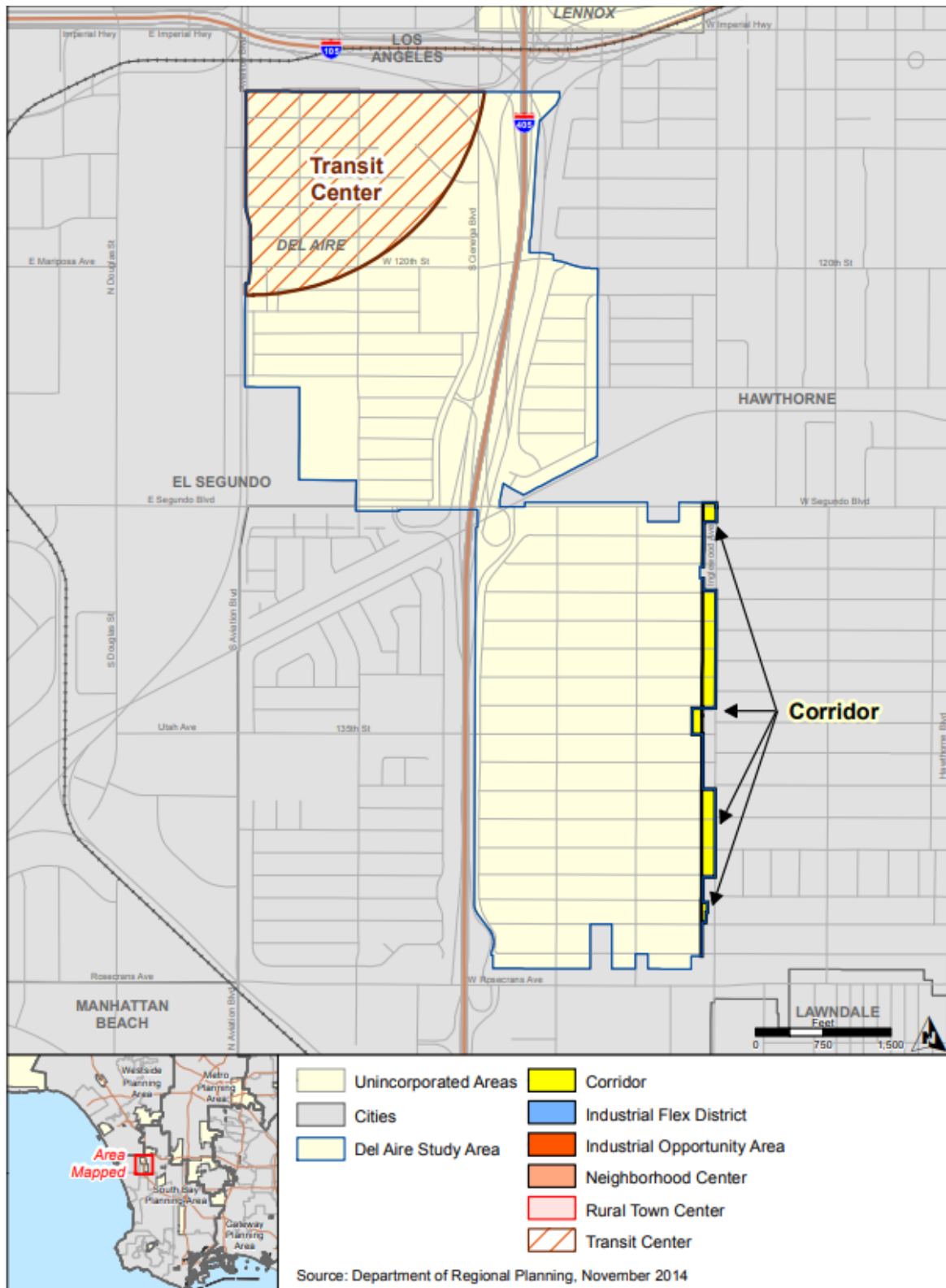
LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 5: Planning Areas Framework (Opportunity Areas)

Del Aire/Wiseburn contains two primary opportunity areas as shown in **Figure 1-17**. The area surrounding the Aviation/LAX Metro Station in Del Aire presents opportunities to activate land uses adjacent to the station and improve street and community design, as well as include pedestrian and bicycle amenities to encourage active mobility. The second opportunity area in Wiseburn, the Inglewood Avenue corridor, includes commercial and mixed-use, including neighborhood-serving businesses. This corridor provides opportunities for additional mixed-use development and design improvements for pedestrians and bicyclists.²¹

²¹ County of Los Angeles (2015). "Part II: Planning Areas Framework." *General Plan 2035*. <https://planning.lacounty.gov/long-range-planning/general-plan/general-plan/>

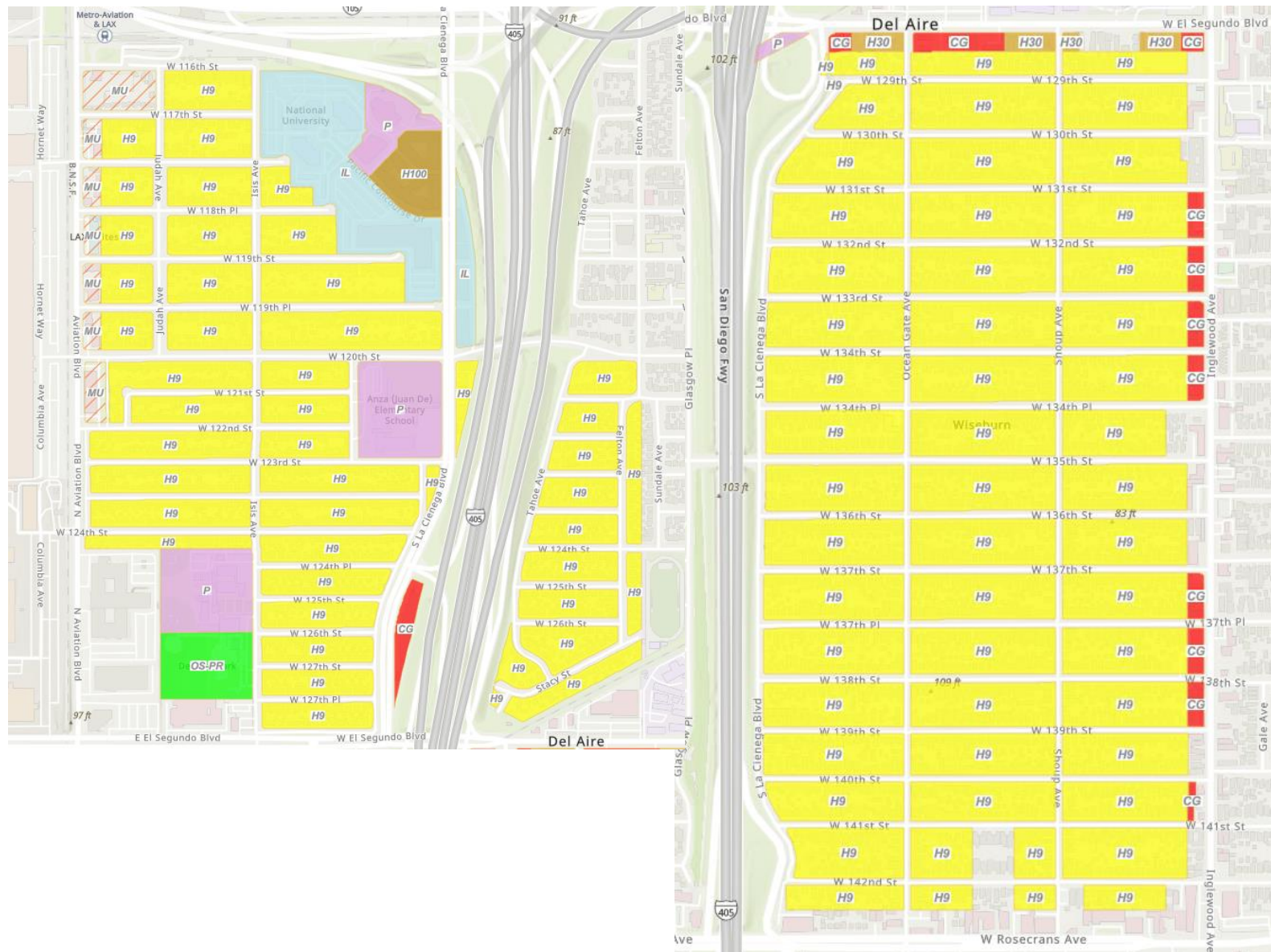
Figure 1-17: General Plan - Planning Areas Framework Opportunities Areas in Del Aire/Wiseburn



Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, Del Aire/Wiseburn is primarily designated as Residential 9 (H9), as shown in **Figure 1-18**. Pockets of higher density residential (Residential 30 [H30]) are designated for portions south of El Segundo Boulevard and west of La Cienega Boulevard just north of Pacific Concourse Drive (Residential 100 [H100]). In addition, parcels along the east side of Aviation Boulevard north of 122nd Street are designated as MU. Public and Semi-Public designated parcels are located primarily north of El Segundo and west of La Cienega Boulevard. One portion of the community is designated as Light Industrial (IL) generally west of La Cienega Boulevard and south of the I-105 freeway. Del Aire Park, designated as Parks and Recreation (OS) is located along Isis Avenue, north of El Segundo Boulevard. Lastly, General Commercial (CG) designated parcels primarily line El Segundo and Inglewood Avenues.

Figure 1-18: General Plan Land Use Policy - Del Aire/Wiseburn (Left to Right)



EL SEGUNDO GATEWAY – AVIATION CORRIDOR PLAN (NOVEMBER 2022)

This Aviation Corridor Plan (2022) was developed in response to a lack of pedestrian and cyclist safety along Aviation Boulevard, which has resulted in limited first-last mile connectivity to the LA Metro C Line Aviation Station. The Corridor Plan identifies opportunities to improve safety and accessibility to the station and schools along Aviation Boulevard within the City of El Segundo, in addition to increasing green space for the unincorporated community of Del Aire, and students attending of the Wiseburn Unified School District, visualized in **Figure 1-19**. Implementation of the Aviation Corridor Plan will require a joint effort between Los Angeles County and the City of El Segundo. The Plan's recommendations include, among others:

- Increased first-last mile accessibility through pedestrian and bicyclist path connections along Aviation Boulevard.
- Beautify the Aviation Boulevard with greenery, including large trees.
- Enhance pedestrian and bicyclist safety.
- Develop a north-south bike path that connects the bike paths that are part of the County Regional Bike Plan, the South Bay Regional Bike Plan, and the City of El Segundo's Bike Plan.
- Promote local economic development through beautification, accessibility, and safety improvements.
- Mitigate the impacts of the LA Metro Crenshaw/LAX expansion, which includes construction debris clean-up.

Figure 1-19: Concept for Aviation Boulevard Improvements



To achieve this vision, the Corridor Plan identifies several potential funding streams, including Measure M funding under LA Metro's First Last Mile (Metro Active Transportation First Last Mile) Program, South Bay Cities Council of Governments (SBCCOG) regional funding, and an additional array of grant-based funding sources.

6TH CYCLE HOUSING ELEMENT UPDATE (MAY 17, 2022)

Within Del Aire/Wiseburn, the Housing Element Update Appendix B identifies 13 parcels for zone changes located along Inglewood Avenue between 131st Street and 138th Street, as well as 134th Street and 137th Street, as shown in purple on **Figure 1-20**. Per the Housing Element Update, all 13 sites have proposed General Plan designations of MU with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of MXD. Across the 13 sites, Del Aire/Wiseburn will support 383 RHNA allocated units.

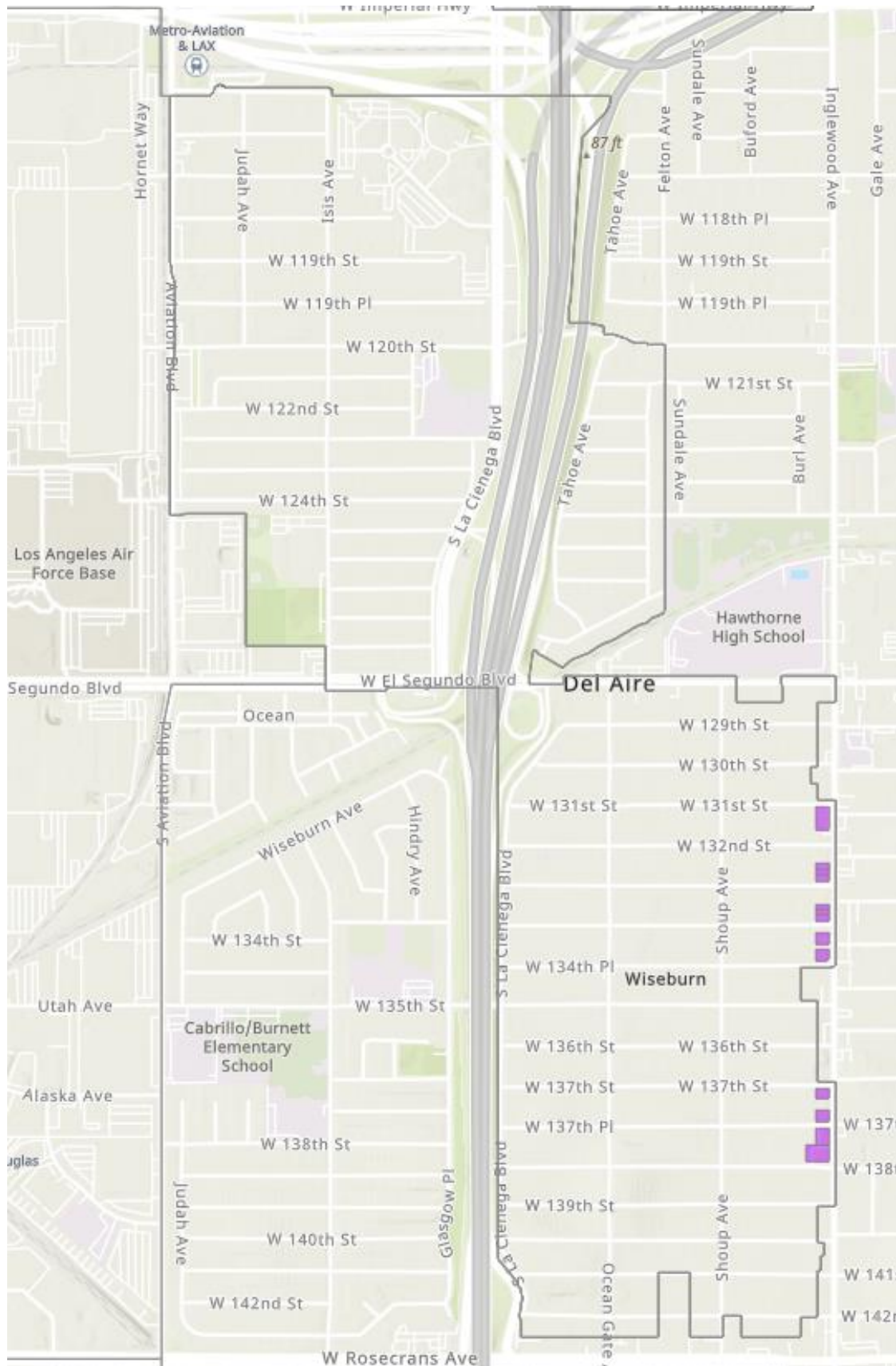
Figure 1-20: Housing Element Update Sites for Rezoning – Del Aire/Wiseburn

Table 1-6: Del Aire/Wiseburn Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
One of the only communities in the Planning Area with high frequency transit (Metro C Line and Aviation/LAX Station)	X	X			
RHNA allocated sites identified by the Housing Element Update along Inglewood Avenue	X				
Inglewood Avenue identified as an opportunity area corridor by the General Plan for additional mixed-use and multi-modal design improvements.	X	X			
Aviation/LAX Metro Station area Identified as TOD opportunity area by General Plan; existing conditions Include lower density and scale residential with mixed-use designations along Aviation Blvd; opportunity to explore upzoning to higher density residential to allow additional housing and across different housing types in proximity to transit	X	X		X	
Community prefers a scale of 2-3 stories for new development along Inglewood Avenue as well as design standards that encourage transitions, such as setbacks	X	X	X		
First/last mile connections identified surrounding Aviation/LAX station to improve multi-modal connections to/from the station		X			
Relatively high proportion of home ownership as well as white collar workers, such as service, retail trade, and government, some of which may be associated with the nearby aerospace Industry in El Segundo			X		
Average household size is 2.83 which is lower than County average of 3.5, and relatively high median household income			X		

1.3.4 HAWTHORNE ISLAND

Community Profile

Hawthorne Island is located directly west of Crenshaw Boulevard between West Rosecrans Avenue and West 135th Street as shown in **Figure 1-21**. Covering an area of only 0.12 square miles, geographically it is the smallest community in the Planning Area. Major corridors in the community include Crenshaw Boulevard and 135th Street. This community is primarily served by bus lines along Crenshaw Boulevard.

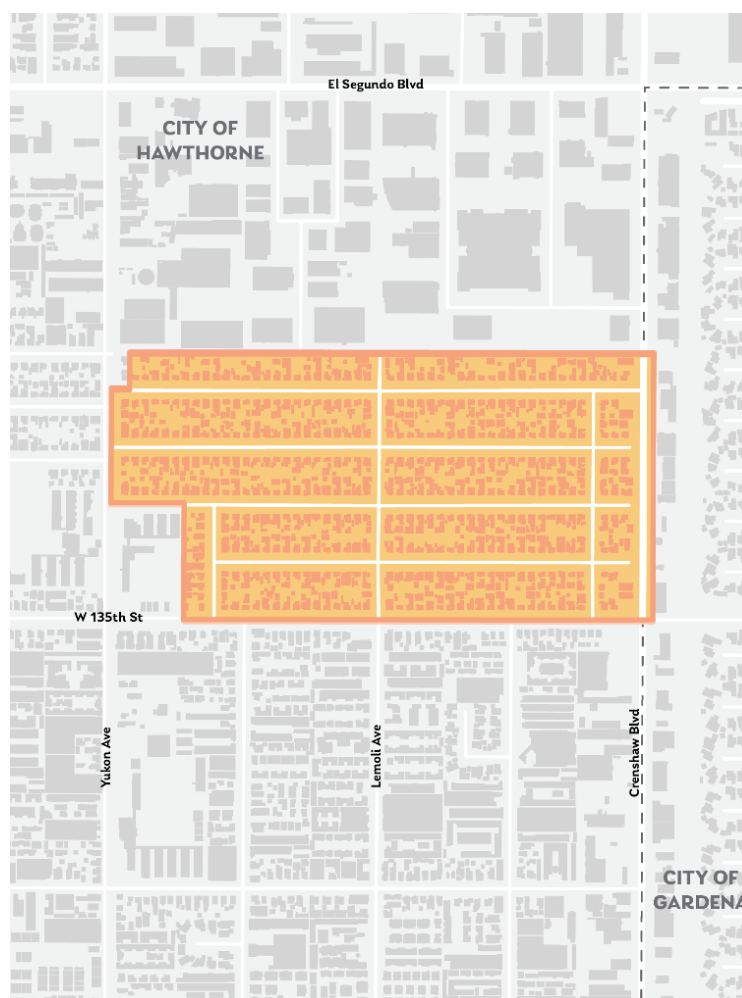
Figure 1-22 shows a graphic summary of key socio-economic data for the community of Hawthorne Island.

Hawthorne Island is a predominantly Hispanic or Latino community. With a total estimated population of 2,533 people and of those that responded to the ACS survey, 74.2% self-identify as Hispanic or Latino, 16.1% self-identify as Asian, 4.9% self-identify as White, 2.6% self-identify as Black, and 2.2% self-identify as Pacific Islander.²² Residents have a 53.7% rate of homeownership, of which the majority spend less than 30% of their income towards their mortgage. Average gross rent is \$1783 per month, higher than the County average of \$1,515 per month.

The largest sector of employment in Hawthorne is construction (59.0%), followed by transportation and utilities (19.2%), retail trade (9.3%), service (6.2%), and wholesale trade (6.2%). Across these sectors of employment, 48.9% of residents are in white-collar occupations, 32.7% in blue-collar, and 18.4% in services occupations. The median income is \$83,981, higher than the County median of \$79,329.

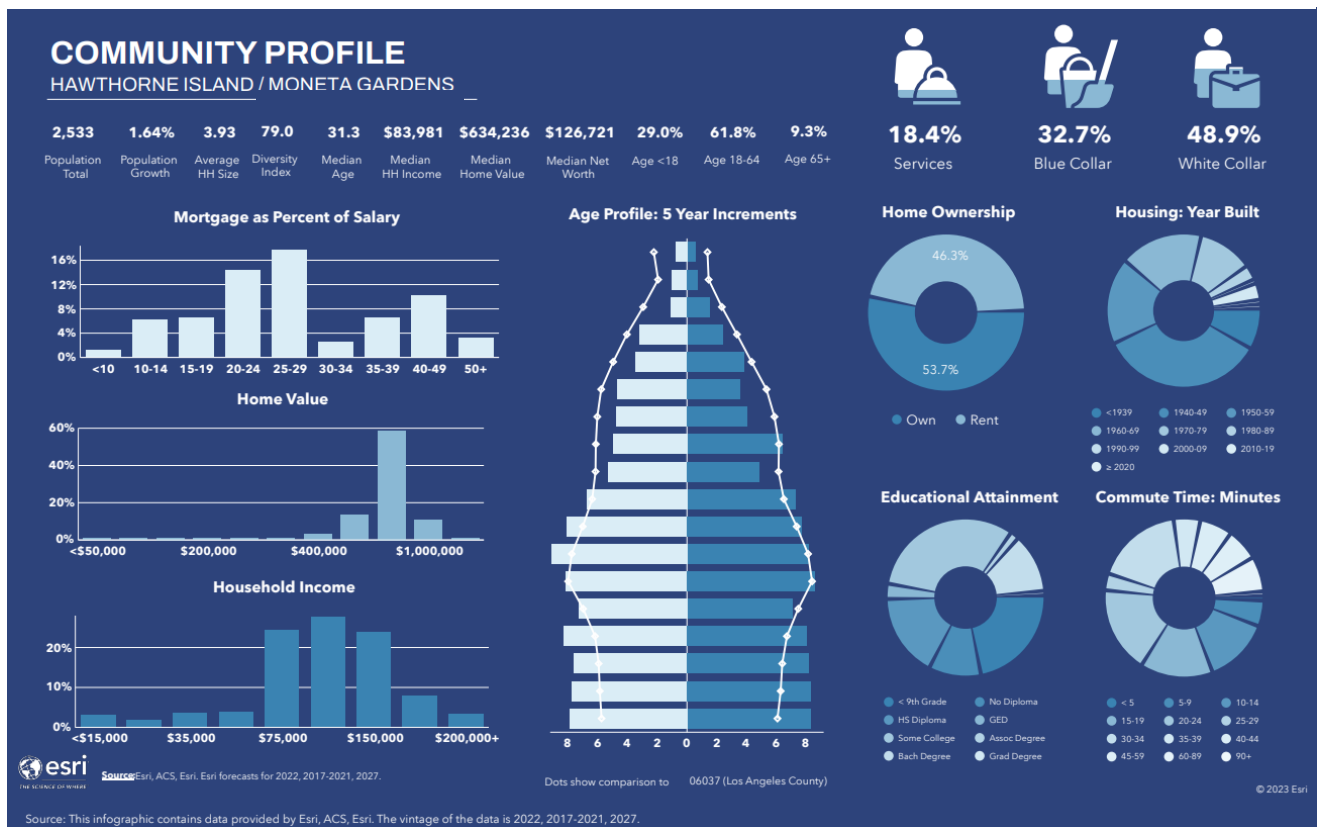
More than half of residents in the community own their residence (53.7%). In Hawthorne Island, the majority of homeowners pay 25-29% of their income towards mortgage.

Figure 1-21: Hawthorne Island



²² Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

Figure 1-22: Community Profile - Hawthorne Island



Existing Plans, Programs, and Ordinances affecting Hawthorne Island

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of Hawthorne Island and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 6: Land Use Element

Key takeaways for Hawthorne Island are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, Hawthorne Island is primarily designated as Residential 18 (H18), as shown in **Figure 1-23**. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG).

Figure 1-23: General Plan Land Use Policy – Hawthorne Island



Table 1-7: Hawthorne Island Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Homeownership and renters are fairly evenly split; residents have a 53.7% rate of homeownership, of which the majority spend less than 30% of their income towards their mortgage			X		
No RHNA sites identified by Housing Element Update	X				
Existing opportunity for medium density housing to be built in CG designated parcels along Crenshaw Boulevard; opportunities to explore design standards specifically for this community's built environment	X				
Opportunity to review design standards for residential uses to explore if more context appropriate standards are needed for community development	X	X			
135th Street is identified as a high injury corridor under the County's High Injury network. Opportunity to explore pedestrian improvements, such as high visibility crosswalks and midblock crossings		X			

1.3.5 ALONDRA PARK/EL CAMINO VILLAGE

Community Profile

Alondra Park/El Camino Village is situated between Rosecrans Avenue and Redondo Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard, as shown in **Figure 1-24**. The I-405 freeway runs south-west of the community. This primarily residential community includes Alondra Park/El Camino Village, a 53-acre park with amenities, and El Camino Community College, a major educational institution. In addition, locally serving commercial is located along Crenshaw Boulevard. The Dominguez Channel and the adjacent Laguna Dominguez Trail Intersect the community. Alondra Park/El Camino Village is served primarily by bus lines that run along Crenshaw Blvd and Marine Ave.

Figure 1-24: Alondra Park/El Camino Village

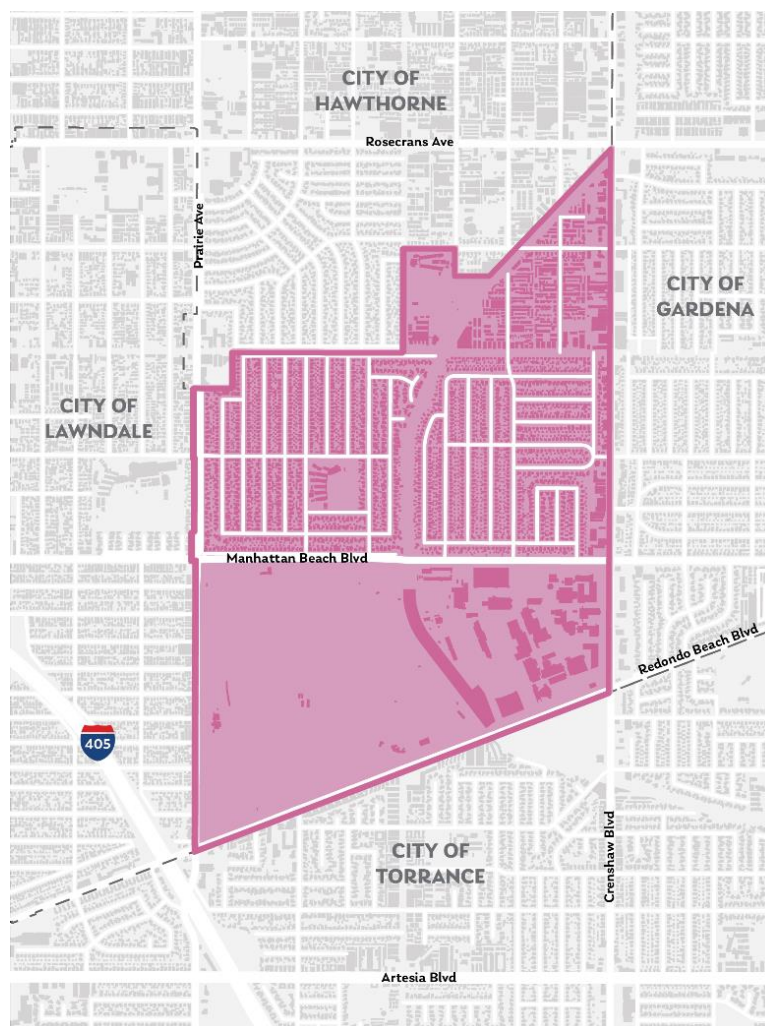


Figure 1-25 shows a graphic summary of key socio-economic data for the community of Alondra Park/El Camino Village. Alondra Park/El Camino Village is a highly diverse community with a significant Latino, White, Black, American Indian, and Asian population, reflected in its high diversity index score of 89.5. The total estimated population of this community is approximately 8,520 people²³, and of those that responded to the ACS survey, 49.5% self-identify as Hispanic or Latino, 20.6% self-identify as White, 17.7% self-identify as Asian, 11.9% self-identify as Black, 0.30% self-identify as American Indian, and 0.2% self-identify as Pacific Islander²⁴.

Residents are primarily employed in the service sector (64.5%), followed by retail trade (14.8%) and government (6.6%). Across these sectors, most workers are white-collar (57.8%), followed by blue-

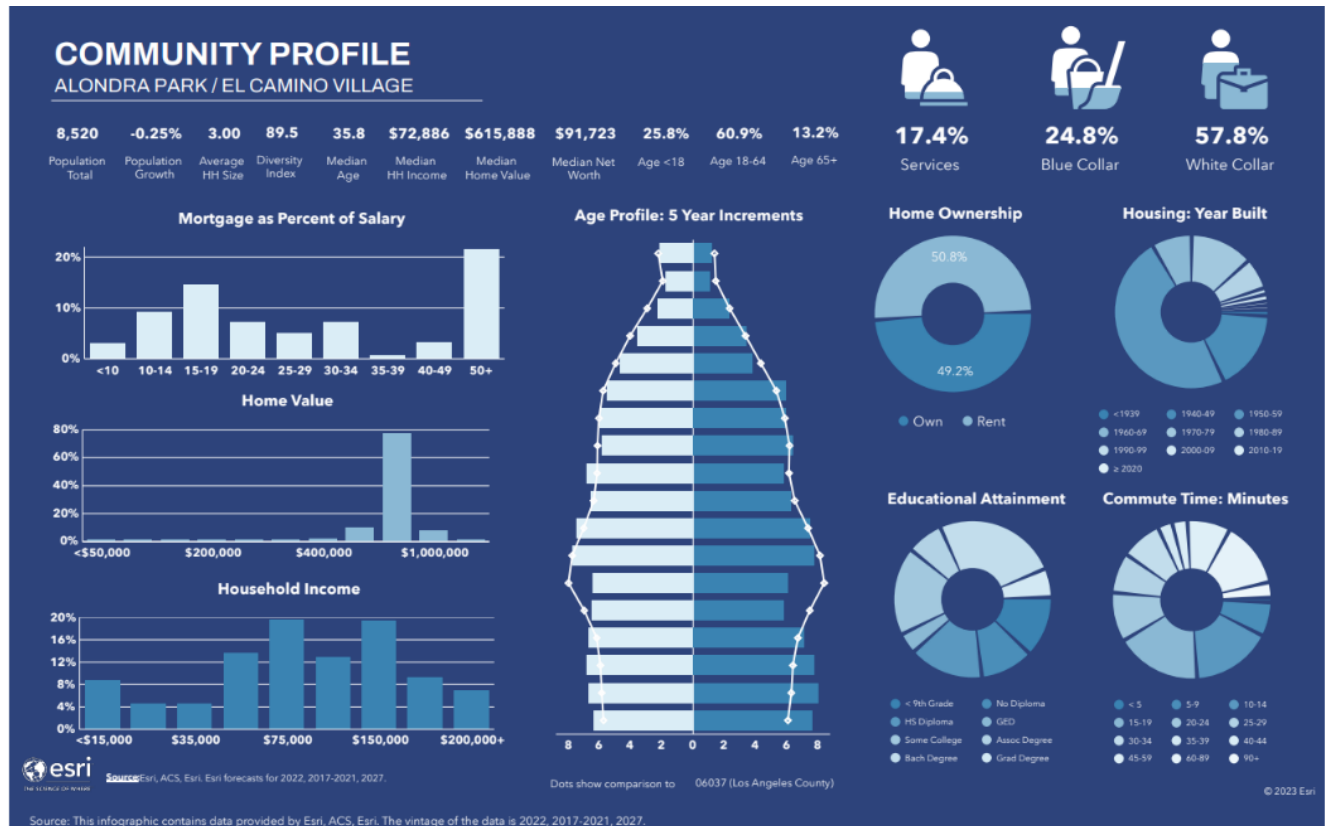
²³ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

²⁴ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog." <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

collar (24.8%), and services (17.8%). The median household income is \$72,886, somewhat lower than the County median of \$79,329.

Approximately half of the residents of Alondra Park/El Camino Village are homeowners (49.2%) while the other half are renters (50.8%). Over 20% of homeowners spend more than 50% of their income towards their mortgage; however, most homeowners spend under 30% of their income towards mortgage.

Figure 1-25: Community Profile - Alondra Park/El Camino Village



Existing Plans, Programs, and Ordinances affecting Alondra Park/El Camino Village

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of Alondra Park/El Camino Village and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 5: Planning Areas Framework (Opportunity Areas)
 - Chapter 6: Land Use Element
- 6th Cycle Housing Element Update (May 17, 2022)

Key takeaways for Alondra Park/El Camino Village are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

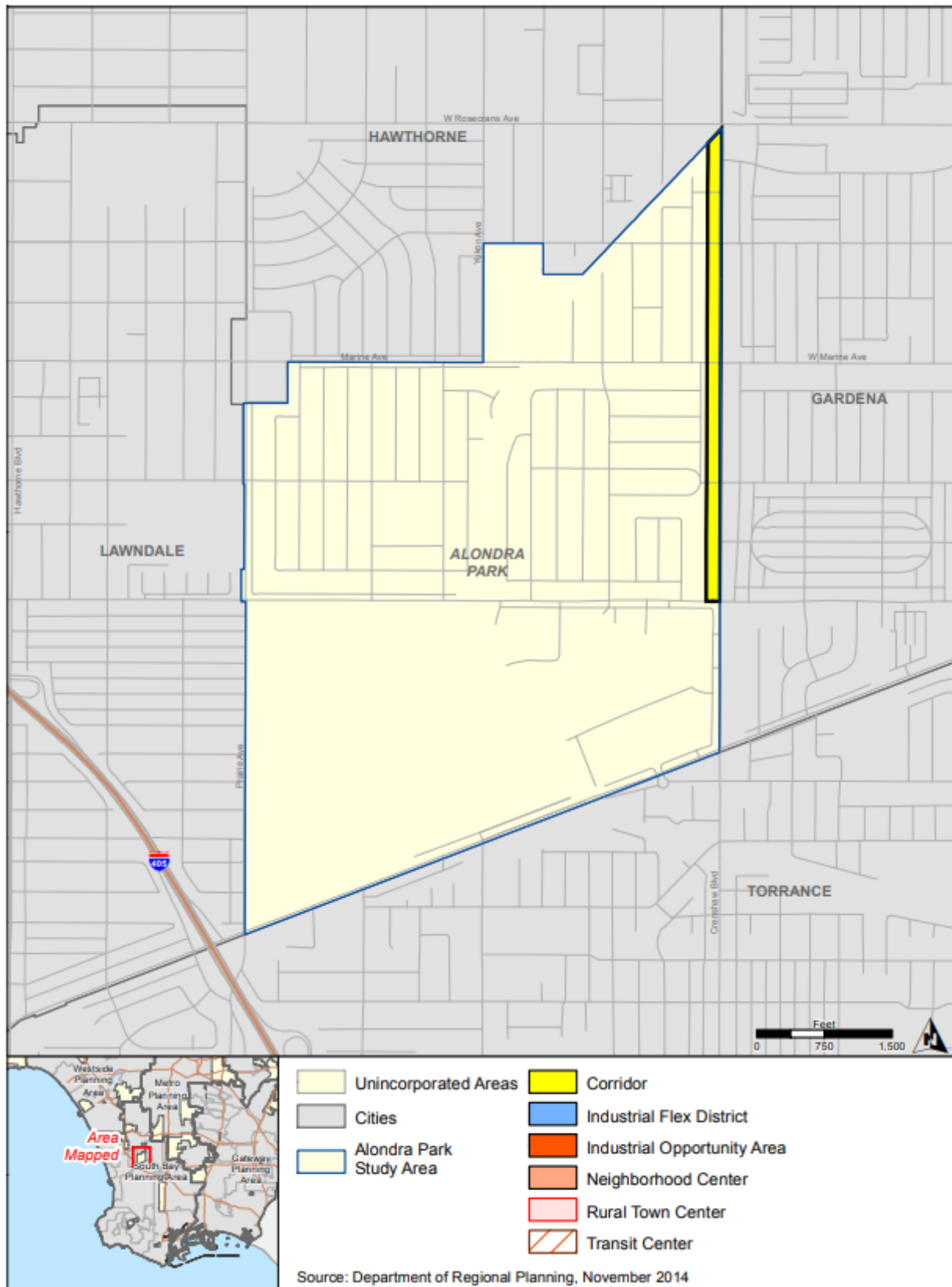
LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 5: Planning Areas Framework (Opportunity Areas)

Alondra Park/El Camino Village contains one corridor opportunity area as shown in **Figure 1-26**. The first is along Crenshaw Boulevard, which includes a range of commercial uses and runs along the border of Alondra Park/El Camino Village and the City of Gardena. The corridor also connects other areas to El Camino Community College, which comprises the southern portion of Alondra Park/El Camino Village. Thus, the Crenshaw Boulevard corridor is an important connector for commuting students, faculty, and staff of El Camino Community College, and a destination for commercial activity. The corridor provides opportunities for mixed-use development and pedestrian design improvements to enhance the function and aesthetic value of the area.²⁵

²⁵ County of Los Angeles (2015). "Part II: Planning Areas Framework." *General Plan 2035*.
<https://planning.lacounty.gov/long-range-planning/general-plan/general-plan/>

Figure 1-26: General Plan - Planning Areas Framework Opportunities Areas in Alondra Park



Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, Alondra Park/El Camino Village is designated with a mix of residential, including Residential 9 (H9), Residential 18 (H18), and Residential 50 (H50), as shown in **Figure 1-27**. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG), except for the portion south of Manhattan Beach Boulevard which is designated as Public and Semi-Public (P) occupied by El Camino Community College. Other P designations are also scattered throughout the community, including Bodger Park and Mark Twain Elementary School. Lastly, a significant portion of the community is designated as Parks and Recreation (OS-PR), occupied by Alondra Community Regional Park and Golf Course, south of Manhattan Beach Boulevard.



6TH CYCLE HOUSING ELEMENT UPDATE (MAY 17, 2022)

Within Alondra Park/El Camino Village, the Housing Element Update Appendix B identifies 54 parcels for zone changes located along Crenshaw Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard, as well as along 1467th Street and Eriel Avenue, as shown in purple on **Figure 1-28**. Per the Housing Element Update, all 54 sites have proposed General Plan designations of MU with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of MXD. Across the 54 sites, Alondra Park/El Camino Village will support 3,379 RHNA allocated units.

Figure 1-28: Housing Element Update Sites for Rezoning – Alondra Park/El Camino Village

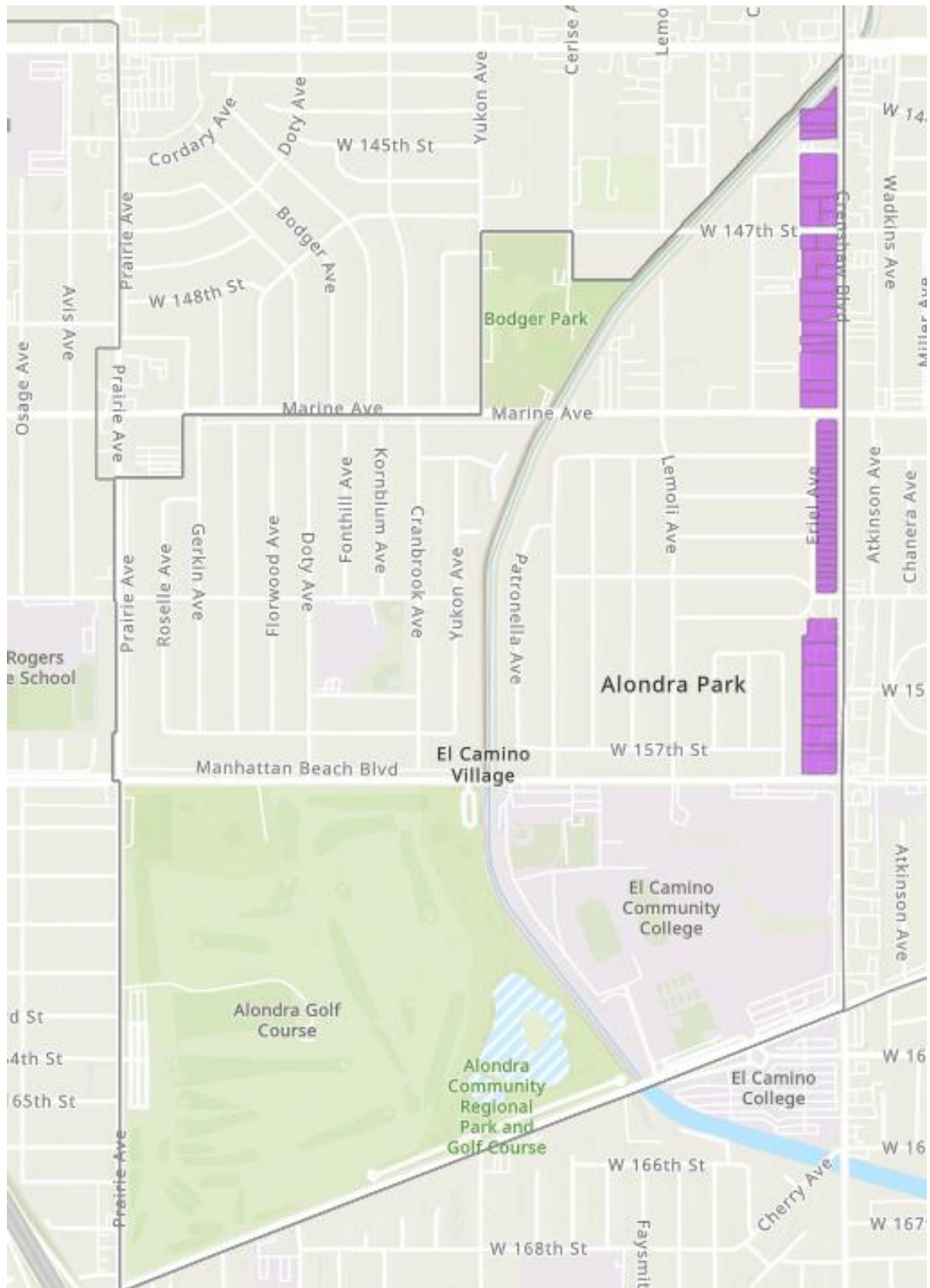


Table 1-8: Alondra Park/El Camino Village Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Highly diverse community with an average household size of 3.0, which is lower than the County average			X		
Homeownership and renters are fairly evenly split; Approximately half of the residents of Alondra Park/El Camino Village are homeowners (49.2%) while the other half are renters (50.8%).			X		
High number of white-collar workers; residents are primarily employed in the service sector (64.5%), followed by retail trade (14.8%) and government (6.6%). Across these sectors, most workers are white-collar (57.8%), followed by blue-collar (24.8%), and services (17.8%).			X		
Crenshaw Boulevard identified as opportunity area by General Plan, connecting several destinations including the El Camino Community College	X	X			
Parcels lining Crenshaw Boulevard north of Marine Avenue are larger sized, making them more conducive to redevelopment	X	X			
Opportunities to explore context-specific development standards, specifically for those parcels south of Marine Avenue which abut lower density residential	X	X			
Community feedback identifies desire to preserve food trucks and food vending along Crenshaw Boulevard			X		
Contains highest number of RHNA allocated sites among SBAP communities, with a total of 3,379 units	X				

1.3.6 WEST CARSON

Community Profile

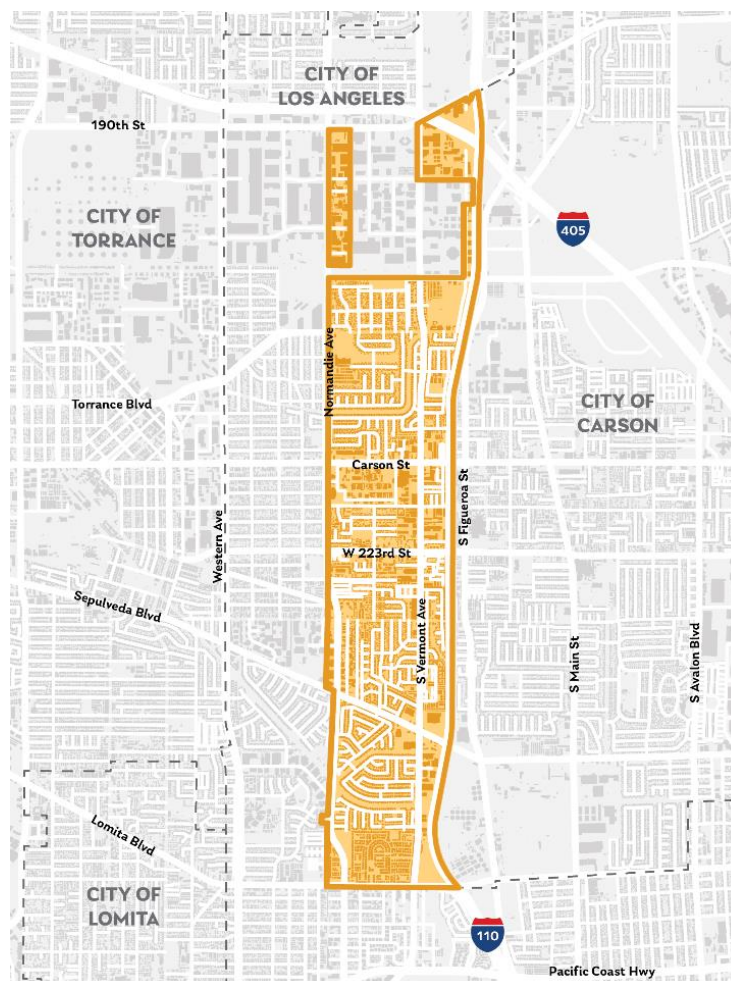
West Carson is bordered by the I-110 freeway to the east and situated between the I-405 freeway and Pacific Coast Highway 1 (PCH1), as shown in **Figure 1-29**. West Carson is also adjacent to the cities of Carson, Torrance, Los Angeles, and Lomita. The community includes major employment centers and amenities, including the Harbor UCLA Medical Center, altogether supporting 11,819 jobs, and is served by the Metro C Line (formerly Green Line) via West Carson Station. Major corridors include Normandie Avenue and Vermont Avenue, running north-south, Torrance Boulevard, Carson Street, and Sepulveda Boulevard, each running east-west.

Figure 1-30 shows a graphic summary of key socio-economic data for the community of West Carson. West Carson is a highly diverse community

with a significant Hispanic or Latino, Asian, and Black, reflected in its high diversity index score of 87.2. The total estimated population of this community is approximately 8,520 people²⁶, and of those who responded to the ACS survey, 37.5% self-identify as Asian, which includes a significant Filipino population; 34.3% self-identify as Hispanic or Latino; 17.0% self-identify as White; and 9.8% self-identify as Black.²⁷

Residents are primarily employed in the service sector (56.2%), followed by retail trade (18.9%), manufacturing (9.9%), and transportation and utilities (5.3%). Across these sectors, most workers are white-collar (63.0%), followed by services (18.9%), and blue-collar (18.1%). The median

Figure 1-29: Housing Element Update Sites for Rezoning – Alondra Park/El Camino Village



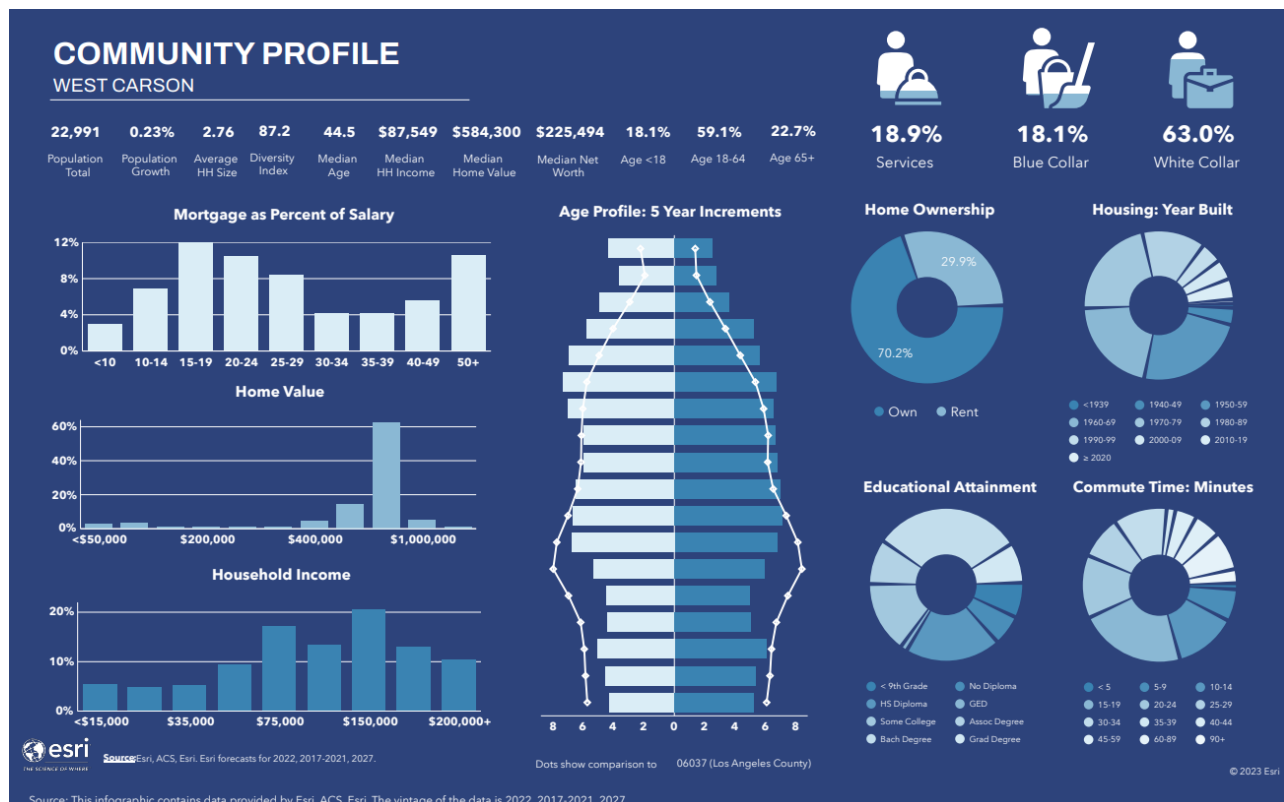
²⁶ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

²⁷ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog." <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

household income is \$87,545, somewhat higher than the County median of \$79,329. Moreover, over 60% of homes in West Carson are valued at approximately \$800,000.

Most residents of West Carson are homeowners (70.9%) while the remaining 29.1% are renters. A majority of homeowners spend under 30% of their income towards mortgage; however, a significant portion (around 10%) spend more than 50% of their income towards their mortgage.

Figure 1-30: Community Profile - West Carson



Existing Plans, Programs, and Ordinances affecting West Carson

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of West Carson and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 5: Planning Areas Framework (Opportunity Areas)
 - Chapter 6: Land Use Element
- West Carson TOD Specific Plan (October 1, 2019)
- Green Zones Ordinance (2022)

Key takeaways for West Carson are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural,

environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

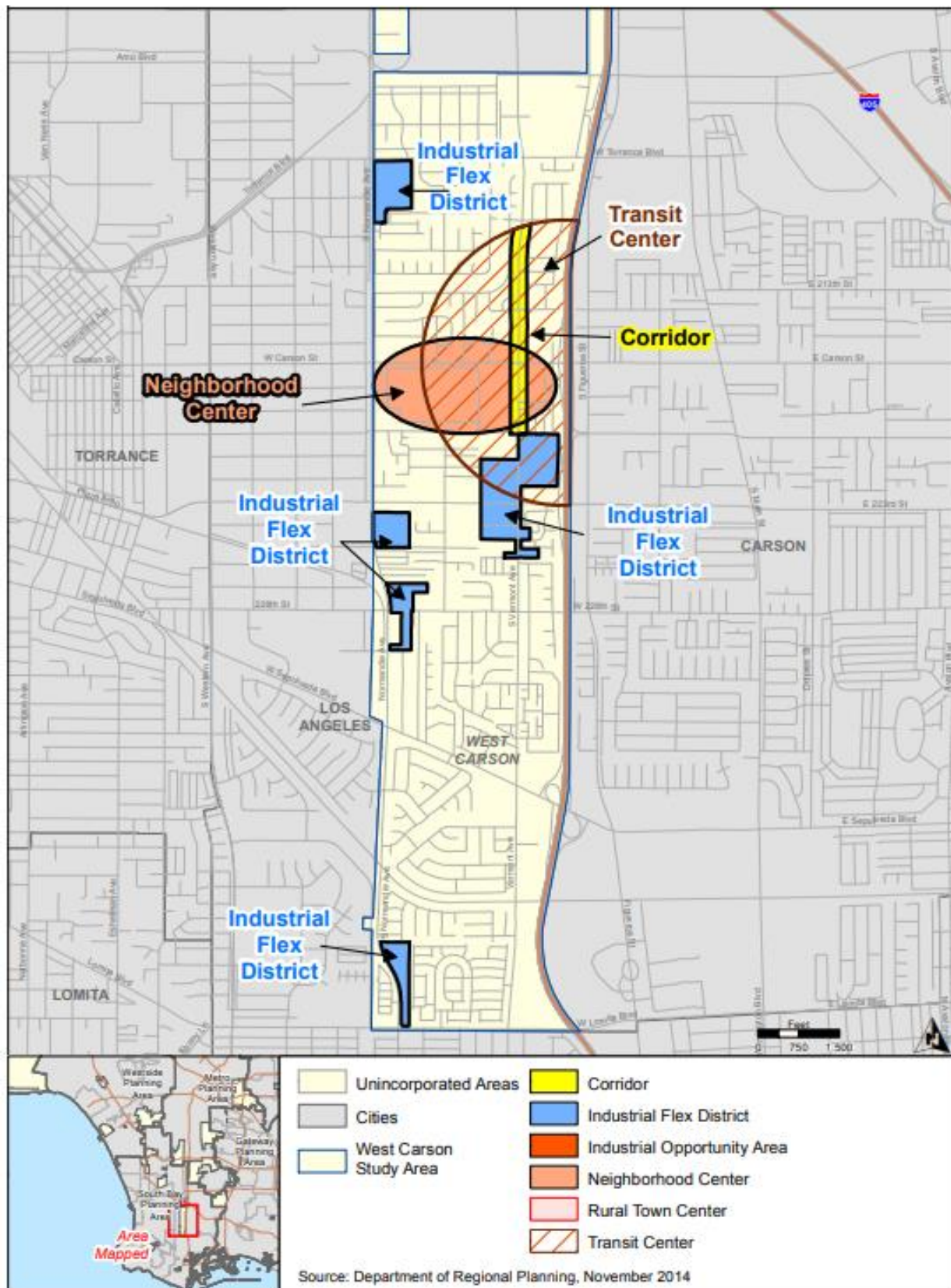
LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 5: Planning Areas Framework (Opportunity Areas)

West Carson contains several opportunity areas per the General Plan, which are identified in **Figure 1-31**. According to the General Plan, portions of West Carson have undergone transition from a warehousing and distribution center servicing the Port of Los Angeles, to a higher density residential community impacted by the rapid growth of the nearby City of Torrance and City of Carson.²⁸ As such, land use incompatibility between the new high-density residential developments and adjacent active industrial uses is an issue. The General Plan also identifies an Industrial Flex District with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. Harbor-UCLA Medical Center, also located in West Carson, is a major employer and activity center in the area. According to the General Plan, planned future expansions of the medical facility, as well as its proximity to the Metro Silver Line, provide redevelopment and infill opportunities in the surrounding neighborhoods.

²⁸ Los Angeles County General Plan 2035. Part II: Planning Areas Framework. Page 58. Accessed July 13, 2023.

Figure 1-31: Opportunity Areas – West Carson



Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, West Carson has a diverse land use mix of low-density residential (Residential 9 [H9]), medium-density residential (Residential 18 [H18] and Residential 30 [H30]), and higher density residential (Residential 50 [H50]), as shown in **Figure 1-32**. Both Light Industrial (IL) and Heavy Industrial (IH) designated parcels are located throughout the community. The Land Use Element identifies several IL and IH areas in West Carson as an Employment Protection District where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced, as shown in **Figure 1-33**. In addition, General Commercial (CG) designated parcels are located in distinct pockets throughout the community, with concentrations at the Intersection of Sepulveda Boulevard and Vermont Avenue and along the eastern side of Normandie Avenue north of Torrance Boulevard. Public and Semi-Public (P) designated parcels are also scattered throughout the community, with County Harbor-UCLA Medical Center being the largest. Lastly, MU designated parcels are located surrounding the Harbor-UCLA Medical Center along the northern side of Carson Street and east of Vermont Avenue.

Figure 1-32: General Plan Land Use Policy - West Carson

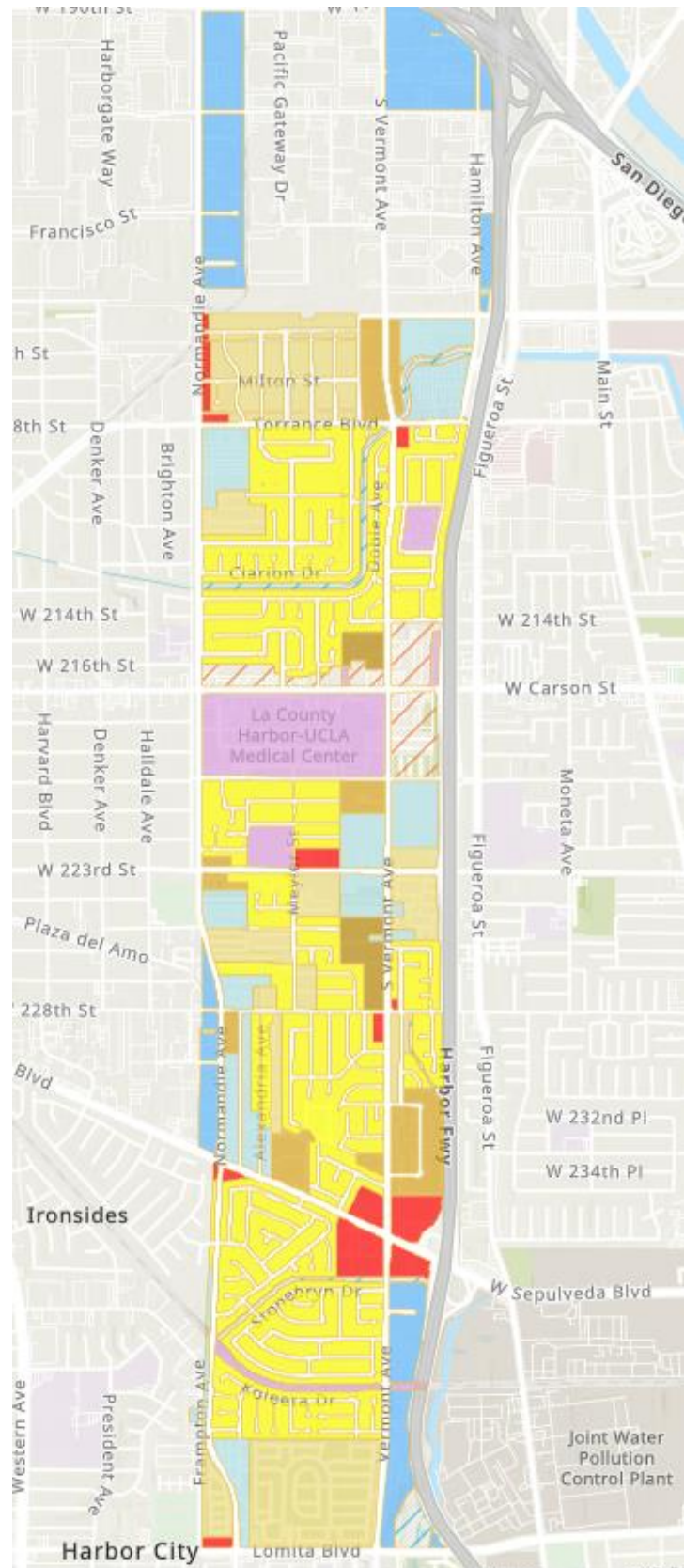


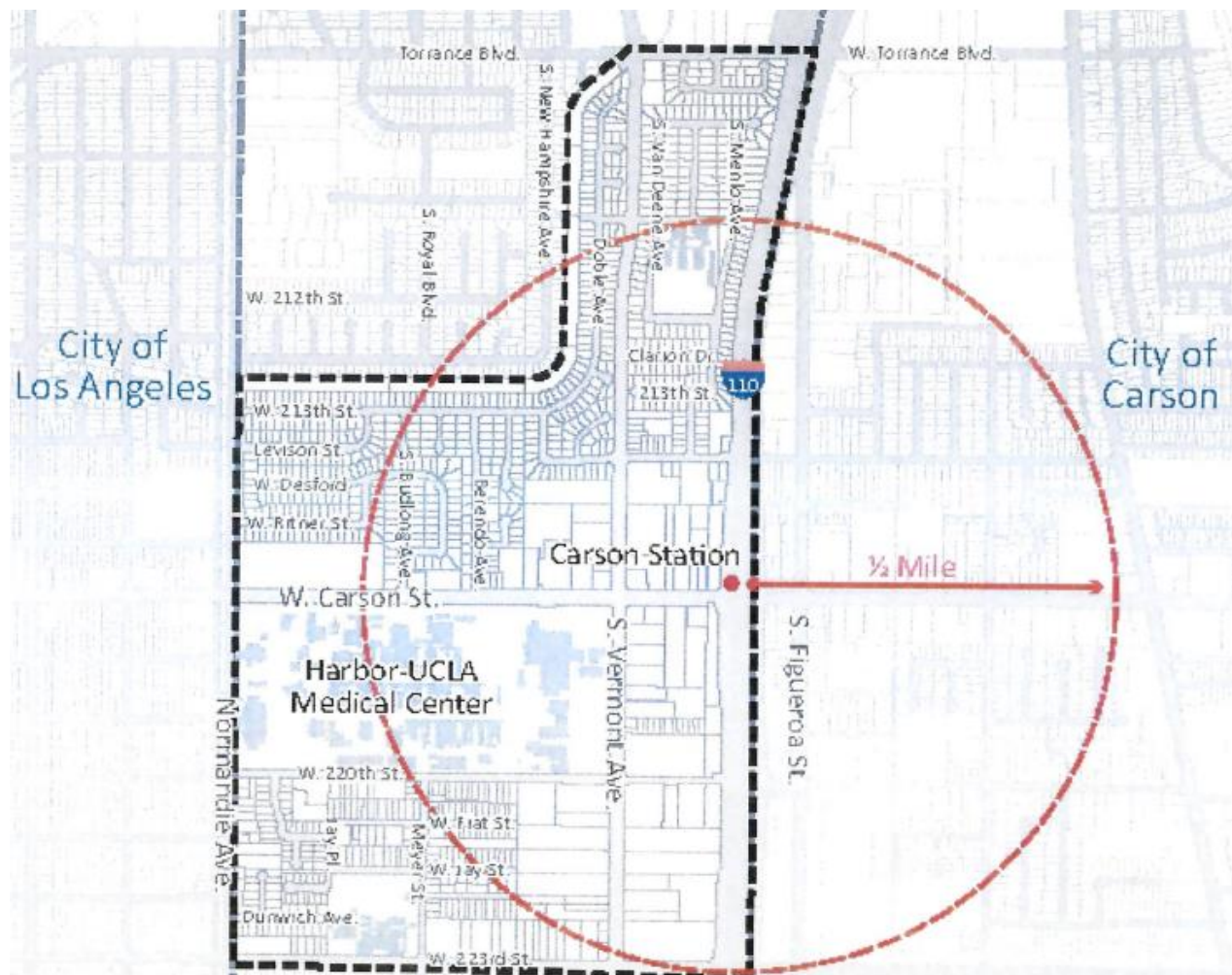
Figure 1-33: Employment Protection District – West Carson



WEST CARSON TOD SPECIFIC PLAN - OCTOBER 1, 2019

The West Carson Transit Oriented District (TOD) Specific Plan (2019) for the Metro J Line Carson Street Station, as shown in **Figure 1-34**, establishes a vision for development as well as a regulatory framework, including policies, development standards, design standards, and recommended capital improvement projects. The TOD Specific Plan identifies opportunities for compact, infill development that support the intensification and expansion of Harbor-UCLA Medical Center, while remaining sensitive to existing single-family neighborhoods. Increased housing opportunities and employment-generating uses are targeted adjacent to the Carson Street Station to create a walkable and destination rich transit-oriented district, with local and regional transit as an amenity and facilitate more active transportation trips via walking and biking. Specific corridors that are Identified with a vision for more livable and sustainable multi-modal streets are Carson Street and 223rd Street.

Figure 1-34: West Carson TOD Specific Plan Project Area



- 500 square feet non-residential open space requirement for projects less than two acres.
- 2,500 square feet non-residential open space requirement for projects greater than two acres.
- Non-residential open space requirement may be satisfied by outdoor dining areas, plazas, or other useable outdoor use, as approved by the Director.
- Public plazas, urban pocket parks, outdoor dining, promenades, public art, and other outdoor public amenities shall be designed to activate ground-floor uses, engage residents and visitors.

[illegible]

- Open spaces shall be appropriately landscaped and provide adequate shade through the placement of trees or other shade devices, including umbrellas, awnings, trellises, and canopies that are integrated into the building or over the open space.

Green Zones Ordinance (2022)

As noted in Section 1, Green Zone Districts were identified for 11 unincorporated communities in the County, including the entirety of West Carson. Industries in West Carson must comply with the established standards to protect sensitive uses, which include residential dwelling units, schools, parks, daycare centers, hospitals, and many more. Future new sensitive uses adjacent to industrial, recycling, and solid waste, or vehicle-related uses must also comply with these expanded requirements, such as a solid wall screening, landscaping buffers between incompatible uses, and standards relating to windows, balconies, and air filtration.

Table 1-9: West Carson Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
One of the communities in the Planning Area with high frequency transit (Metro J Line and Carson Street Station)	X	X			
Highly diverse community with an average household size of 2.76, which is lower than the County average			X		
Predominately white-collar workers and high homeownership (70%) with a majority of homeowners spend under 30% of their income towards mortgage			X		
General Plan identifies several opportunity areas including TOD, corridors, neighborhood centers, and industrial flex districts	X	X			
TOD Specific Plan developed for the area surrounding the Metro Silver Line station, implementing several of the General Plan opportunity areas	X				
No RHNA allocated sites identified as TOD Specific Plan includes zoning updates to facilitate additional housing	X				
Opportunity to explore implementation of the industrial flex districts identified in the General Plan, envisioned as areas that could transition to non-industrial uses, especially for those areas surrounded by low-density residential	X			X	
Explore opportunities for additional community amenities such as green space, green alleys, recreation facilities to achieve the community's 'green vision'		X	X	X	X
Opportunity for Torrance Boulevard to be a transit corridor with pedestrian improvements		X			

1.3.7 WESTFIELD/ACADEMY HILLS

Community Profile

Westfield/Academy Hills is a primarily residential community located on the hillside of the Palos Verdes Peninsula, as shown in **Figure 1-36**. The South Coast Botanic Garden is a key amenity and regional destination within this community. The Peter Weber Equestrian Center lies just northwest of the community. Two schools are located in this community including Rolling Hills Country Day School and Chadwick School. The major corridors, including Palos Verdes Drive and Crenshaw Boulevard have minimal to no commercial uses, and do not have pedestrian and bicycle facilities, likely due to the physical condition and travel speed of the vehicles on these corridors, as well as, the topography of the hillside community. Westfield/Academy Hills is primarily served by bus lines along Palos Verdes Drive North.

Figure 1-36: Westfield/Academy Hills



Figure 1-37 shows a graphic summary of key socio-economic data for the community of Westfield/Academy Hills. Westfield/Academy Hills has a predominantly White population with a significant Asian minority. The total estimated population of this community is approximately 2,158 people²⁹, and of those that responded to the ACS survey, 68% self-identify as White, 21% self-identify as Asian, 10% self-identify as Hispanic or Latino, and 1% self-identify as Black.³⁰ The median age of Westfield/Academy Hills residents, 53.4, is significantly higher than the County average of 35.7, owing to its large proportion of adults over 65 years of age (34%).

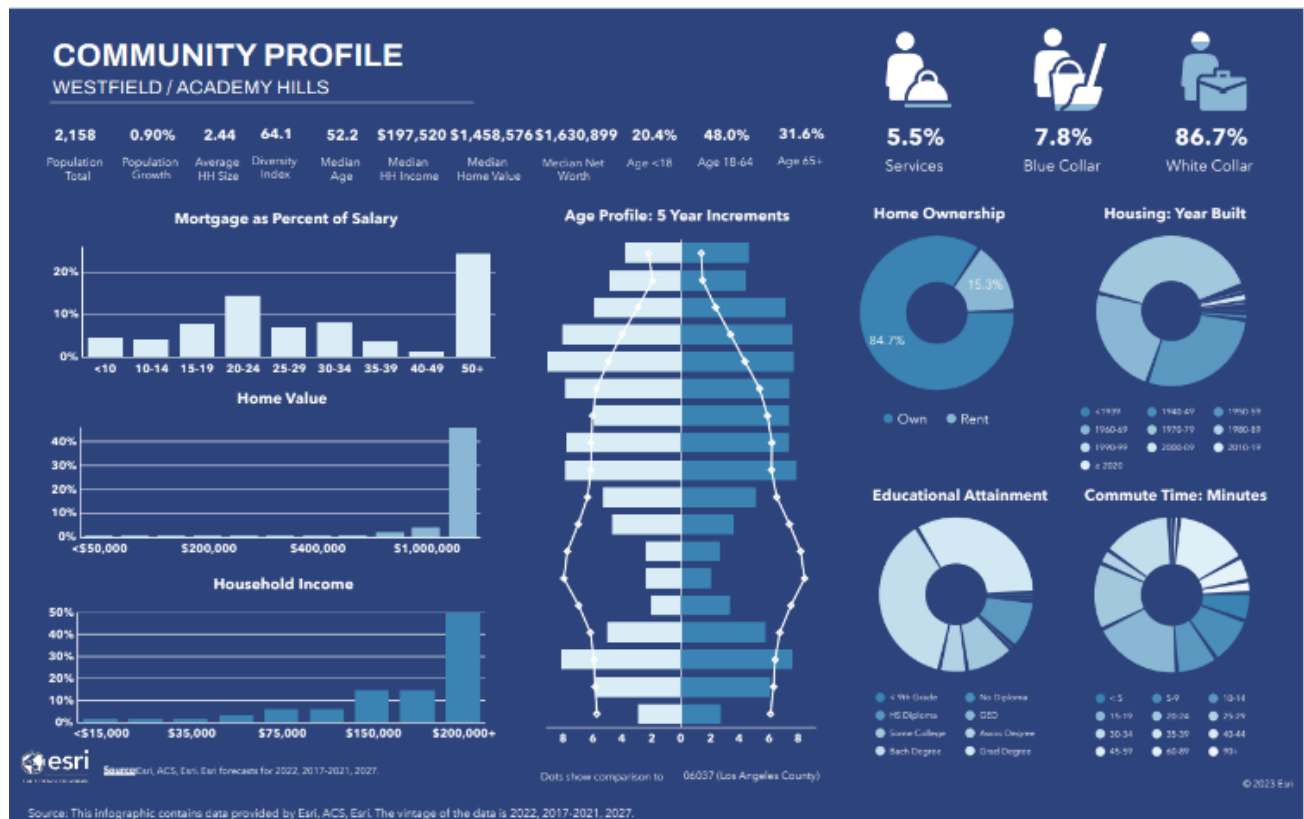
Westfield/Academy Hills's residents have a high average educational attainment level, with about 77% of the population having a bachelor's or graduate degree. In part owing to high educational attainment, 86.7% of workers are in white-collar occupations in fields such as business,

²⁹ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

³⁰ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog." <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

management, finance, science and healthcare, among others. The remaining 13.3% of workers are evenly split between blue-collar and service occupations. The median household income is highest among the unincorporated communities of the Planning Area at \$200,001. Homeownership rates are also very high at 84.7%; however, over 22% of the population spends over 50% of their income towards their mortgage, with the majority spending less than 34% of their income towards mortgage.

Figure 1-37: Community Profile - Westfield/Academy Hills



Existing Plans, Programs, and Ordinances affecting Westfield/Academy Hills

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of Westfield/Academy Hills and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 6: Land Use Element

Key takeaways for Westfield/Academy Hills are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural, environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, Westfield/Academy Hills's primary designation is low-density residential (Residential 2 [H2] and Residential 5 [H5], as shown in **Figure 1-38**.

One area along Crenshaw Boulevard and Rolling Hills Road is designated as Residential 30 (H30). In addition, a large area along Crenshaw Boulevard north of Palos Verdes Drive is designated as Parks and Recreation (OS-PR), which includes the South Coast Botanic Garden and a former landfill site. The OS-PR designation is also located throughout the community in small areas south of Palos Verdes Drive. One General Commercial (CG) site is designated at the southeast corner of Palos Verdes Drive and Crenshaw Boulevard. The topography of Westfield/Academy Hills limits pedestrian access and connectivity from the low-density residential to existing community amenities northeast of Palos Verdes Drive North.

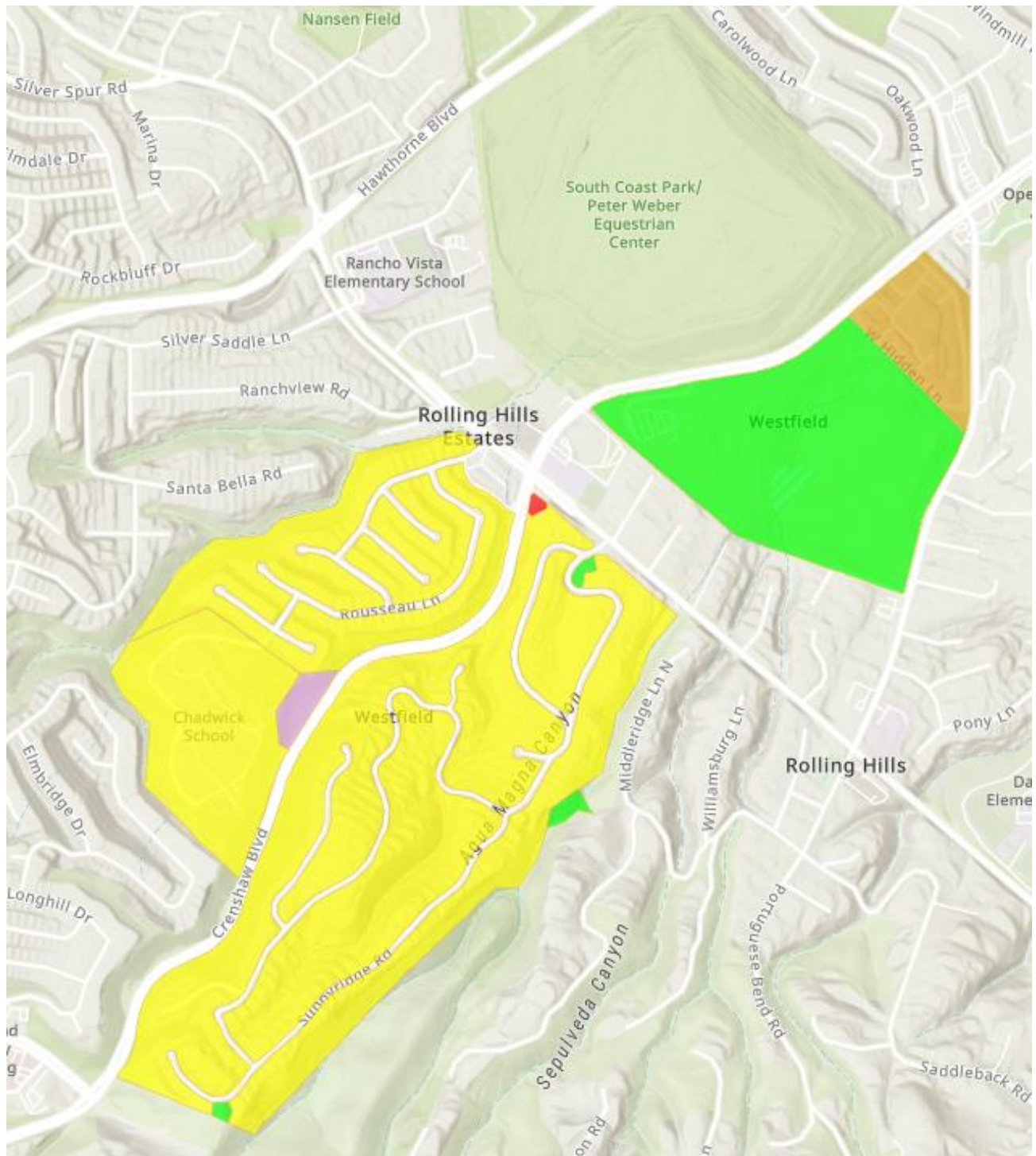
Figure 1-38: General Plan Land Use Policy - Westfield/Academy Hills

Table 1-10: Westfield/Academy Hills Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Vast majority of community are homeowners and predominately white-collar workers with a high average educational attainment level			X		
No RHNA sites identified by Housing Element Update	X				
Majority of community composed of low density residential	X				
Park space integrated as part of original community vision					X

1.3.8 LA RAMBLA

Community Profile

La Rambla is situated in the center of San Pedro, directly west of the Port of Los Angeles, as shown in **Figure 1-39**. La Rambla includes commercial land uses along 7th Street and a significant medical office node, the Providence Little Company of Mary Center, as well as single- and multi-family residential uses. Major corridors include West 7th Street, West 6th Street, W 3rd Street, W 1st Street, and S Bandini Street. La Rambla is primarily served by bus lines along West 7th Street.

Figure 1-40 shows a graphic summary of key socio-economic data for the community of La Rambla. The total estimated population of this community is 2,005 people,³¹ La Rambla has the lowest population among the seven unincorporated communities in the Planning Area. Of those that responded to the ACS survey, 56% self-identify as Hispanic or Latino, 30% self-identify as White, 7% self-identify as Black, 6% self-identify as Asian, 1% self-identify as Pacific Islander, and 1% self-identify as American Indian.³²

Residents are primarily employed in the service sector (64.5%), followed by retail trade (14.8%) and government (6.6%). Across these sectors, most workers are white-collar occupations (59.3%), such as business, management, finance, and science and healthcare, followed by blue-collar occupations (22.1%), such as agriculture, construction, and transportation, and services (18.4%). Thus, La Rambla's jobs breakdown is similar to the community of West Carson. The median household income is \$72,886, somewhat lower than the County median of \$79,329. 86.7% of workers are in white-collar occupations in fields such as business, management, finance, science and healthcare,

Figure 1-39: La Rambla



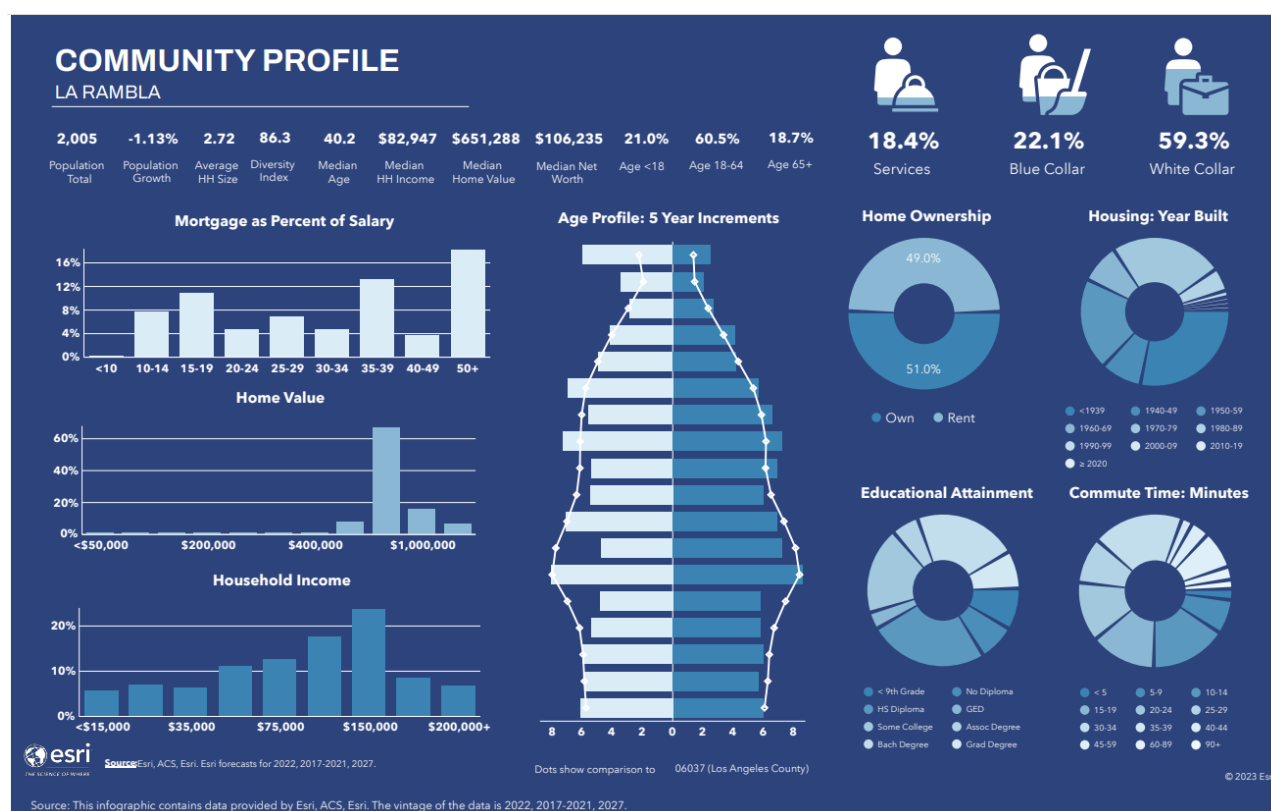
³¹ U.S. Census Bureau. (2021). American Community Survey 5-Year Estimates. Retrieved from https://pwgis.blob.core.windows.net/smpm/Community_Profiles/Unincorporated%20La%20Rambla.pdf

³² Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

among others. The remaining 13.3% of workers are evenly split between blue-collar and service occupations.

Slightly more than half of the residents of La Rambla are homeowners (51%) while the other half are renters (49%). Approximately 15% of homeowners spend more than 50% of their income towards their mortgage and another 12% spend between 35 and 39% of their income towards mortgage, pointing to a potential housing affordability issue. However, most homeowners spend under 34% of their income towards mortgage. Average gross rent is \$1,573. Median household income is relatively high at \$82,947, and 30% of La Rambla residents have a bachelor's degree or higher.

Figure 1-40: Community Profile - La Rambla



Existing Plans, Programs, and Ordinances affecting La Rambla

The following sub-section provides a targeted overview of key existing plans, programs, and ordinances that affect the community of La Rambla and are applicable to this project, including:

- Los Angeles County General Plan 2035
 - Chapter 6: Land Use Element
- 6th Cycle Housing Element Update (May 17, 2022)

Key takeaways for La Rambla are provided at the end of this section organized by relevant policy themes, including land use/housing/zoning, urban design/placemaking/cultural,

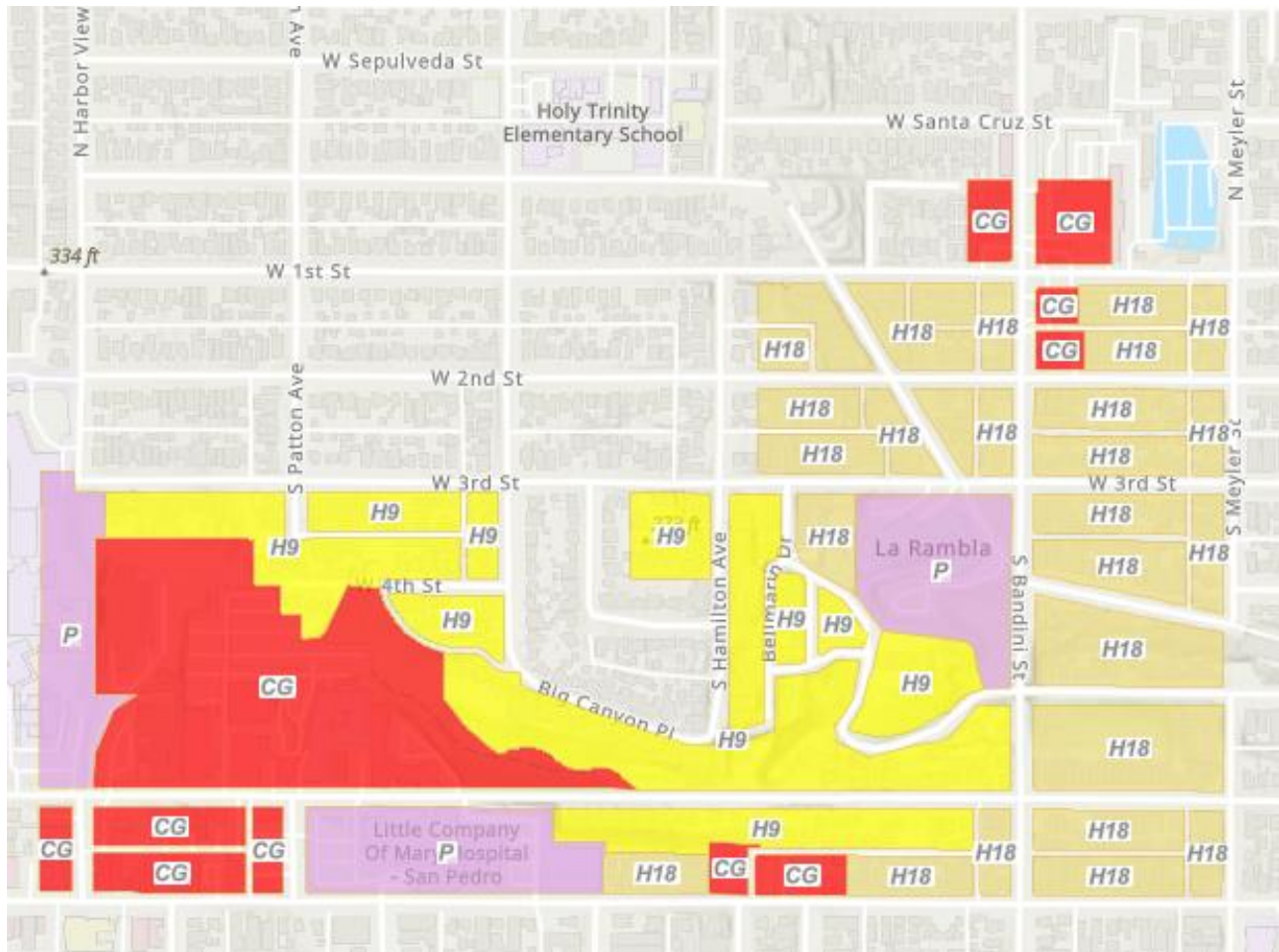
environment/sustainability, and open/green space to understand how the key takeaways relate to topics that will be included in the SBAP.

LOS ANGELES COUNTY GENERAL PLAN 2035

Chapter 6: Land Use Element

From a General Plan Land Use Policy perspective, La Rambla has mix of designations including Residential 9 (H9), Residential 18 (H18), General Commercial (CG) and Public (P) as shown in **Figure 1-41**. CG designated parcels along 6th Street are occupied by largely medical and healthcare related uses.

Figure 1-41: General Plan Land Use Policy - La Rambla



6TH CYCLE HOUSING ELEMENT UPDATE (MAY 17, 2022)

Within La Rambla, the Housing Element Update Appendix B identifies 34 parcels for zone changes located along 1st Street, N Bandini Street north of 1st Street, 6th Street, 7th Street, and Butte Street, as shown in purple **Figure 1-42**. Per the Housing Element Update, all 34 sites have proposed General Plan designations of MU with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of MXD. Across the 34 sites, La Rambla will support 1,719 RHNA allocated units.

Figure 1-42: Housing Element Update Sites for Rezoning – La Rambla

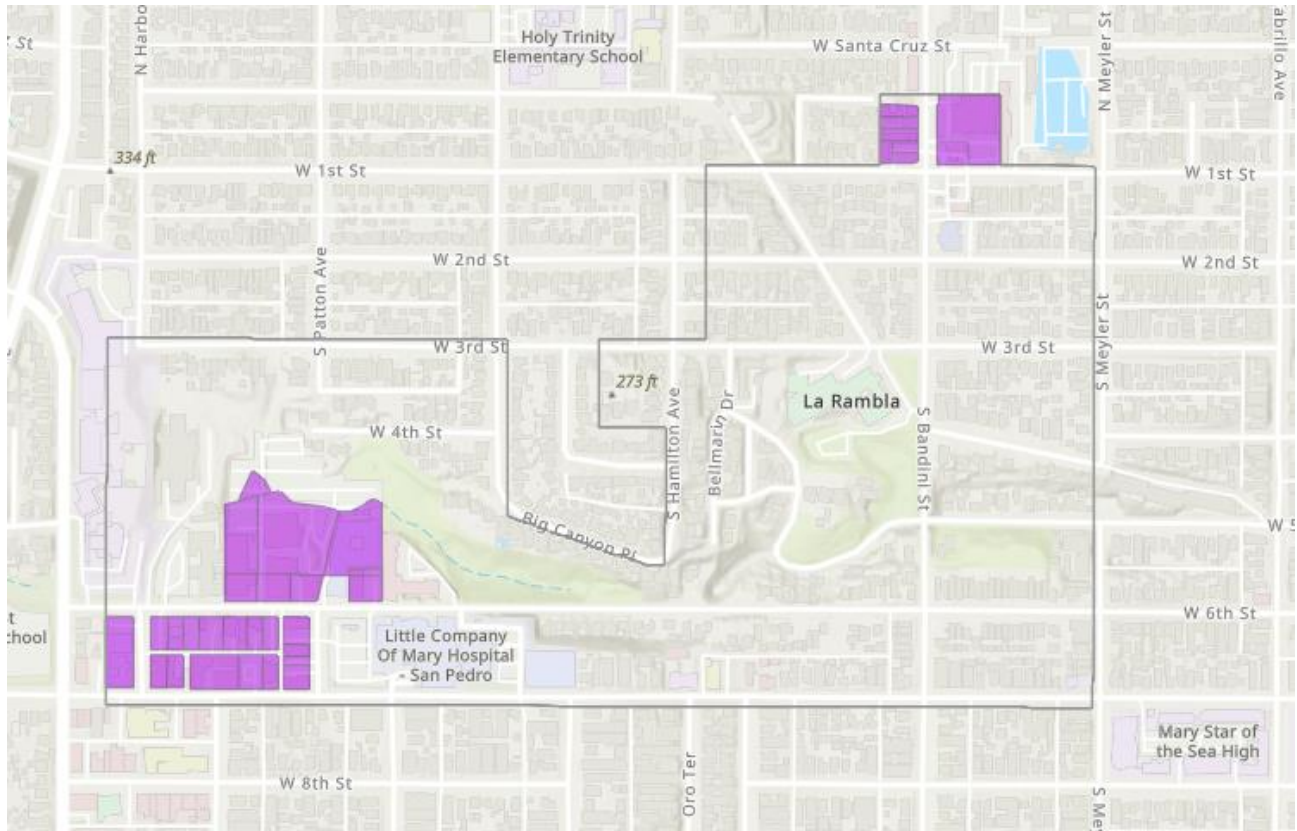


Table 1-11: La Rambla Key Takeaways

Key Takeaway	Land Use/ Housing/ Zoning	Urban Design/ Placemaking/ Cultural	Community	Environment/ Sustainability	Open/ Green Space
Lowest population amongst unincorporated communities in the Planning Area; functions as an employment hub due to concentration of medical oriented uses along 6th Street	X		X		
Most workers are white collar (59.3%); followed by blue collar (22.1%), and services (18.4%)			X		
RHNA allocated sites identified for 6th street and intersection of 1st/Bandini	X				
High walkability score, indicating opportunity for housing to be located in walking distance to destination-rich areas	X				
Opportunity to explore placemaking interventions and streetscape improvements for 6th street, as well as at the intersection of 1st/Bandini		X			X
Opportunity to explore employment preservation as community contains many existing job-generating uses	X				

2 HISTORIC CULTURAL CONTEXT

2.1 Overview

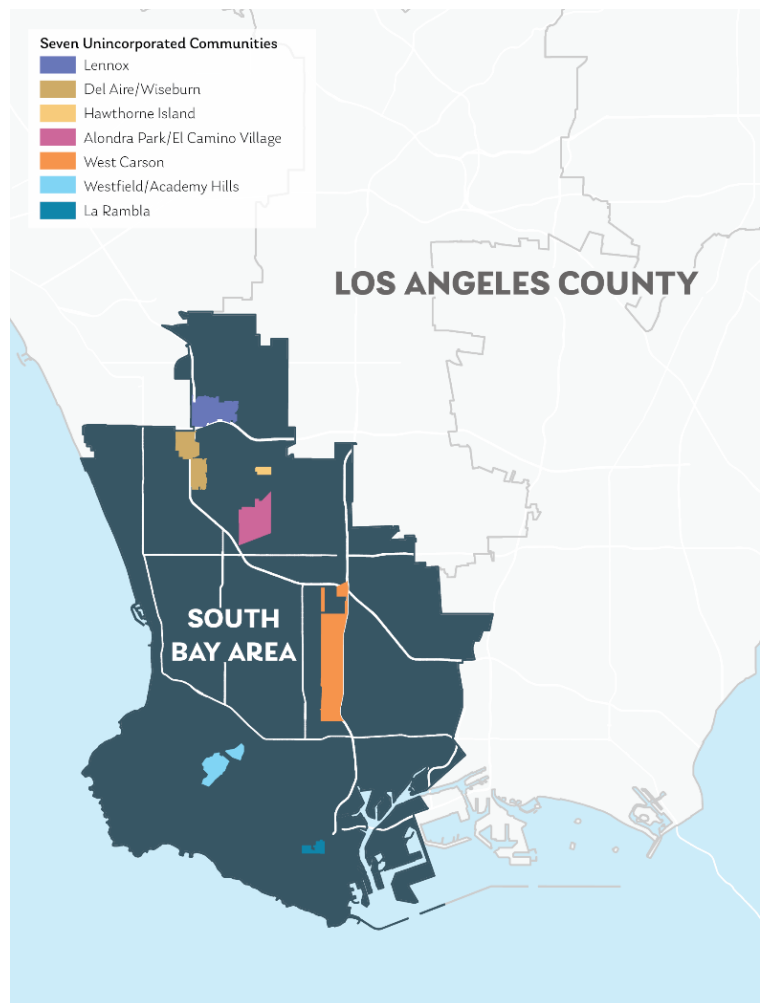
This Cultural and Historic Assets Background Brief provides an overview of the historic and community context of each of the seven unincorporated communities (Lennox, Del Aire/Wiseburn, Hawthorne Island, Alondra Park/El Camino Village, West Carson, Westfield/Academy Hills and La Rambla) within the South Bay Planning Area (Planning Area) for the South Bay Area Plan (SBAP) as shown in **Figure 2-1**. In addition, community culture and identity is explored for each of the seven unincorporated communities (SBAP communities) based on community feedback and planning or community-generated documents.

This Cultural and Historic Assets Background Brief will inform the development of the Historic Context Statement (HCS) as well as policies and implementation programs that are specific and/or unique to the Planning Area. Note

that the Community Background Brief (including land use, zoning, and others), and Mobility and Transportation, Gentrification/Displacement, and Market and Real Estate and Economic Development Opportunities briefs are separate and serve as companions to this Cultural and Historic Assets Brief.

This Cultural and Historic Assets Brief is organized by SBAP community as the intent of this brief is to focus on the unique community identities, cultural assets, and historic resources within each of the communities, and follows the structure listed below:

Figure 2-1: South Bay Planning Area and Seven Unincorporated Communities



- **History and Community Context**, which includes a high-level overview of the social, cultural, and physical history of each SBAP community to form a basis for understanding community context.
 - **Built Environment**, which reviews the age of existing building stock to understand potential areas of interest, including interesting architecture, legacy businesses, and patterns of similar development. This sub-section utilizes maps showing building age of each of the parcels within the SBAP communities which were also used for the field survey conducted for the HCS.
- **Cultural and Identity**
 - **Community Feedback**, includes a summary of community feedback received as part of the Phase 1 Outreach Program and was conducted between Spring and early Fall 2023. The strategies and methods used in Phase 1 included community surveys (online and hard copies), Community Advisory Committee (CAC) meetings, community events and information sessions, and digital engagement.
 - As part of the development of the HCS, the County of Los Angeles (County) has developed a Historic Resources Online mapper tool to garner local community knowledge about important historic events, people, and places.
 - **Planning and Community-Generated Documents** provides a targeted summary of culture and identity-related information contained in planning and community-generated documents by SBAP community, if available. Note that full summaries of County-developed planning documents are included in the Community Background Brief.
- **Key Takeaways and Initial Recommendations** for each SBAP community to inform the HCS as well as goals, policies, and implementation programs for the SBAP. This section contains potential areas of interest for further study, including place-based areas and themes based on the content reviewed and developed for this brief, as well as placemaking and urban design opportunities identified in the Community Background Brief and the Mobility Issues and Opportunities Brief to help strengthen community cultural and identity.

2.2 Key Themes in Planning Area

2.2.1 Land Acknowledgement Statement

Dudek acknowledges and understands that the history of the South Bay Planning Area (Planning Area) truly begins with its native people, the Gabrielino or Tongva, who have occupied the region for thousands of years. Therefore, a detailed discussion and examination of the ethnohistory of the Planning Area is provided in the Tribal Cultural Resources section of the SBAP Programmatic Environmental Impact Report. Although the land had been inhabited by Indigenous Peoples for centuries prior to the development of the Ranchos (**Figure 2-2**), for the purposes of the Cultural and Historic Asset Background Brief, content included focuses on the SBAP communities starting from post-European contact period.

2.2.2 The Rancho Era

Agricultural development in the Planning Area begins with the division of the ranchos under Spanish rule. This legacy of the ranchos is evidenced today in land use and development patterns established. The Planning Area overlaps three ranchos: Rancho San Pedro (part of West Carson); *Rancho Sausal Redondo* (Lennox, Hawthorne Island, and Del Aire/Wiseburn); and *Rancho de los Palos Verdes* (Westfield, La Rambla, and part of West Carson).

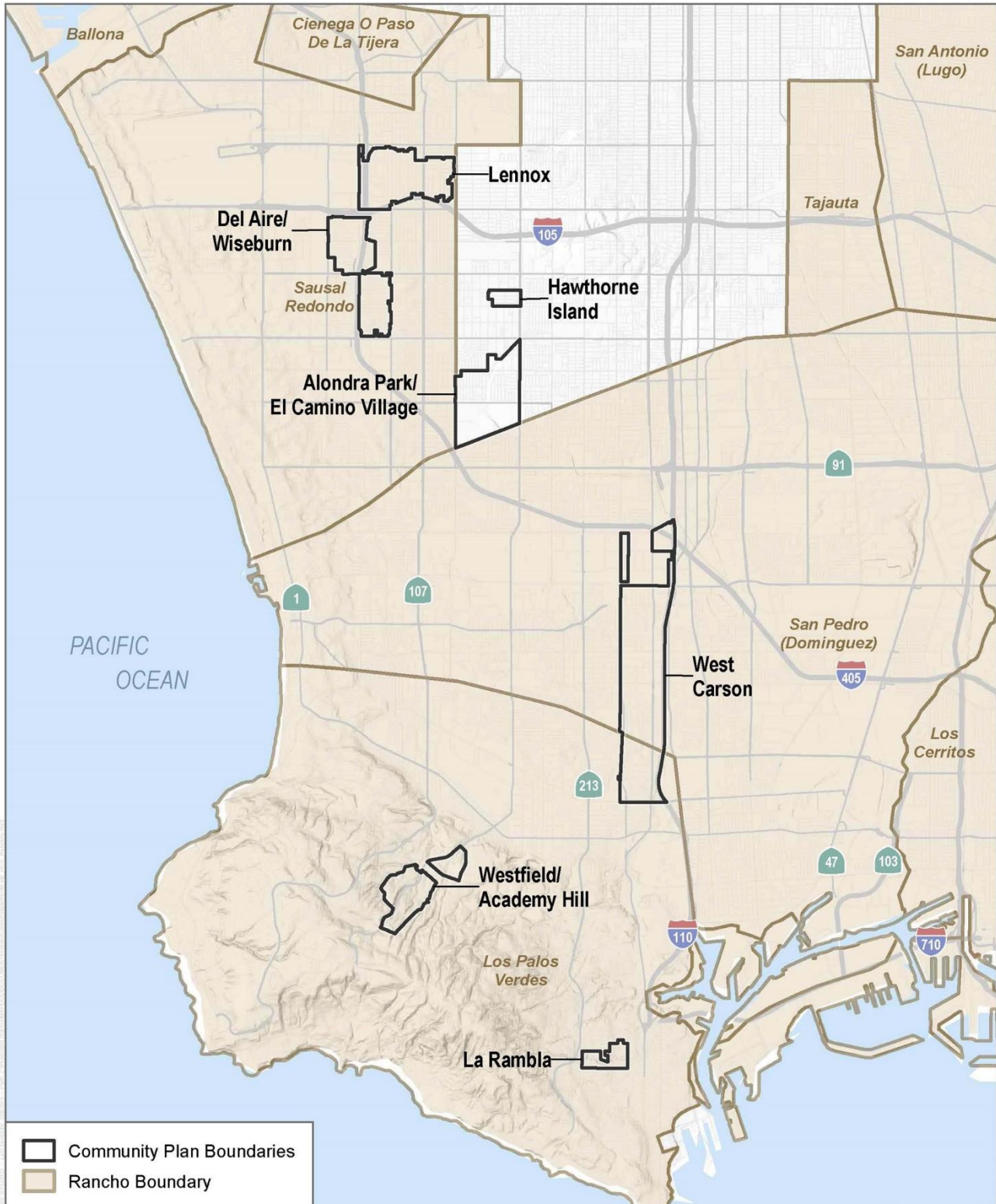
The California Rancho Era started under Spanish rule in the late eighteenth century when a small number of land grants were made to individuals as a reward for their military service and loyalty to the Spanish Crown. After Mexico (including present-day California) became independent from Spain in 1821, the Mexican government continued the practice of granting land to private citizens with approximately 750 land grants issued during the Mexican period.

California became a U.S. territory in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War, and a state in 1850. Following statehood, political pressure mounted to open new lands to settlers from the eastern United States. As a result, Congress passed the California Lands Act in 1851, which required that all land titles granted during the Spanish and Mexican periods be reviewed to determine their validity. As a result of this law, many rancheros lost their land or had to sell it to pay their legal fees. Landowners who persevered were often left to deal with squatters who had encroached on their land. While the Act greatly contributed to the break-up of rancho lands in the Los Angeles area, it was not the sole cause. However, a series of natural disasters beginning in 1862 ultimately brought an end to the rancho system.

The communities of Lennox, Hawthorne Island, and Del Aire/Wiseburn, which were part of the *Rancho Sausal Redondo*, are located within an area that became public land as part of the Rancho Sausal Redondo Decision, which placed a disputed 25,000 acres of land in the hands of settlers who had

claimed the land under U.S. homestead laws from 1858 to 1868. The ranchos were largely subdivided and sold in the 1870s subdivided and sold as residential lots.

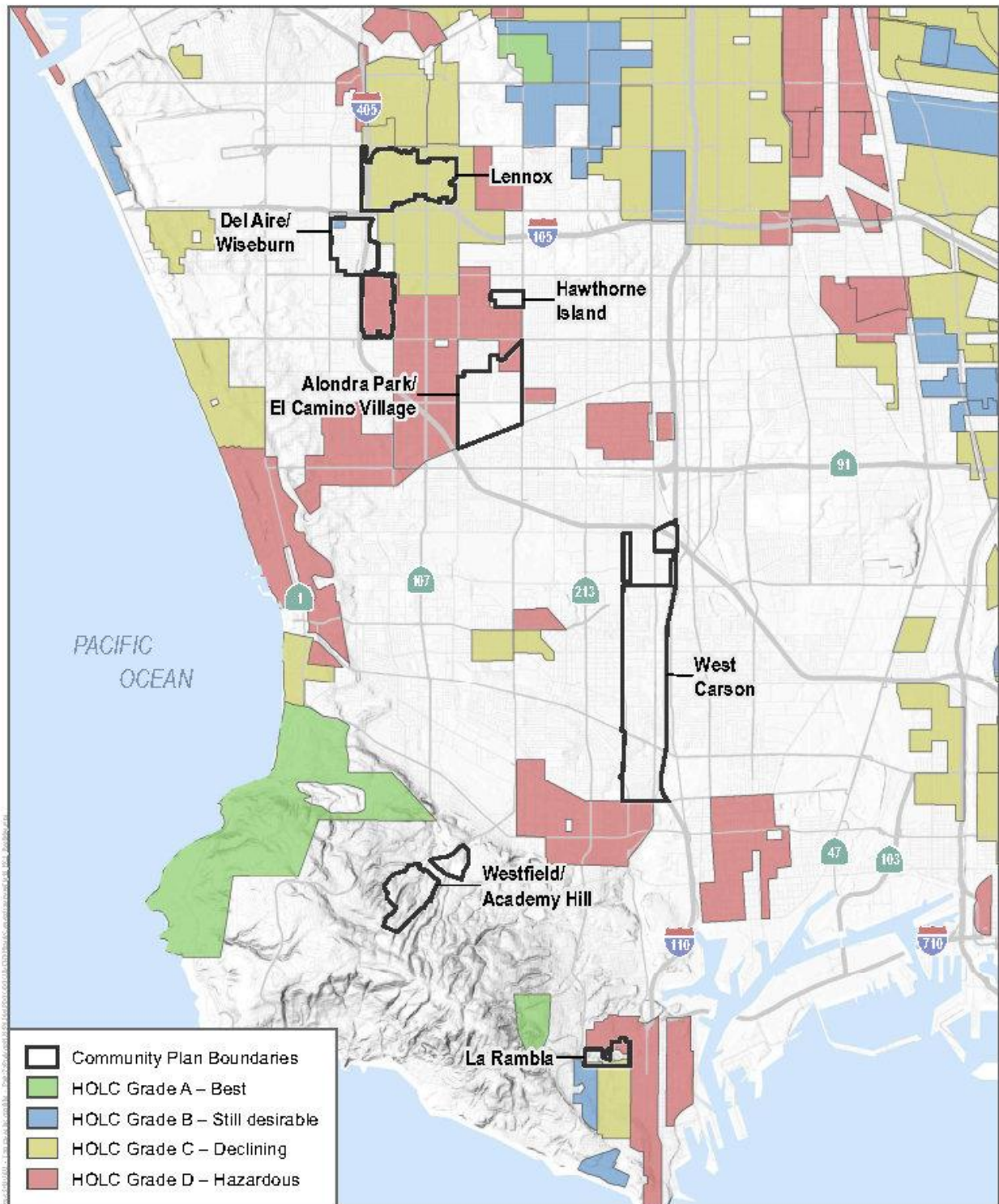
Figure 2-2: Ranchos within the South Bay Planning Area



2.2.3 Redlining

Embedded in the history of residential development throughout the SBAP communities is a complex legacy of unfair planning and discriminatory housing practices. The discriminatory housing practice that had the most profound impact on the Planning Area was the 1939 Home Owners' Loan Corporation's (HOLC) redlining map of Los Angeles, as shown in Figure 3. The HOLC gave areas a color-coded grade based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. Westfield, West Carson, and Hawthorne Island in the HOLC redlining maps were ungraded. La Rambla, Alondra Park/El Camino Village, Del Aire/Wiseburn, and Lennox were graded as Yellow or "C," Red or "D," or Blue or "B". The long-term effects of redlining can still be seen in these communities today from a built environment perspective and historic legacy, which is discussed in the following sections by SBAP community.

Figure 2-3: Home Owner's Loan Corporation Grades within the South Bay Planning Area



SOURCE: Open Street Map 2019; State of California and UC San Diego

Agriculture and Japanese Internment

The historic establishment of agricultural development within the South Bay, including within the Planning Area, has played a role in the culture, identity, and built environment. Following the fall of the ranchos and the construction of the railroads within the South Bay in the mid to late 19th Century, agriculture expanded, and so did the demand for farmworkers. Between 1890 and 1910, the predominant farm labor force were Japanese immigrants (**Figure 2-4**), who also helped fuel the expansion of farming throughout Los Angeles County, including throughout the South Bay. The present-day City of Gardena (known initially as Moneta and located adjacent to Hawthorne Island to the east) became a central hub for Japanese and Japanese American farmers in the early 1900s. In addition, Japanese and Japanese Americans farmed land in San Pedro and the Palos Verdes Peninsula, near the SBAP communities of La Rambla and Westfield/Academy Hills.

Figure 2-4: Representatives of the South Bay Vegetable Growers' Association, 1919



Source: California State University, Dominguez Hills/CSU Japanese American Digitization Project

The government of California passed Alien Land Law in 1913 that prevented “aliens ineligible for citizenship” from owning or leasing land. Although not explicitly stated, the law was intended to limit property ownership by Asian immigrants, specifically those of Japanese and Chinese descent. Initially, Japanese farmers circumvented these racially discriminatory laws by placing land under the names of children born in the United States, or under corporate ownership.

Following the Japanese bombing of Pearl Harbor in 1941, President Franklin Roosevelt issued Executive Order 9066, which forcibly removed the Japanese and Japanese American farmers from their homes and farms and incarcerated them in internment camps. After the forced relocation and internment of Japanese residents, agricultural production declined dramatically. Discovering that most farmers leased their farms without formal leases or legal agreements due to the Alien Land Act, government officials were able to easily reassign land that Japanese families had farmed for years or decades.

In order to fill the labor shortage left by the forced incarceration of Japanese and Japanese Americans, Mexican laborers were permitted to return due to labor shortages during World War II and the post-war era. The Bracero Program allowed Mexican nationals to work in the U.S. from 1942 to 1964. Small farms would continue to play an important role in Los Angeles County into the 1940s. However, many Japanese and Japanese American farmers did not, or could not, return to their farms at the end of World War II, which contributed to the postwar decline of the agricultural industry in the South Bay.

Transportation Infrastructure, Industry, and Pollution

Within the South Bay and Planning Area, the aviation and aerospace industry has played an important role in the history, economy, and built environment within the SBAP communities. Industrial development proliferated rapidly surrounding the Planning Area during and after World War II, including the establishment of present-day Superfund Sites of Del Amo and Montrose adjacent to West Carson. The aviation and aerospace industries flourished in the region starting in the 1930s, providing both jobs and economic opportunity for the region but also contributing to the area's pollution, industrialization, and suburbanization. In this period, the Los Angeles International Airport (LAX) also expanded first to accommodate war usage and later to accommodate increased pedestrian and air freight traffic. The aerospace industry in the northwestern portion of the Planning Area also drove development, including the creation of new residential tract developments in the 1930s and 1940s attracting workers looking for housing and amenities adjacent to LAX and the associated plane manufacturing plants.

The 1960s saw the development of Interstate 405 (I-405) and the Interstate 110 (I-110) freeways, which were expanded in subsequent decades resulting in the demolition of existing single-family residences within the SBAP, especially Del Aire/Wiseburn and Lennox. The Interstate 105 (I-105) freeway was constructed in the 1990s. These factors coalesced to create substantial air, noise, and groundwater pollution for many communities within the Planning Area, resulting in ongoing and pervasive health and environmental consequences for SBAP communities.

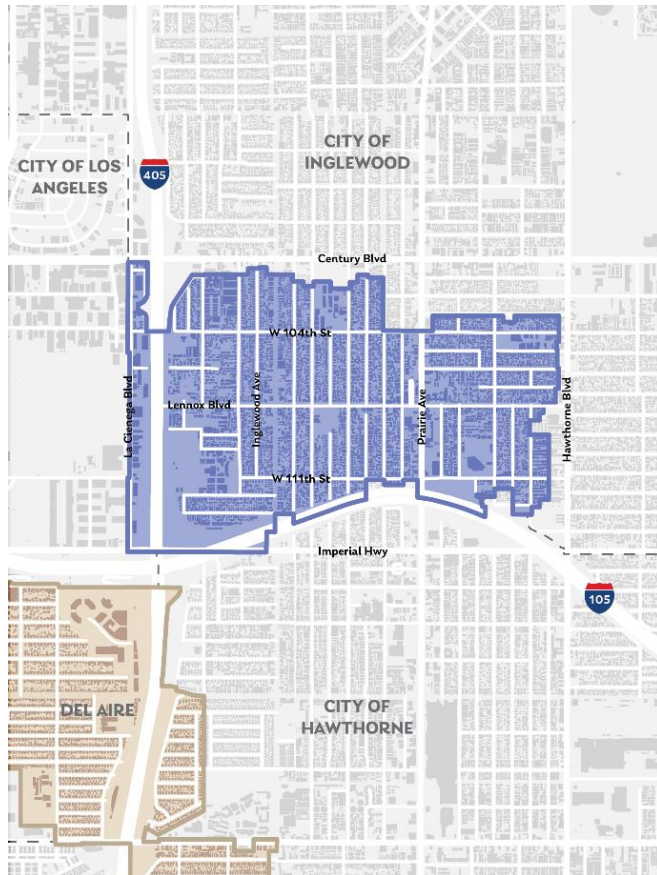
2.3 LENNOX

2.3.1 History and Community Context

Present-day Lennox as shown in **Figure 2-5** is located within a former Mexican land grant known as Rancho Sausal Redondo. Farming and ranching were primary uses of Lennox's land and the community remained agrarian until the early 1900s, when the area's population grew. New economic ventures developed and residential development began to gradually encroach on former farmlands.³³ The community continued to grow and in 1910, the Lennox School District was established with only four small rooms in Jefferson school.³⁴ Residents renamed the community Lennox in 1912³⁵ to distinguish the area from neighboring Inglewood that was incorporated in 1908. Developments in Lennox proliferated slowly in the following decades, with formerly agricultural lots being subdivided for the construction of single-family residences. During this period, the Pacific Electric Company ran a train from Los Angeles to Redondo Beach through Lennox, which provided increased accessibility to and from Lennox for the area's rising population.³⁶

In 1939, the HOLC assigned Lennox a Yellow "C" grade ("definitely declining"). The HOLC report stated that the schools in Lennox were "good and well placed" but that "there are many Mexican and Japanese farm laborers in adjacent territory, whose children attend the city schools, and this is considered a detrimental influence."³⁷

Figure 2-5: Lennox



³³ National Environmental Title Research, "Lennox [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1896-1910, <https://www.historicaerials.com/viewer>.

³⁴ No author, "History," Lennox School District, https://www.lennox.k12.ca.us/apps/pages/index.jsp?uREC_ID=384860&type=d&pREC_ID=874817

³⁵ Paz, "Foreword" in A Documentary of the Community of Lennox, California, no page.

³⁶ Paz, "Foreword" in A Documentary of the Community of Lennox, California, no page.

³⁷ Ibid.

Although Lennox remained largely agrarian into the early decades of the twentieth century, there were also signs that a new form of community based on a more diversified economy was emerging. The establishment of Mines Field (present-day LAX) in 1926 brought aerospace jobs to the community. While these industrial plants were largely outside of Lennox's community boundaries, many residents of Lennox worked at the airport and for these aviation companies.

The 1940s saw commercial growth in Lennox and the onset of World War II led to a period of economic prosperity in the community with the acceleration of wartime aerospace and aviation manufacturing. As a result, there was expanded investment in civic development and public facilities. The community's civic center and library were established in 1948 and continues to serve the Lennox community.³⁸ The 1940s also saw increased commercial development along Lennox's major commercial corridors, including Hawthorne Boulevard and Inglewood Avenue. The community was considered "built out" by the end of the 1950s with some scattered open lots still used for agricultural purposes.

Figure 2-6: Dedication of the Lennox Civic Center, 1948.



³⁸

Gnerre, "Lennox Retains its Identity."

Efforts to annex Lennox by the City of Hawthorne to the south and the City of Inglewood to the north over the course of the twentieth century led to the gradual decline of Lennox's original approximately 7-square mile area to its present day 1.10-square mile land area. These attempts at annexation were largely economically motivated, as Lennox is located in a desirable location for manufacturing and industrial development due to its proximity to freeways and LAX. In 1963 the I-405 freeway was constructed on the west boundary of Lennox despite community protests, resulting in the demolition of homes and the displacement of residents.

The legal end of racially restrictive housing covenants in 1968 facilitated a shift in Lennox's demographics as Caucasian residents left for surrounding suburbs and immigrants from Central and South America doubled. The decline of the aerospace industry at the end of the Cold War in 1991 led to an economic downturn and many former employees in the aviation industry left the area.

The expansion of LAX, as well as the increase in the development of larger aircraft, resulted in more and louder airplanes flying directly over Lennox as they landed and took off at LAX. As a result, the level of noise pollution from LAX grew substantially which further prompted those with the economic means to move out of the community. By 1990, approximately 70% of the 4,998 occupied housing units in Lennox were owned by absentee landlords.

The construction of the I-105 freeway at the southern boundary of Lennox in 1993 caused more demolition and displacement. In 1987, the County's Metropolitan Transportation Authority (Metro) expanded its network by establishing its sixth line, the C Line (formerly the Green line) with a stop at the southern boundary of Lennox.

Today, Lennox continues to be a predominately residential community with small businesses, civic facilities, and religious institutions. The community of Lennox experiences disproportionate levels of air and noise pollution due to the two freeways bisecting the community and its location directly beneath LAX flight paths.

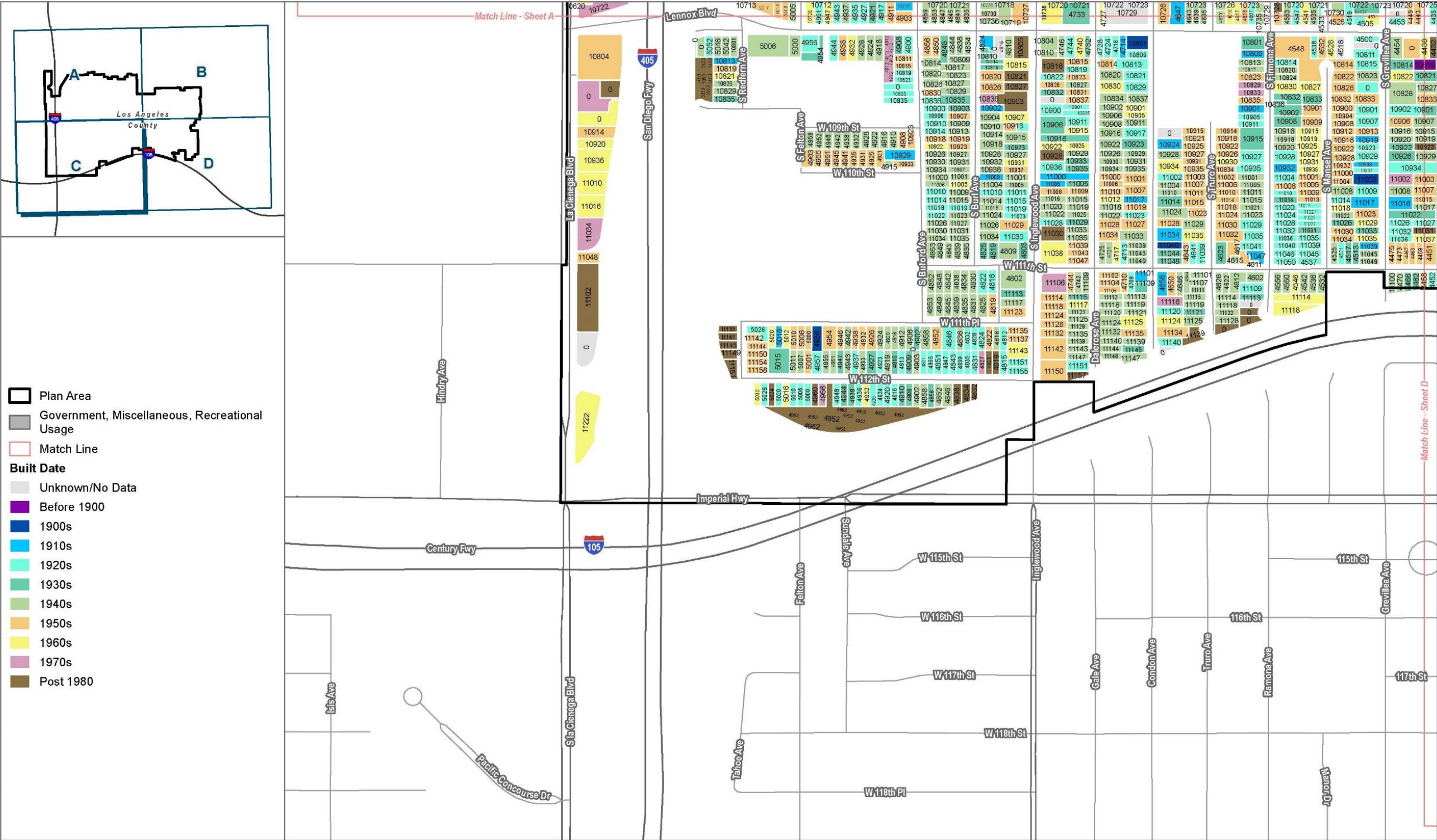
2.3.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within Lennox are shown in **Figure 2-7** and summarized below:

- High degree of variation in the age of buildings constructed in Lennox, without distinct patterns of similarly aged buildings. Small parcel sizes are common, except for those along La Cienega Boulevard south of Lennox Boulevard, which contain buildings constructed after 1950 and are currently occupied by various types of industrial uses.
- Presence of buildings constructed between 1904-1919, considered early development, in Lennox, including residential buildings at 10701 South Grevillea Avenue and 4942 West 104th Street in Lennox.
- Sections of Lennox contain areas of buildings constructed between 1920-1930s, which are largely single-family houses constructed on subdivided land between major corridors of industrial and commercial development as well as some commercial properties.
- General lack of new post-1970 construction in Lennox; select buildings constructed after 1970 are scattered throughout the community.

Figure 2-7: Building Age of Parcels within Lennox

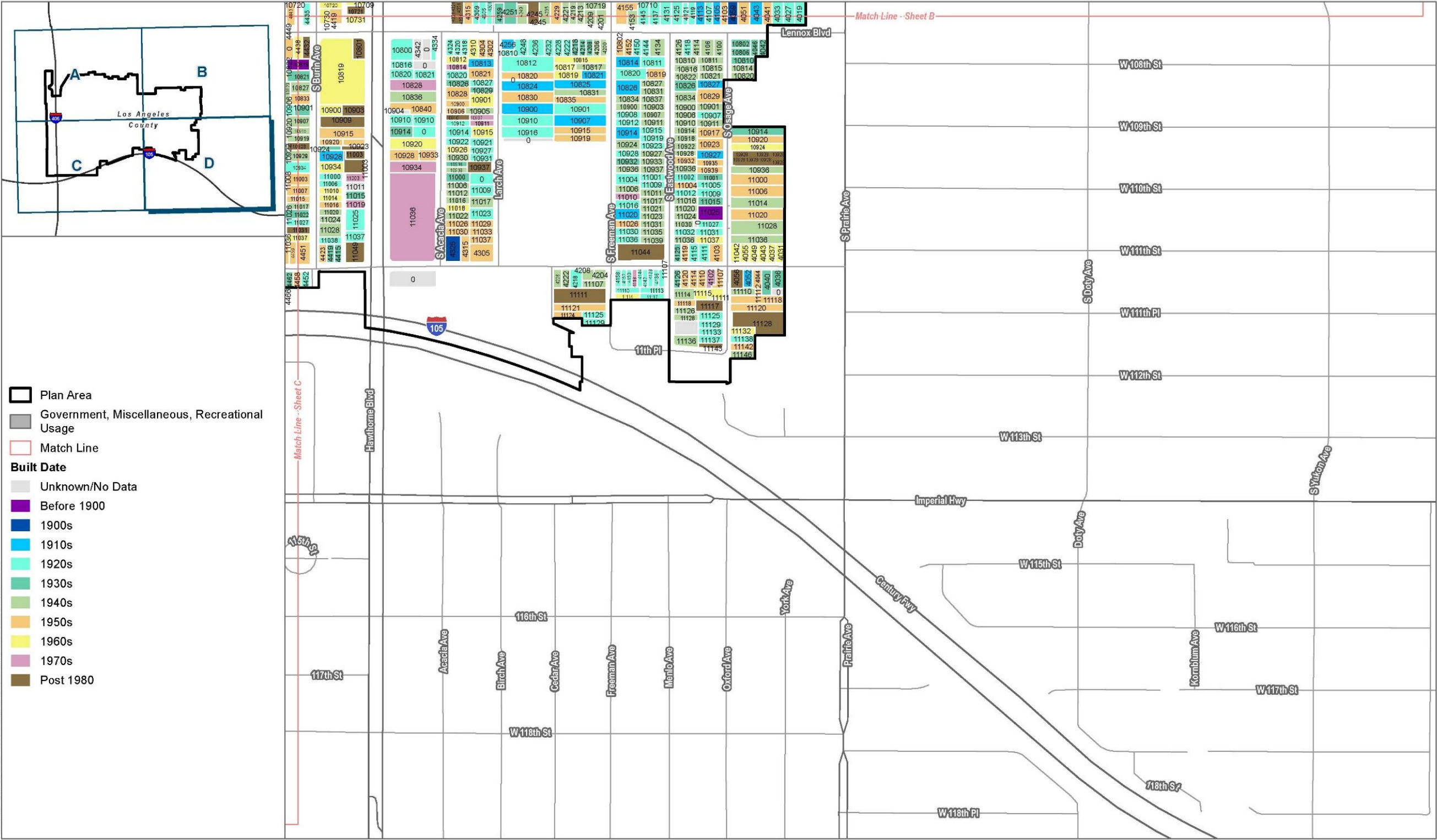




SOURCE: County of Los Angeles 2023



SHEET C
Lennox Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023



SHEET D
Lennox Field Map
For Field Use Only

2.3.3 Culture and Identity

Community Feedback

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- The community faces air and noise pollution due to the proximity of freeways and airports.
- The community has been impacted by traffic from large-scale projects and destinations, like SoFi Stadium and the Intuit Dome. No community benefits from these projects have been provided to Lennox.
- There is a threat of displacing existing residents. Housing affordability issues result in residents being priced out of the community. Outside factors also affect residency.
- City of Hawthorne intends to annex an area of the community, as well as part of Del Aire, but consequences of that are not well understood by residents.
- Traffic, gang violence, vandalism, and crime are safety issues and difficult to respond to since the community has no police force of its own and must reach out to the Sheriff. Lennox Coordinating Council has an initiative focused on minimizing gang activity.
- Lennox Park is an important resource for the community. Christmas and Cinco de Mayo events in the park are important to the community.
- Community engagement and information sharing throughout the community has been difficult because Lennox is a working community.
- Community is interested in encouraging small retail, mixed-use, and homeless shelters/housing.
- The community has expressed a need for more vegetation and greenspace, such as parks, green canopies and trees.
- The community would like to reduce the amount of food trucks in Lennox.

VISION LENNOX

Vision Lennox (February 2010) captured community feedback to create a vision and address existing challenges through the implementation of key strategies.

The vision involved redefining neighborhoods using primary streets such as Lennox Boulevard, Inglewood Avenue, and Hawthorne Boulevard to encourage connectivity through well-connected and walkable streets. Further improvements to streetscape, management of waste collection, and providing ample parking would preserve property values. Lennox Boulevard, particularly

west of Hawthorne Boulevard, has the potential to become a pedestrian-oriented "main street", aligning with the envisioned community character. Similarly, Hawthorne Boulevard can be transformed using streetscape improvements to better balance the needs of pedestrians, cyclists, and transit users.

2.3.4 Key Takeaways and Initial Recommendations

- Reinforce the existing civic center and library in Lennox which were established in 1948 and continue to serve the community.
- Strengthen Hawthorne Boulevard and Inglewood Avenue through streetscape improvements, given the historic commercial development that has occurred since the 1940s.
- Acknowledge the presence of large transportation infrastructure and its effect on Lennox community members, including LAX and the negative impacts of its proximity, such as noise and air pollution, and the construction of the I-105 freeway at the southern boundary of Lennox in 1993, which caused demolition and displacement, as well as present day air pollution. In addition, acknowledge the development of the Metro C Line (formerly Green Line) in 1987 which enables transit access for community members.
- Recognize that today, Lennox continues to be a predominately residential community with a variety of small businesses, civic facilities, and religious institutions.
- Recognize that Lennox contains a high degree of variation in the age of buildings constructed without distinct patterns of similarly aged buildings. Small parcel sizes are common, except for those along La Cienega Boulevard south of Lennox Boulevard, which contain buildings constructed after 1950 and are currently occupied by various types of industrial uses.

Potential areas of interest for further study include:

- **Lennox Boulevard** – Vision Lennox envisioned Lennox Boulevard as a pedestrian-oriented “main street”/green street. To address the community’s need for urban greening, tree canopy, and more green spaces, as stated in Vision Lennox and through Phase 1 Outreach, Lennox Boulevard has the potential to incorporate streetscape elements, such as planters, trees, benches, etc. Additionally, opportunities for small green spaces and pocket parks can be explored on Lennox Boulevard to offer users respite when walking the corridor. Streetscape elements can also contribute to enhancing the already established identity of Lennox Boulevard and create a vibrant public realm to support small retail and local businesses, which is desired by the community.

- **Hawthorne Boulevard** – The County’s General Plan envisioned the intersection of Hawthorne Boulevard and Lennox Boulevard as a Transit Oriented Development (TOD) opportunity area and a node of concentrated development. Hawthorne Boulevard has historically been a commercial corridor for the community, in addition to being identified as a transit corridor with opportunities for multi-modal improvements. Hawthorne Boulevard should continue to support multi-modal transportation and future development of community-serving retail and services, as well as mixed-use development and housing. To facilitate an enhanced pedestrian connection from Lennox Boulevard to Hawthorne Avenue and plaza for transit users, Vision Lennox has envisioned a small public plaza, referred to as a “placita” for this intersection.
- **105 Freeway** – Vision Lennox identified park and open space opportunities within the 105-freeway buffer to provide additional open space for the community. The potential addition of space within the 105-freeway buffer is also aligned with community feedback for a need for more open space within Lennox, and with the I-105 Consent Degree to utilize excess space created by the 105-freeway construction for community amenities.
- **Lennox Park** – Phase 1 Outreach emphasized the importance of Lennox Park as a central community gathering place for events. Lennox Park should be a continued focus for cultural programming and community events.
- **Lennox Civic Center and Library** – Lennox’s existing civic center and library is a long-established community destination and continues to serve the community.

2.4 DEL AIRE/ WISEBURN

2.4.1 History and Community Context

Present-day Del Aire/Wiseburn as shown in **Figure 2-8** is located within a former Mexican land grant known as Rancho Sausal Redondo. The introduction of rail lines and the construction of the Atchison, Topeka, and Santa Fe Railways (Railroad) Burwell depot near the intersection of W 120th Street and Aviation Boulevard in 1888, brought reliable transportation to the area and the ability to transport hay and grain. The depot's surrounding area – known as Wise Ranch – was used for horse breeding and racing. The community continued to grow throughout the 1890s and the Wiseburn School District was established in 1996 with classes held at the Santa Fe Depot.

The community remained relatively undeveloped aside from smaller farmsteads into the 1920s. In 1922, the Santa Fe Railroad was granted permission by the Interstate Commerce Commission to construct twelve miles of railroad, extending from Wiseburn on the Redondo Beach line to San Pedro. For the first time, the Santa Fe Railroad would become directly connected with the inner and outer Long Beach Harbor. The railroad at Wiseburn during this period was used for service and operational purposes only, not for passenger transportation. In 1927, a vote was held to annex the Wiseburn addition into Los Angeles, which passed 12 votes to 7. Within three years the legality of the Wiseburn addition annexation, between the City of Los Angeles and Hawthorne (to the east of the present community) was challenged and carried to the Supreme Court. As a result, Del Aire/Wiseburn remained unincorporated.

In 1930, the Wiseburn Santa Fe Railroad station was demolished and replaced with the Los Angeles Airport at Mines Field, also known as “Lairport” and later renamed LAX. The new airport brought a massive amount of aerospace jobs and private companies to the area. The

Figure 2-8: Del Aire/Wiseburn



community's workforce became increasingly dependent on the aerospace industry. By the early 1950s, the community was entirely developed primarily with single-family residential tracts intended to house aerospace workers. The residences were advertised "adequate protective restrictions," implying that that homes were only available for purchase by Caucasian people. With the increase in residences came new schools, parks, and libraries to the community.

Throughout the 1940s, development continued to increase and for the first time in newspapers, the area was called Del Aire as well as Wiseburn. The Del Aire Improvement Association, Inc. was established in the mid-1940s, which worked towards community improvements including street safety, park construction, community advocacy and school construction. During this period, Del Aire/Wiseburn underwent multiple attempts for annexation, including in 1944, when the City of Hawthorne attempted to annex the whole Wiseburn area, which failed.

Despite protest from residents and citizen groups, between 1962 and 1963 the Division of Highways extended the I-405 freeway through the center of the Del Aire/Wiseburn community and resulted in the demolition of dozens of residential properties and the displacement of residents. Streets that were once east to west thoroughfares including West 116th Street, West 117th Street, West 118th Street, West 118th Place, West 119th Street, and West 119th Place became dead end roads. During the 1980s and into the 1990s, the once dominant aerospace industry hit a slowdown, while still employing a large workforce. To provide public transportation for those workers, Metro expanded its network by establishing the C Line just north of the community. In 2000, the northwest corner of Del Aire was developed with the County's Airport Courthouse, which remains its use into the present. Into the 2020s, the community makeup is predominantly Latino and Caucasian. Small businesses continue to operate throughout the community, but it remains primarily residential.

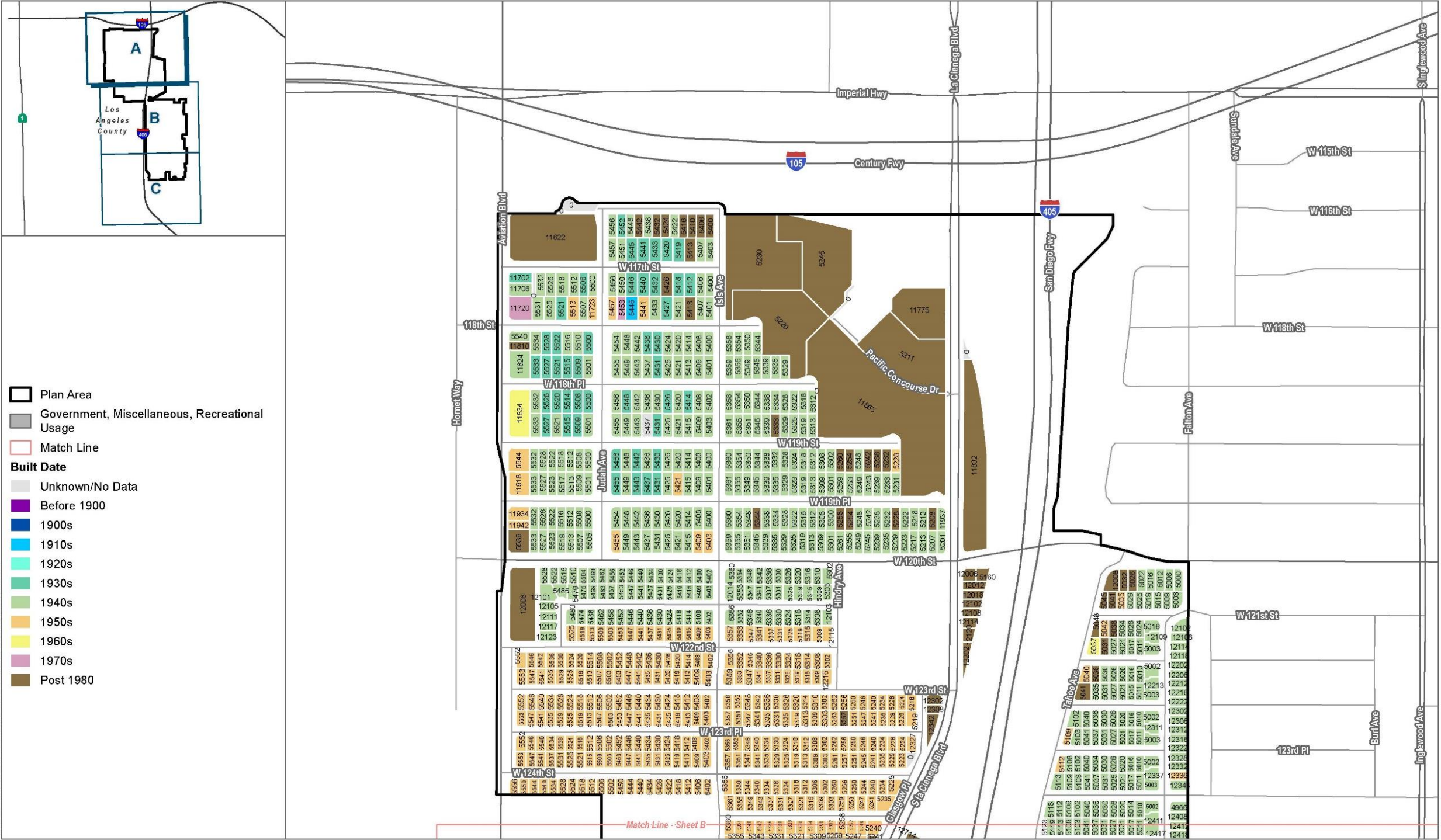
2.4.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within Del Aire/Wiseburn are shown in **Figure 2-9** and summarized below:

- Clusters of similarly aged buildings in the Del Aire portion of the community, including those largely built in the 1940's generally north of 122nd Street west of the I-405 freeway and between Tahoe Avenue and the western boundary of the community north of El Segundo Boulevard. Another cluster of similarly aged buildings is located between generally south of 122nd Street and El Segundo Boulevard which were largely built in the 1950s.
- High degree of variation in the age of buildings constructed in the Wiseburn portion of the community, without distinct patterns of similarly aged buildings.

- The pattern of more uniformity in the Del Aire portion of the community as opposed to the high degree of variation in the Wiseburn portion of the community is linked to the 1939 grades that were given to the community by the HOLC. Del Aire/Wiseburn received two separate grades in 1939 from the HOLC, Blue “B” (still desirable) and Red “D” (hazardous). The far northwestern corner of the community was given a Blue grade, generally bounded by I-105 to the north, West 118th Street to the south, Aviation Boulevard to the west, and South Isis Avenue to the east. The Red “D” (hazardous) section of the community included all of Wiseburn. As such, both the building age and parcel sizes differ across the communities.
- Buildings constructed between 1939-1964 can be seen in certain areas of Del Aire/Wiseburn, specifically east of Aviation Boulevard and north of El Segundo Boulevard.
- General lack of new post-1970 construction in Del Aire/Wiseburn, except for the cluster of development in the northeast portion of the community adjacent to the I-105 and I-405 freeways, currently occupied by a business center, a County Courthouse, and a dense multi-family development; other parcels with buildings constructed after 1970 are scattered throughout.

Figure 2-9: Building Age of Parcels within Del Aire/Wiseburn



SOURCE: County of Los Angeles 2023



SHEET A
Del Aire/Wiseburn Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023



SHEET B
Del Aire/Wiseburn Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023

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SHEET C
Del Aire/Wiseburn Field Map
For Field Use Only

2.4.3 Culture and Identity

Community Feedback

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP. The Del Aire and Wiseburn communities have expressed they are distinct communities and should not be grouped together. As such, community feedback is provided from each community.

DEL AIRE

- Due to being represented by a supervisorial district as opposed to an incorporated city, community feels disempowered: they do not feel they have influence over important land use and other development decisions.
- Communities lack a forum to share information and coordinate on shared issues.
- Community has expressed the need for more walking paths, greenspace, and tree canopies. Del Aire Park is an important resource to the community.
- Pedestrian and bicyclist safety is a concern among residents, particularly for children. Safe routes to school are needed.
- Potential for development, retail spaces, pedestrian and bikeway enhancement, and beautification should be explored on Aviation Blvd going south from Imperial Hwy.
- Community is interested in encouraging small retail and mixed-use zoning. They would like to have more stores within a walkable distance. Small restaurants such as Tony's Subs & Pizza are important resources to the community. The community discourages new additions of hotels, motels, liquor stores.
- Adjacent to the unused railroad strip is a historical site of World War II aviation factories associated with the "Rosie the Riveter" effort. It is not commemorated.
- Additionally, the following locations could use improved pedestrian connections:
 - Aviation Boulevard at 120th Street
 - 116th Street

WISEBURN

- Due to being represented by a supervisorial district as opposed to an incorporated city, community feels disempowered: they do not feel they have influence over important land use and other development decisions.
- Communities lack a forum to share information and coordinate on shared issues.

- Parking is an issue, exacerbated by spillover parking from commercial businesses on Inglewood Ave and narrow streets.
- The community is not scaled for large-scale development, therefore, new mixed-use development should be limited to 3-4 stories. Community identifies potential for mixed-use along El Segundo Blvd.
- There are traffic and access/line of sight issues at 137th and La Cienega, Glasgow and 135th. Safe paths especially for schools and bicycles must be prioritized.
- Wiseburn Walking Path is an important resource to the community.

2.4.4 Key Takeaways and Initial Recommendations

- Recognize the legacy of rail transportation within the community, including the historic rail as well as the present-day Metro C Line.
- Acknowledge the distinct histories and developments of both Del Aire and Wiseburn with the community, including historic efforts to annex Wiseburn and the establishment of the Wiseburn School District in 1996, as well as the establishment of the Del Aire Improvement Association, Inc. in the mid-1940s, which worked towards community improvements including street safety, park construction, community advocacy and school construction.
- Recognize the importance the aerospace industry on the community, including the historic community workforce dependence on the industry and the development of single-family residential tracts intended to house aerospace workers in the 1950s.
- Acknowledge the presence and influence of the I-405 freeway on the community, including the I-405 extension through the center of the Del Aire/Wiseburn community in the 1960s that resulted in the demolition of dozens of residential properties, the displacement of residents despite protest from residents and citizen groups, and a lack of connectivity and access within the community.
- Recognize that today, Del Aire/Wiseburn contains a legacy of small businesses that continue to operate throughout the community in addition to the largely residential uses.

Potential areas of interest for further study include:

- **Inglewood Avenue** – Inglewood Avenue is a north south corridor and serves as the eastern boundary of the Wiseburn community. Inglewood Avenue was identified as an opportunity area corridor by the County’s General Plan. The County’s Housing Element Update (HEU) has identified select parcels fronting Inglewood Avenue as Regional Housing Needs Allocation (RHNA) sites, and per the HEU, all RHNA sites will have the

proposed General Plan land use designation as Mixed Use (MU) with an allowed density of 50-150 du/ac. The parcels currently have a General Plan land use designation of General Commercial (CG). Based on community feedback, the desired scale for new mixed-use development is between 3-4 stories. The County should explore legacy business protection programs for Wiseburn, and design standards that encourage new development to have height transitions, such as step backs and active frontages to maintain the pedestrian scale of Inglewood Avenue.

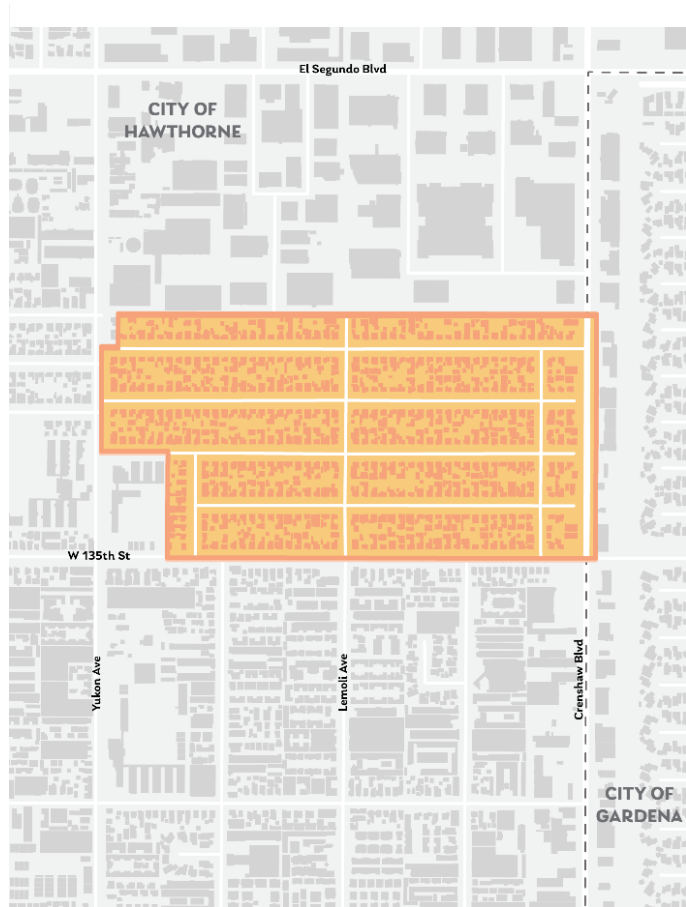
- **Aviation Boulevard** – The Aviation/LAX Metro station area has been identified as a TOD opportunity area by the County’s General Plan. Within the TOD opportunity area higher density development could occur, in order to place more housing adjacent to this transit amenity. To facilitate safer and more accessible connections to the Aviation/LAX Metro station, Aviation Boulevard should include active transportation infrastructure, such as high visibility crosswalks, bulb-outs, bike lanes, and a transit plaza at the station, to improve multi-modal connections to the station. The Aviation Corridor Plan (2022) is aligned with this vision for Aviation Boulevard and includes a north-south bike and pedestrian connection along the rail easement.
- **El Segundo Boulevard** – El Segundo Boulevard has been highlighted in multiple County planning documents including Vision Zero Los Angeles and the County TOD Access Study. Streetscape improvements and a right-of-way reallocation could make El Segundo a safer street. The TOD Access Study recommends a road diet to convert the six-lane street into a four-lane street with bike facilities.
- **Safe School Access** – Feedback from both the Del Aire and Wiseburn communities expressed a need for safer pedestrian connections, and safer routes needed to schools. Pedestrian infrastructure, such as high visibility crosswalks and sidewalks, with the addition of crossing guards through a Safe Routes to Schools program could benefit both communities.
- **Local and Legacy Businesses** – Feedback from both the Del Aire and Wiseburn communities expressed a desire to encourage small retail, stores, etc. as part of new development, and the preservation and the preservation of local and legacy businesses.

2.5 HAWTHORNE ISLAND

2.5.1 History and Community Context

Present-day Hawthorne Island as shown in **Figure 2-10** is located within a former Mexican land grant known as Rancho Sausal Redondo. The establishment of Santa Fe's Redondo Beach Branch Railway in the 1880s influenced development in Hawthorne Island. Although the Hawthorne Island community is not legally a part of the City of Hawthorne, and the City of Hawthorne is not a part of the South Bay Planning Area, the community has been influenced by the development patterns of the City of Hawthorne, as well as the City of Gardena to the east.

Figure 2-10: Hawthorne Island



Gardena was an epicenter for berry cultivation in the region and the fields that were adjacent to the Hawthorne Island community to the east (across Crenshaw Boulevard) remained farmland until at least 1959. Japanese and Japanese-American families operated many of the berry farms in Gardena.

Hawthorne became an incorporated city in 1922. Residential development in Hawthorne and the surrounding area remained sparse through the 1920s, with development primarily being constructed in the blocks to the west of Hawthorne Island. The area's economic difficulties were compounded by the onset of the Great Depression in 1929. Since its establishment, Hawthorne had racially restrictive covenants in place. Hawthorne was known as a sundown town, meaning that African-Americans were prohibited from living in the community and had to leave each day before dark or risk imprisonment, fines, and physical violence. During the 1930s, racial hostility toward African Americans was conveyed publicly through billboards in Hawthorne and other sundown towns across the country.

In 1939, the City of Hawthorne built a one-mile-long landing strip between Prairie Avenue and Crenshaw Boulevard (located at 12101 Crenshaw Boulevard, approximately 0.65-mile north of the northernmost boundary of the Hawthorne Island community) as part of a deal to entice aviation entrepreneur Jack Northrup to move operations to Hawthorne. Efforts were successful, as Northrup moved his plant to Hawthorne in 1940. The landing strip was known as Northrup Field; later renamed Hawthorne Municipal Airport in 1948. The Northrup Aircraft Factory and Northrup Field were major economic drivers of Hawthorne, reportedly increasing the population of Hawthorne by nearly 100 percent from the time of its construction in 1939 to 1942. The blocks to the south of the airport and north of the Hawthorne Island community were subsequently developed with industrial facilities in the 1950s, many of which were oriented toward aviation and aerospace. At this time, the Northrup plant alone employed more than 2,000 people.

In 1940, the same year Northrup opened in Hawthorne, the Hawthorne Island community had been developed with approximately 400 modest single-family homes. The community's streets are laid out in a grid pattern, with cul-de-sacs at the eastern terminus of each block. This type of residential tract housing development was common in the World War II and post-World War II period, providing convenient and affordable housing for workers at the area's industrial facilities.

World War II also affected the demographics of the region, with Japanese and Japanese-American families, who had long worked and lived in neighboring Gardena and the surrounding areas, forced out of their homes, businesses, and farms and incarcerated in internment camps following the attack on Pearl Harbor on December 7, 1941.

The postwar years saw additional industries open in Hawthorne, including Mattel (which was founded in Hawthorne in 1945) as well as other aviation companies surrounding the Hawthorne Municipal Airport. Aerial photographs indicate that the industrial buildings directly north of the Hawthorne Island community were largely constructed in the 1950s. By 1959, industrial facilities to the north of Hawthorne Island included Hughes Aircraft, Electromagnetic, American Latex Corporation, and Mission Appliance Corporation, among others (**Figure 2-11**).

Figure 2-11: Aerial photograph looking north and showing Hawthorne's industrial center with major companies labelled, 1959. The northernmost boundary of the Hawthorne Island community is visible.



Within the boundaries of Hawthorne Island, additional commercial development occurred on Crenshaw Boulevard in the 1950s. Aerial photographs of Hawthorne Island from the 1960s to 1990 show increased densification of the lots within the Hawthorne Island community, with additional garages, ancillary buildings, and dwelling units being constructed at the rear of existing residences.

The passage of the Fair Housing Act in 1968 caused a shift in the areas demographics, with thousands of Caucasian families leaving Hawthorne for outlying suburbs (a phenomenon termed “White Flight”). Thousands of African American, Latino, and Asian families moved to the City of Hawthorne in the 1970s and 1980s.

The end of the Cold War prompted a decline in Southern California’s aerospace industry that led to the closure of many companies, including Northrup in 1997, and consequent unemployment for large swaths of the area’s workforce. The economy continued to struggle during this period, and rates of violent crime and crime associated with gangs rose in this period.

The area's industrial economy has returned in recent years, with SpaceX, which moved to Hawthorne in 2007, opening at the former Northrup site.

Hawthorne Island's physical character has remained consistently residential, with the same street layouts. However, the lots within the Hawthorne Island community have densified, with additions of garages and accessory dwelling units. Some of the original tract houses have also been demolished for new residential construction. Commercial businesses still occupy buildings on Crenshaw Boulevard in Hawthorne Island.

2.5.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within Hawthorne Island are shown in Figure **2-12** and summarized below:

- Hawthorne Island was developed almost entirely as a residential tract development with buildings from 1939-1964, considered World War II and Postwar tract housing.

Figure 2-12: Building Age of Parcels within Hawthorne Island



SOURCE: County of Los Angeles 2023

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SHEET A

Hawthorne Island/Moneta Gardens Field Map

For Field Use Only

2.5.3 Culture and Identity

COMMUNITY FEEDBACK

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- Hollyglen Park and Glasgow Park are important resources to the community.
- Key Takeaways and Initial Recommendations
- Acknowledge that Hawthorne Island's history has been defined by history of the City of Hawthorne and City of Gardena which surround the area, including Hawthorne's racially restrictive covenants that were in place since its establishment and its history as a sundown town. In addition, note the legacy of Japanese and Japanese American community members who lived and worked in Gardena and surrounding areas, but who were forced out of their homes, businesses, and farms and incarcerated in internment camps following the attack on Pearl Harbor.
- Recognize the presence of Northrup on the community and areas surrounding Hawthorne Island since the 1940's, including the establishment of the local economy, population, and growth of residential tract development, which intended to provide convenient and affordable housing for workers at the area's industrial facilities.
- Acknowledge the influence of industries on the community, including Mattel, aviation companies surrounding the Hawthorne Municipal Airport, including Hughes Aircraft, Electromagnetic, American Latex Corporation, and Mission Appliance Corporation. In addition, the more recent industrial economy that has returned in recent years, such as SpaceX.

Potential areas of interest for further study include:

- **Crenshaw Boulevard** – Historically, Crenshaw Boulevard was the location where commercial development occurred within the community of Hawthorne Island. Today, commercial businesses still occupy buildings on Crenshaw Boulevard. The streetscape along Crenshaw Boulevard can be enhanced to create a more vibrant pedestrian environment to support the commercial uses along this corridor and to facilitate greater activity and walkability. The General Plan land use policy for parcels fronting Crenshaw Boulevard is CG or general commercial permitting commercial uses, in addition to allowing for lower-scale residential development at a density of 30-50 du/ac. Crenshaw Boulevard can maintain its identity as the commercial corridor for Hawthorne Island, while preserving legacy businesses and providing strategic opportunities for gentle density through mixed-use development.

- **135 Street** – 135 Street in Hawthorne Island is identified as a high injury corridor under the County's High Injury Network. There is an opportunity to improve pedestrian safety on 135 Street through infrastructure improvements such as high visibility crosswalks, midblock crossings, as well as pedestrian safety improvements at the intersection at Crenshaw Boulevard and 135 Street.

2.6 ALONDRA PARK/EL CAMINO VILLAGE

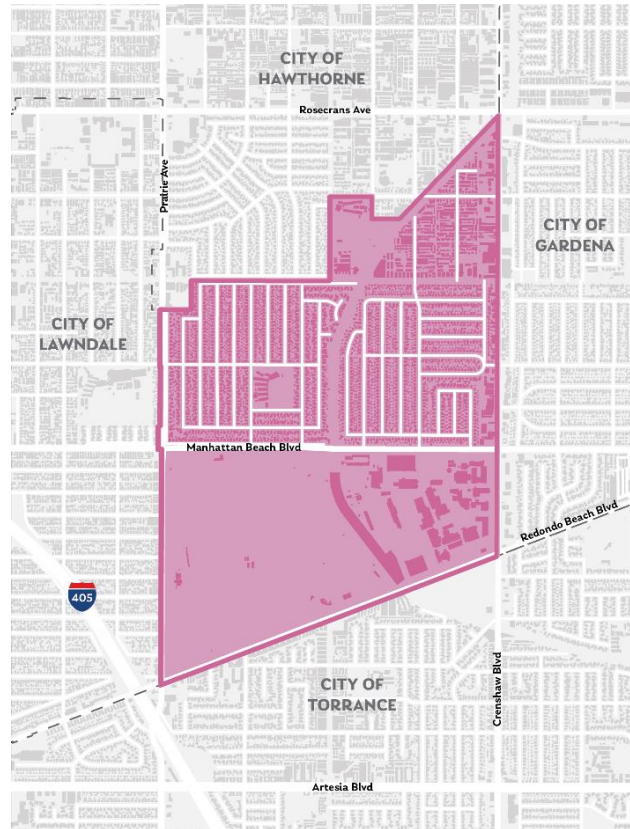
2.6.1 History and Community Context

Present-day Alondra Park/El Camino Village as shown in **Figure 2-13** is located between former Mexican land grants known as Rancho Sausal Redondo to the west and Rancho San Pedro to the south. The agriculturally-rich land was inhospitable to early settlers due to a natural slough bisecting the area (known today as the Dominguez Channel). While the northern portion of the community remained rural with agricultural properties until the mid-twentieth century, Wilber Clarence Gordon, a medical physician, real estate developer, and civil rights activist purchased property in Alondra Park in 1925. Alondra Park was to become an upper and middle-class subdivision for African-American residents who were prevented from living in many neighborhoods in the County due to restrictive racial covenants. The development was adjacent to major thoroughfares that connected the community to the County's urban centers, businesses, and recreation opportunities, including Bruce's Beach, an African-American-owned, operated, and patronized beach. Although Gordon Manor gained interest from African-American citizens, the sub-development also gained negative attention from Caucasian residents, community leaders, and politicians.

In April 1926, Caucasian residents and real estate developers of 14 surrounding communities, collectively known as the Alondra Park Assessment District, lobbied the County Board of Supervisors to prevent the development of Gordon Manor and to use the site for a public park serving the South Bay instead. Simultaneously, a group of Caucasian residents submitted a petition to claim 100-acres of adjacent agricultural land farmed by Japanese tenant farmers who were prevented from owning land by California's Alien Land Laws.

The Board of Supervisors voted to seize the land by invoking the Acquisition and Improvement Act, which allowed California authorities to acquire property through eminent domain and/or

Figure 2-13: Alondra Park/El Camino Village



condemnation to purportedly facilitate community development and public works projects. For the next two decades, the northern portion of the community remained agricultural while the south stayed largely vacant.

Figure 2-14: Aerial photograph of El Camino College and the surrounding community (undated)



Alondra Park grew rapidly in the post-World War II era. In 1946, the Alondra Park Recreation Area formally opened and the planning committees from Centinela Valley, Redondo, Inglewood, and El Segundo, approved the creation of a junior college (**Figure 2-14**).

After a significant flooding event in the early 1950s, the County channelized the slough providing flood control and protection of the region's established infrastructure, while also opening new land for development. Milton Kauffman, owner of the Kauffman Construction Corporation, purchased large tracts of agricultural land in the South Bay and established large, residential subdivisions. After his death, the Irvine Company purchased El Camino Manor and renamed it "the Village at El Camino" and continued developing residences. Residential development and

population growth continued into the 1960s and a commercial development was established in the northwest corner of the community. By the late 1970s, the residential community had become densely populated and the area's one commercial complex had grown into a strip-mall.

The community struggled to develop a distinct identity and was interchangeably referred to as the Village at El Camino, El Camino Village, Alondra Park, western Gardena, and north Torrance. Discontented with its unincorporated status and perceived lack of attention from the County, the southeastern quadrant of the neighborhood rallied for annexation into the City of Gardena. The west half of the community lobbied to stay an unincorporated area and, in 1993, received permission to formally name the neighborhood "El Camino Village." When an annexation vote was taken, annexation failed to garner enough votes.

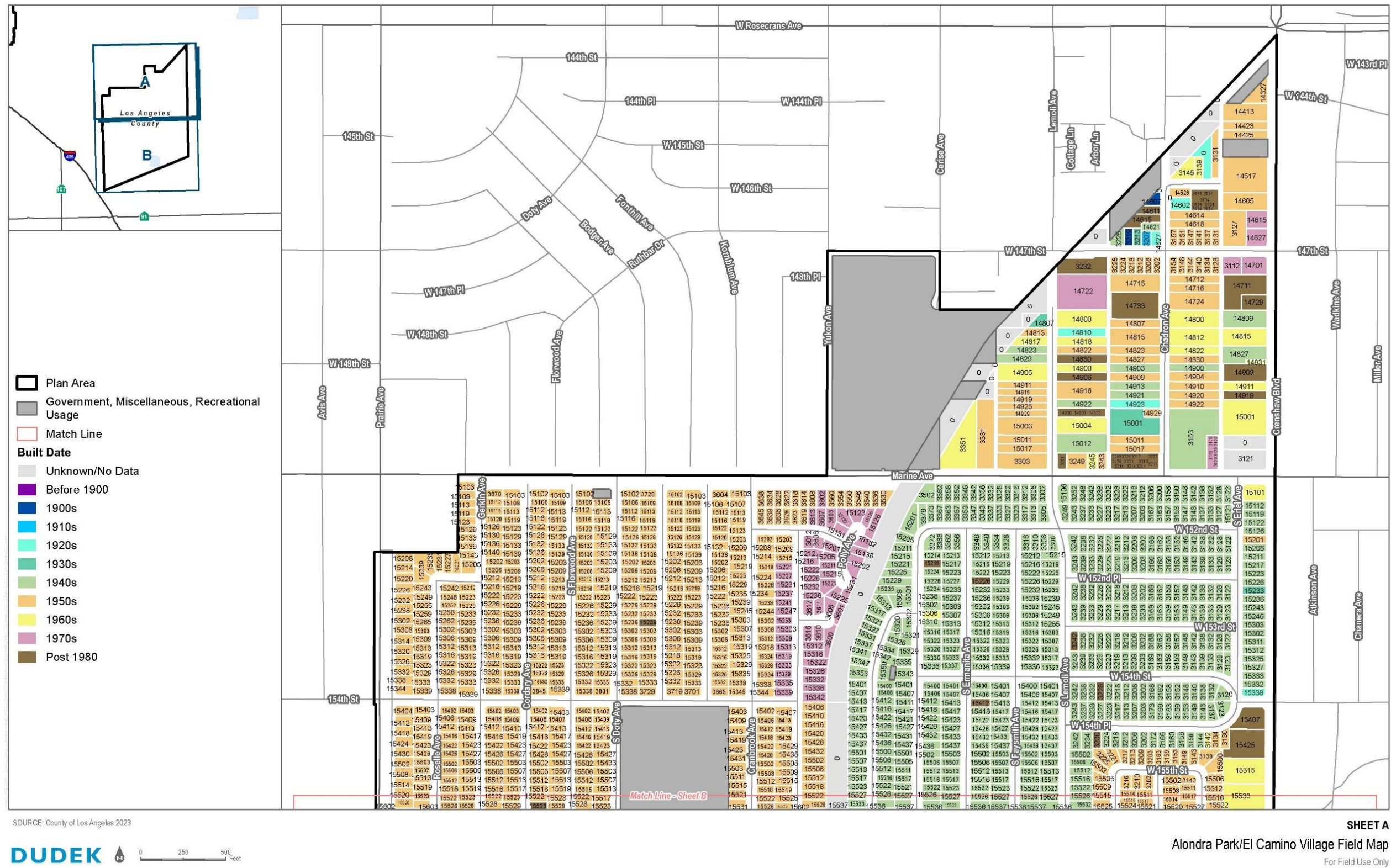
In the early twenty-first century, the Alondra Park area has remained divided into three distinct functions: residential, recreational, and municipal (education facilities). The Alondra Park community, home to approximately 8,600 residents, is comprised of Indigenous Peoples, and Latino, Caucasian, Asian, and African-American populations.

2.6.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within Alondra Park/El Camino Village are shown in Figure 15 and summarized below:

- Defined clusters of similarly aged buildings throughout Alondra Park/El Camino Village, largely built as tract residential neighborhoods within the 1940's, 1950's and 1970's.
- Presence of buildings constructed between 1939-1964, considered World War II and Postwar tract housing, including a tract located north of Alondra Park, south of Marine Avenue, east of Prairie Avenue, and west of the Dominguez Channel.
- The far northern corner of Alondra Park/El Camino Village was graded Red "D" (hazardous) by the HOLC, which can be seen in the built environment in terms of the variety of building age, many of which are post-1950s. This portion of the community also contains the most variation in building age. Parcels are also larger in size, and generally deep yet narrow and currently contain a mix of multi-family residential, commercial, and industrial uses.

Figure 2-15: Building Age of Parcels within Alondra Park/El Camino Village





SOURCE: County of Los Angeles 2023



SHEET B
Alondra Park/El Camino Village Field Map
For Field Use Only

2.6.3 Culture and Identity

Community Feedback

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- Informal uses such as food trucks along Crenshaw are supported as long as they are well-regulated. Existing family-run businesses should be retained as important cultural resources. Additionally, the community encourages healthy food options.
- Consider extending and supporting mixed-use development to all of Crenshaw Blvd. between Rosecrans and Redondo Beach Blvd.

2.6.4 Planning and Community-Generated Documents

EL CAMINO MANOR SUBDIVISION MARKETING PACKAGE

The El Camino Manor Subdivision Marketing Package (Package), published in 1951, is a historic document that advertised new construction single-family homes for sale as part of a large subdivision and markets El Camino as a community rich with amenities for “country club living” with direct access to Alondra Park, golf courses, a large pool, playgrounds, in addition to access to pre-school to “junior college” educational facilities, among others. The Package aims to entice home buyers to the community by highlighting the customizability of homes and the area's proximity to public transit, a large shopping district with adequate parking, a variety of church denominations, a range of sports fields and facilities, and a lake for recreational fishing and swimming. The community was marketed primarily as safe for children and engaging for adults – a “good neighborhood.”

2.6.5 Key Takeaways and Initial Recommendations

- Acknowledge the history of organizing in the community which included the prevention of the development of Gordon Manor so that the site could serve as a public park for South Bay.
- Reinforce the presence of Alondra Park and El Camino Community College, which provide important amenities and resources for the community.
- Recognize the various names and identities in the community; the community is interchangeably referred to as the Village at El Camino, El Camino Village, Alondra Park, western Gardena, and north Torrance.

Potential areas of interest for further study include:

- **Crenshaw Boulevard** – Crenshaw Boulevard is a north south corridor and eastern boundary of Alondra Park/El Camino Village community. The County’s General Plan identified Crenshaw Boulevard as an opportunity area connecting several destinations within the community. The County’s Housing Element Update located 54 RHNA sites along Crenshaw Boulevard with the proposed General plan designation of Mixed Use (MU) with an allowed density of 50-150 du/ac. The Alondra Park/El Camino Village community is supportive of mixed-use development along Crenshaw Boulevard but would like to preserve the use of food trucks and food vending along Crenshaw and other family-run businesses as important cultural elements. Streetscape infrastructure such as wider sidewalks, benches, loose seating, small plazas, or the temporary activation of vacant lots along Crenshaw is needed as part of new development to continue to support food vending and food trucks, as well as the potential integration of family-run businesses into new mixed-use development or the preservation of these businesses along Crenshaw Boulevard. A vision plan or streetscape plan should be created to guide the transformation of Crenshaw Boulevard into a mixed-use and vibrant corridor.
- **Alondra Park** – The Alondra Park/El Camino Village community was originally marketed as a community with access to several amenities, according to the El Camino Manor Subdivision Marketing Package. The Alondra Park recreation area was also a destination for many adjacent communities and city residents. Despite Alondra Park being within the Alondra Park/ El Camino Village community, the community has a very high park need according to the Park Needs Assessment with a demand for green spaces and recreational facilities. In addition to being a South Bay draw, Alondra Park should be made more accessible to the community and offer more locally serving amenities such as parks, recreational facilities, playgrounds, etc. in addition to the golf course.

2.7 WEST CARSON

2.7.1 History and Community Context

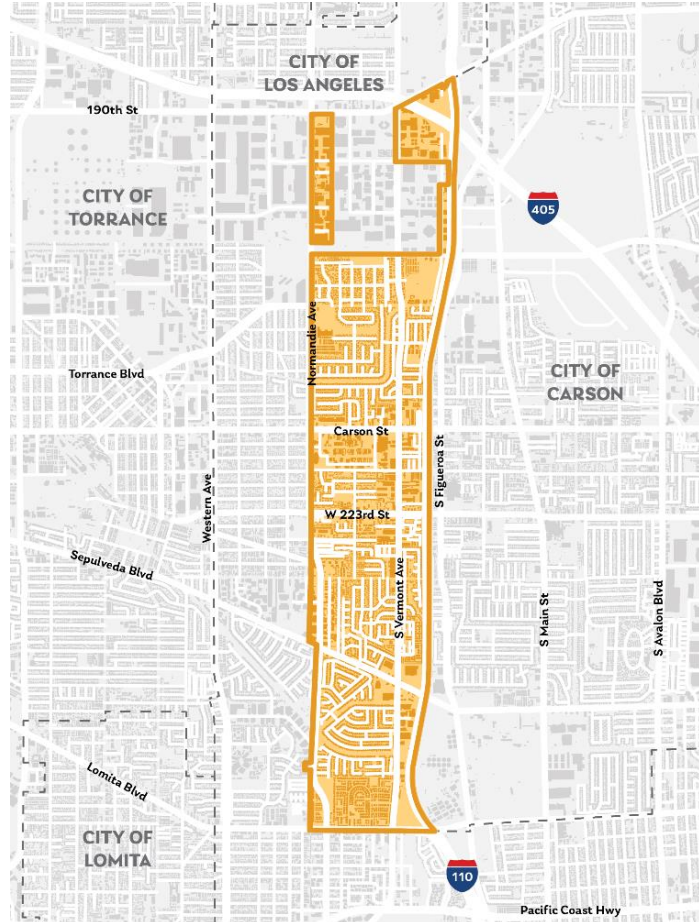
Present-day West Carson as shown in **Figure 2-16** is located within a former Mexican land grant known as Rancho San Pedro. West Carson was established during the 1920s after the Del Amo family inherited the land from Manuel Dominguez and subdivided it into agricultural parcels. Dr. Del Amo managed the land by leasing small parcels to farmers before introducing industrial and commercial land uses.

The discovery of oil brought in the petroleum production industry to the area, transforming the agricultural and residential community of West Carson.

After the Del Amo Estate Company was founded, their focus turned to leasing land for manufacturing purposes, which spurred the growth of the oil refineries. During this time, residential development in West Carson was sparse in the 1920s. By 1938, residential development in the northern portion of the community had densified; however, the rest of the community remained primarily agrarian.

During World War II, factories and industrial facilities began to replace vacant fields in West Carson and the vicinity at a rapid pace, transforming the area into an industrial hub. The Del Amo synthetic rubber facility opened in 1942 and included three manufacturing plants that were operated by Shell Oil Company, Dow Chemical Company, U.S. Rubber Company, Goodyear Tire & Rubber Company, and others. While the Del Amo facility operated, wastewater was put in six unlined pits and three unlined evaporation ponds located along the southern boundary of the site. Over the course of the facility's operations, arsenic, benzene, benzo fluoranthene, copper, and many other hazardous chemicals contaminated soil and groundwater, leading to long-term and ongoing health and environmental consequences for the community. Various other hazardous substance plants leased property throughout West Carson.

Figure 2-16: West Carson



The postwar period saw rapid changes in the built environment of the community. The population boom ignited the development of Los Angeles' freeway system that made travel to West Carson more accessible to both residences and to industrial interests. The construction of the I-110 freeway on the eastern edge and the I-405 slightly north of West Carson resulted in the demolition of existing single-family residences and the construction of additional industrial facilities and warehouses adjacent to the freeway. Industrial development intensified along these major transportation corridors and consequently increased truck traffic through West Carson, which continues to impact the community to this day through pollution, noise, and congestion.

The Bavarian-style shopping center, Alpine Village, was established on approximately 14-acres at 833 West Torrance Boulevard in 1968. Alpine Village included Alpine Market; Alpine Village Restaurant; a collection of additional shops; a chapel; and the Los Angeles Turners Museum, which was dedicated to German and German American Traditions and Culture. In 2020, Alpine Village was designated Los Angeles County Historic Landmark #7. In 2023, however, the property was sold to a new owner and shop owner's leases were terminated. Alpine Village is currently vacant.

The 1970s saw another period of extensive residential construction in West Carson, concentrated in the southern half of the community. Tract neighborhoods with single-family residences proliferated in the community. Additional residential typologies from this period included mobile home parks such as the San Rafael Mobile Home Park (1972) located at 1065 Lomita Boulevard. Today, homes built in the 1950s to 1970s comprise the majority of residential housing in West Carson.

Throughout the 1990s, residents affected by the chemical pollution of Del Amo and Montrose organized the Del Amo Action Committee (DAAC) to negotiate for a buyout of houses adjacent to the former factories due to high levels of toxic contamination. In 1996, an agreement was met for Shell to fund the buyout and demolition of the homes in the relocation zone and create a permanent relocation plan for displaced residents. As a result, the residences were demolished to create a buffer zone between the manufacturing sites and the adjacent residential neighborhoods. Shell sold the relocation zone land to the LA Neighborhood Land Trust in 2015. In 2018, ground was broken to develop Wishing Tree Park on the site, which would provide residents with access to green space and exercise facilities such as walking paths, a baseball field, basketball court, and two soccer fields. Layers of contaminated soil were removed from the site before the ground was sealed with a barrier and topped with two more feet of soil. Wishing Tree Park, which is nearing completion, will be West Carson's first park.

As of 2023, the economy of West Carson is dominated by Health Care and Social Assistance industries, with industry and retail also comprising major economic drivers in the community. West Carson continues to face significant health and environmental challenges. However, the community's resilience and advocacy has also led to progress, including the creation of a Vision

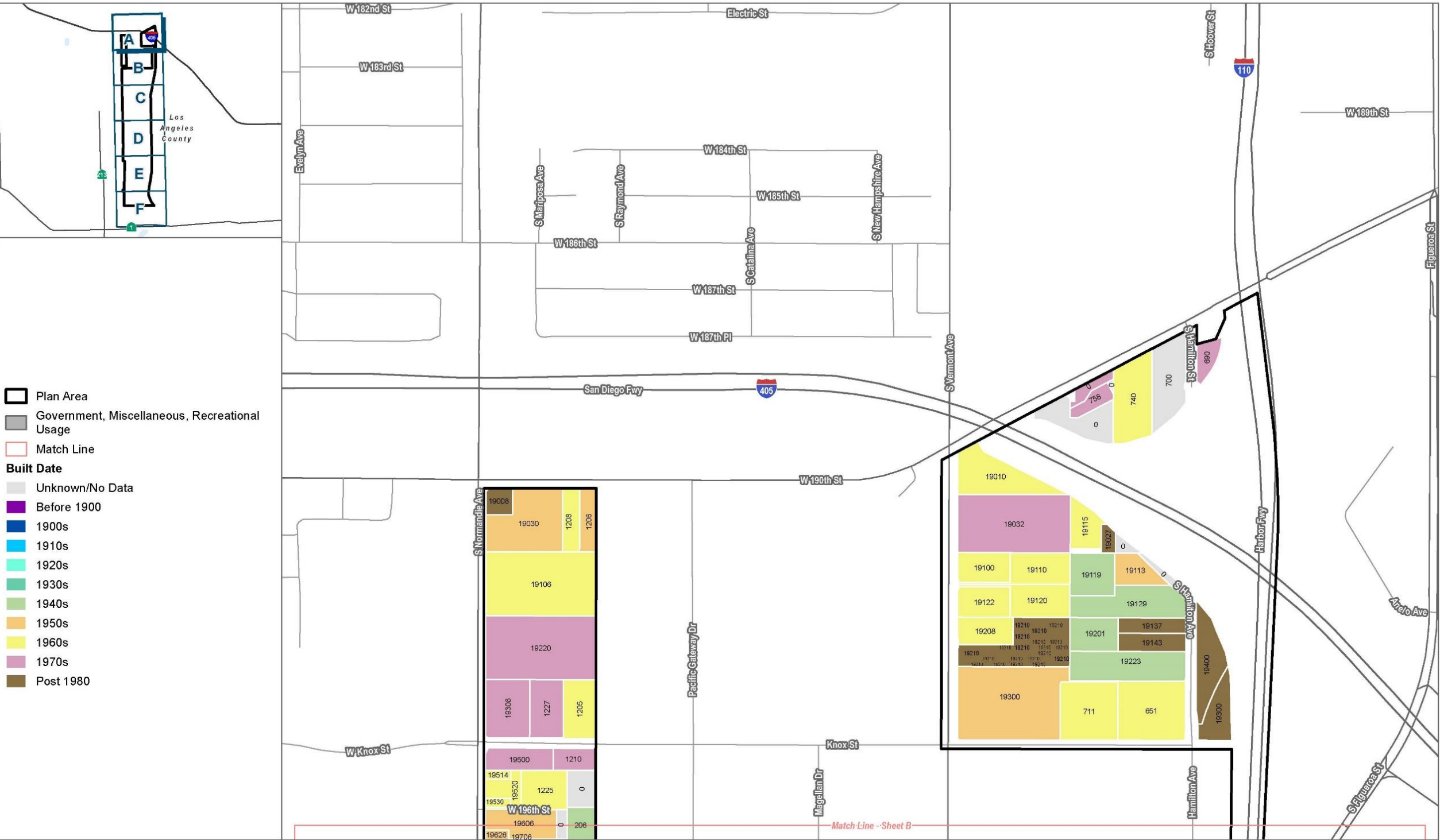
Plan by the DAAC and other partners. The plan was created with the “goal of breaking the cycle of harm caused to our community by proactively changing problematic land use decisions, holding government regulators accountable for environmental laws and regulations, and giving our community the tools needed to make our neighborhoods healthy and have a direct impact on the decisions that affect our lives.”

2.7.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within West Carson are shown in **Figure 2-17** and summarized below:

- Sections of West Carson contain areas with buildings constructed between 1920-1930s, which are largely single-family houses constructed on subdivided land between major corridors of industrial and commercial development.
- Defined clusters of similarly aged buildings throughout West Carson, largely built as tract residential neighborhoods within the 1950's, 1960's, and 1970's.
- West Carson underwent the largest development during the period of 1965-1992, which can be seen in the prevalence of buildings constructed in yellow (1960s), pink (1970s), and post 1980 (brown).
- Size of parcels vary throughout West Carson due to the overall variation in land uses, including residential neighborhoods, including tract homes built within the same period, various types of Industrial uses which occupy large parcels.

Figure 2-17: Building Age of Parcels within West Carson



SOURCE: County of Los Angeles 2023

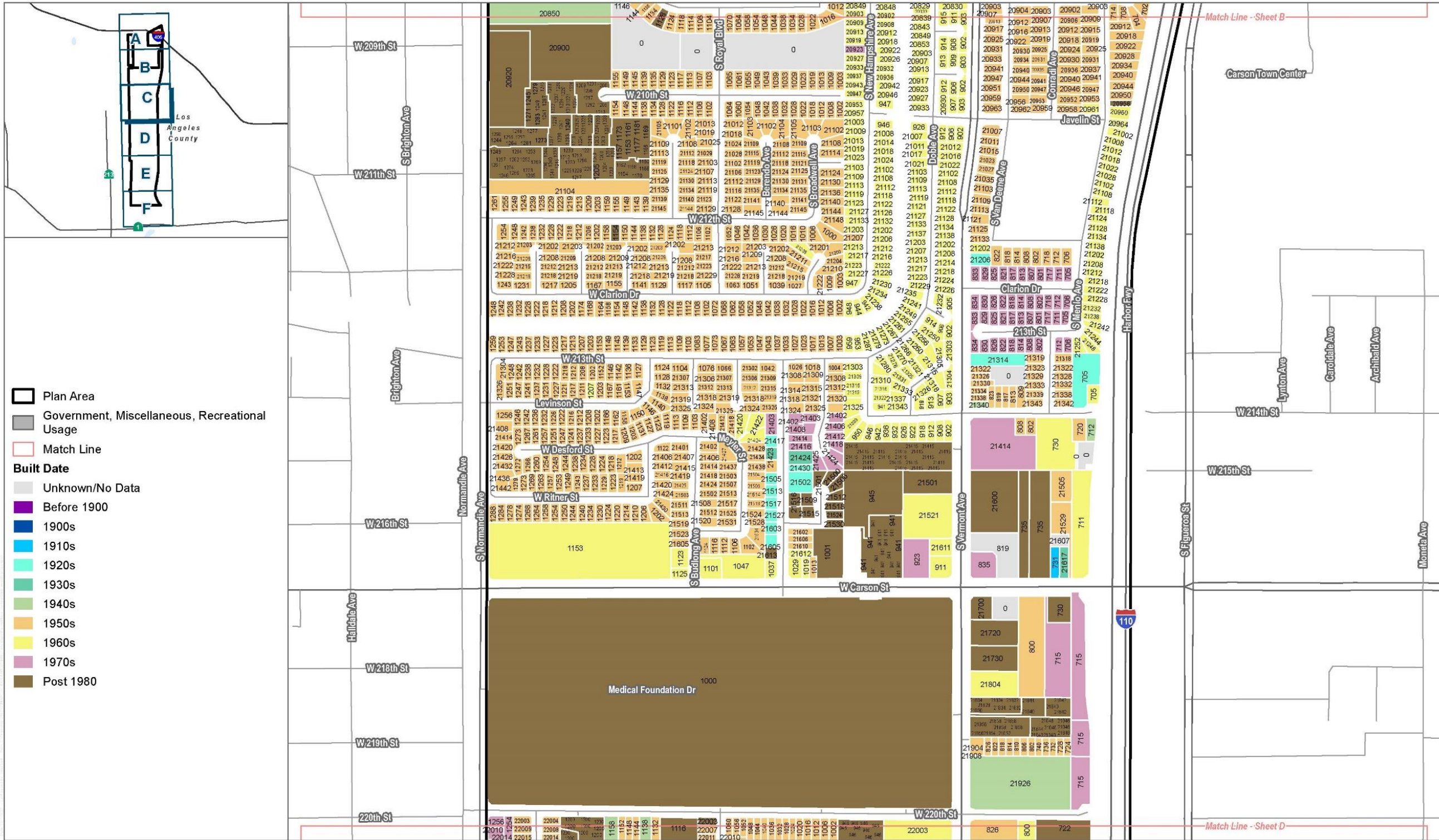
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SHEET A
West Carson Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023





SOURCE: County of Los Angeles 2023

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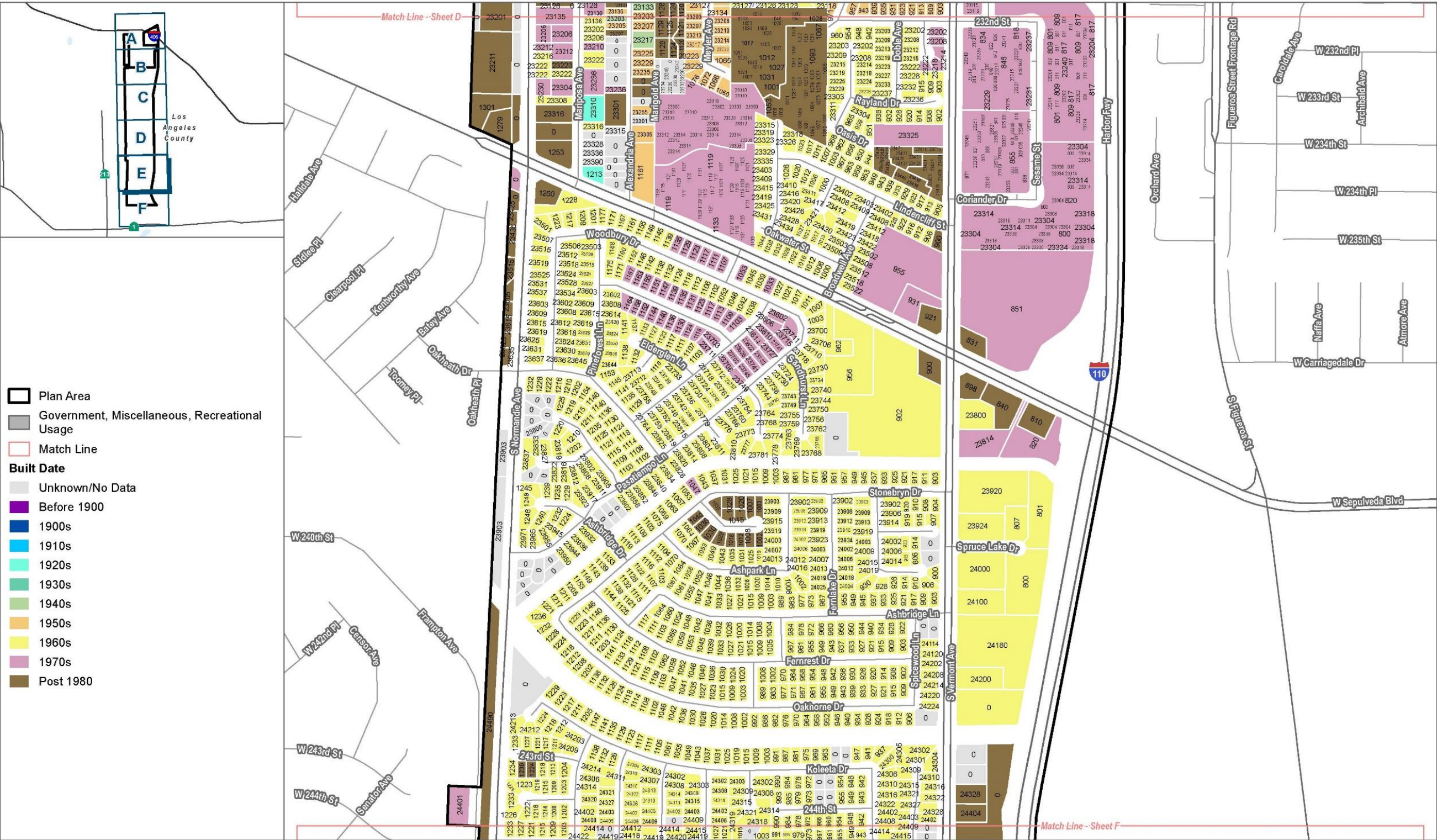
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West Carson Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023

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SHEET D
West Carson Field Map
For Field Use Only



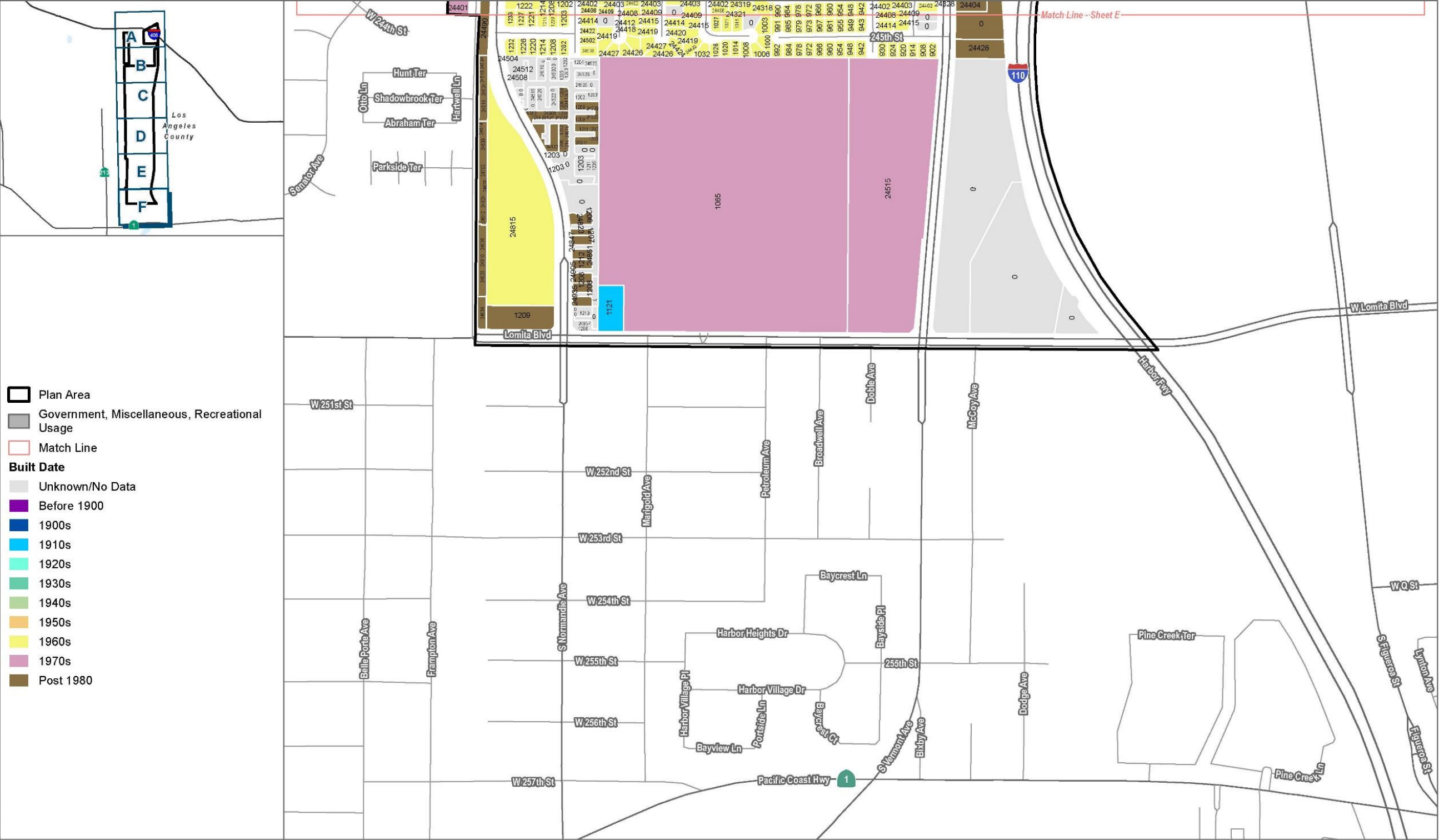
SOURCE: County of Los Angeles 2023

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SHEET E

West Carson Field Map

For Field Use Only



SOURCE: County of Los Angeles 2023



SHEET F
West Carson Field Map
For Field Use Only

2.7.3 Culture and Identity

Community Feedback

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- Pollution concerns, including toxic waste, from legacy World War II manufacturing facilities. Local warehouse/truck traffic also contributes to localized air pollution.
- The community created a separate visioning document to address their needs that were not addressed in the County's General Plan. Therefore, they created a separate community visioning document to address those issues.
- Several safety concerns have been identified, including safety in tunnels due to the prevalence of homelessness and drug use in the community. Additionally, crossing streets is also of concern.
- Alpine Village was an important landmark to several residents and the property was designated as a County Landmark in September 2020; however, the property/area was sold in 2023 to a new owner and shop owner's leases were terminated. Alpine Village is currently vacant.
- Community expressed need for a proper community center. Previously, the community gathering place was a church located at 245th street and Vermont.
- Informal uses such as street vending and other pop-ups should be retained and not criminalized, but the community wants them to be held accountable.
- Community desires more residential zones and the transformation of industrial zones into mixed-use. Local stores and Accessory Commercial Units are welcome in their neighborhood.
- Community expressed need for more pedestrian pathways, enhanced bus stop with more trees and benches, grocery stores, and urgent care centers.
- Dominguez Canal raises environmental concerns due to occasional smells. Residents would like to see natural features added along with walking paths. Additionally, ADA accessibility of bridges over the Canal should be reviewed.
- Residents would like the New Wishing Tree Park at northern end of West Carson to be tied to environmental and active mobility initiatives.

2.7.4 Planning and Community-Generated Documents

Our Community Vision Plan - Del Amo Action Committee (January 2020)

The Our Community Vision Plan - Del Amo Action Committee (2020) document focuses on the northern portion the West Carson community above the West Carson TOD planning area and addresses incompatible adjacent uses (i.e., heavy industrial uses adjacent to residential communities), many of which are due to historic land use decisions, incompatible facilities, such as warehouses and chemical plants, and conflicting land-use designations between City of Los Angeles and the County. It is important to note that the Del Amo area sits on top of toxic remains of a World War II industrial complex with two federal superfund sites and one state designated superfund site, among other noxious uses including the Smurfit paper recycling facility, International Distribution Trucking, JCI Jones Chemical, and the Montrose Superfund site. Incompatible land uses have resulted in community exposure to toxins that are biproducts of industrial processes and safety, noise, and diesel exposure due to a high amount of warehouse truck traffic.

In additional community serving uses, such as the Cheryl Green Boys and Girls Club are located on un-remediated land adjacent to hazardous facilities, and residential uses are located directly across from industrial uses.

The Del Amo Action Committee is focused on community-based land use planning that will lead to better community health outcomes. To promote community and environmental health and safety, the Plan sets forth several goals:

- Create a community specific plan that includes a buffer zone to account for adjacent area land uses.
- Create a Del Amo Alley Focus Group
- Convert abandoned industrial sites to green space through clean-up processes consistent with federal regulations.
- Establishing a moratorium on warehouses
- Enhance community infrastructure such as walking paths, a community center, parks, day-care, adult recreation, and other facilities.
- Relocate the Cheryl Green Boys' and Girls' Club, currently adjacent to a legacy chlorine transfer station.
- Meaningfully involve community in land-use decisions, especially related to industrial and warehouse uses.
- Increase well-paying jobs in industries that do not contribute to pollution burden.

- Inform and educate the community of findings and obtain and install high quality sensors/monitors to identify sources of pollution.

The Vision Plan also establishes a “greening vision” for the community by identifying several sites and corridors for redevelopment into green space as shown in Figure 18. The Plan contemplates the re-use of industrial sites incompatible with land-use regulations for parks and other green space through mechanisms such as the Los Angeles Neighborhood Land Trust. These areas include the two areas that border the Dominguez Channel, between Vermont Avenue and the 110 freeway and the Armco at Royal Boulevard land reclamation site.

Other opportunities for greening including green alleys and street projects potentially funded under Measure A include vegetation walls to mitigate air pollution.

Figure 2-18: Community Sustainability Plan



2.7.5 Key Takeaways and Initial Recommendations

- Recognize the historic legacy of industrial and commercial land use that were established in the 1920s, as well as the discovery of oil which brought in the petroleum production industry to the area and transformed land to manufacturing and the factories and industrial facilities established during World War II.
- Acknowledge history of pollution due to industrial facilities, including contaminated soils and groundwater, leading to long-term and ongoing health and environmental consequences for the community.
- Recognize the legacy of the construction of the I-110 freeway and the I-405 freeway which resulted in the demolition of existing single-family residences and the construction of additional industrial facilities and warehouses adjacent to the freeway.
- Acknowledge the presence of the Del Amo Action Committee (DAAC) established in the 1990s to negotiate for a buyout of houses adjacent to the former factories due to high levels of toxic contamination. Through their efforts, the Wishing Tree Park, the community's first park, was constructed on a contaminated site through remediation.
- Recognize that West Carson contains defined clusters of similarly aged buildings throughout the community, largely built as tract residential neighborhoods within the 1950's, 1960's, and 1970's. Size of parcels vary throughout due to the overall variation in land uses, including residential neighborhoods, including tract homes built within the same period, various types of industrial uses which occupy large parcels.

Potential areas of interest for further study include:

- **Alpine Village** – The Bavarian-style shopping center was built in 1968, and included a market, restaurant, shops, chapel and a museum. The Alpine Village property has an existing General Plan land use designation of Light Industrial (IL) but the property was used for commercial purposes. The Alpine Village was an important landmark to several residents. With the recent closure and sale of the Alpine Village property, the West Carson community, and more specifically the Del Amo Action Committee (DAAC) is interested in non-industrial uses for the property. The large, 14-acre site has the potential to be a community destination, with community serving amenities and uses, in addition to other uses such as office and event space through a potential General Commercial (CG) land use designation. The property was previously a landfill and sensitive uses, such as residential will not be allowed.
- **Community Serving Uses** – The West Carson community has expressed a need for a community gathering space, such as a community center. In addition, the DAAC's Vision Plan supports the relocation of the existing Cheryle Green Boys and Girls Club that is

currently located next to a hazardous site. The West Carson community should work with the County to explore locations for a community center.

- **Green and Open Space** – Through the DAAC’s Community Vision Plan and community feedback, the community has expressed a need for parks and open spaces to support recreation, and more walking paths. The new Wishing Tree Park provides residents with access to walking paths and sports fields and facilities. The DAAC’s Vision Plan “greening vision” has identified several locations to integrate more greenspace within the community through the reuse of industrial sites to open space. The County should further study the sites identified in the Community Vision Plan as future opportunities for parks and open space, where green spaces can be used as buffers between industrial and residential uses.
- **Mixed-Use Development** – The West Carson community desires more residential zones and supports the transitioning of industrial zones into mixed-use. Through mixed-use development, the residents can have more community-serving amenities and uses. The community supports local stores and accessory commercial units (ACUs) to provide the community with more amenities such as grocery stores and urgent care facilities.

2.8 WESTFIELD/ ACADEMY HILLS

2.8.1 History and Community Context

Present-day Westfield/Academy Hills as shown in **Figure 2-19** is located on land that was originally part of Rancho de Los Palos Verdes. In the late 1800's, the Palos Verdes Peninsula was sparsely populated with cattle ranchers and shepherders. However, the area became increasingly prosperous in the early 1900s, attracting additional cattle ranchers and farmers. Farms operated by Japanese and Japanese American families numbered 200 prior to World War II. Barley, hay, and grain were grown on the dryer northern slopes.

In 1913, Frank A. Vanderlip, Sr, the President of National Bank of New York, purchased the 16,000-acre Palos Verdes Peninsula from Frank Bixby and created plans to sell the land for ranches and residential developments. Vanderlip had a large aviary on his property in the 1920s, which housed peacocks, among other birds. After his death, it has been reported that the peacocks were released. Today, peacocks continue to roam the Westfield community.

During the early 1900s, the Dicalite Company began surface mining for crude diatomite at the present-day site of the South Coast Botanic Garden, as well as on the land directly east across from present-day Crenshaw Boulevard (located outside the boundaries of the Westfield community study area). By 1929, open-pit mining began at the site. There was no residential development in the surrounding Westfield community at this time.

The land encompassing the Westfield community remained mostly undeveloped, aside from a handful of scattered homesteads and continued mining operations, until the Chadwick School opened its doors at its present site in 1938. Palos Verdes Developer Frank A. Vanderlip, Sr. was impressed with Chadwick's educational vision and donated the land on which the Chadwick School sits today, as well as the land to the north of the school (present-day neighborhood of Academy Hills).

Figure 2-19: Westfield/Academy Hills



The character of the Westfield community remained consistent through the 1940s, with the mine and the Chadwick school continuing to comprise the area's the primary land uses and farming continuing to be an important economic driver. Following the attack on Pearl Harbor on December 7, 1941, and President Franklin Roosevelt's subsequent Executive Order No. 9066, Japanese and Japanese-American farmers working on the Palos Verdes Peninsula had to forfeit their farms and were forcibly incarcerated in internment camps.

Following the end of World War II in 1945, California and specifically the greater Los Angeles region experienced a post-war population boom and rapid proliferation of single-family residential housing, which often took the form of tract housing comprised of manufactured homes. Rapid post-war residential construction extended to the Palos Verdes Peninsula and was facilitated by the development of a post-World War II master plan for the economic growth of the South Bay at large by the County.

Between 1950 and 1967, the population on the Palos Verdes Peninsula grew from 6,500 to approximately 54,000. By 1967, only approximately 1,600 acres on the Peninsula remained undeveloped. The nearby cities of Rolling Hills and Rolling Hills Estates both incorporated in 1957. The Westfield neighborhood's earliest houses were constructed in 1949. However, it was not until 1953 that residential development proliferated in the neighborhood. By this time, streets in the neighborhood had been laid out and approximately 30 residences had been constructed. Early in the neighborhood's history, residents formed a Property Owners Association which charged voluntary dues to maintain the community's parkland trees, trails, and shared equestrian ring which was constructed on land donated by Westfield incorporated, the neighborhood's developer per original building permits. Simultaneously, the City of Torrance and the City of Lomita were initiating annexation efforts for land on the Palos Verdes Peninsula, threatening Westfield's autonomy. In 1957, the neighboring community of Rolling Hills voted to incorporate, and Westfield residents had to decide whether or not to incorporate themselves.

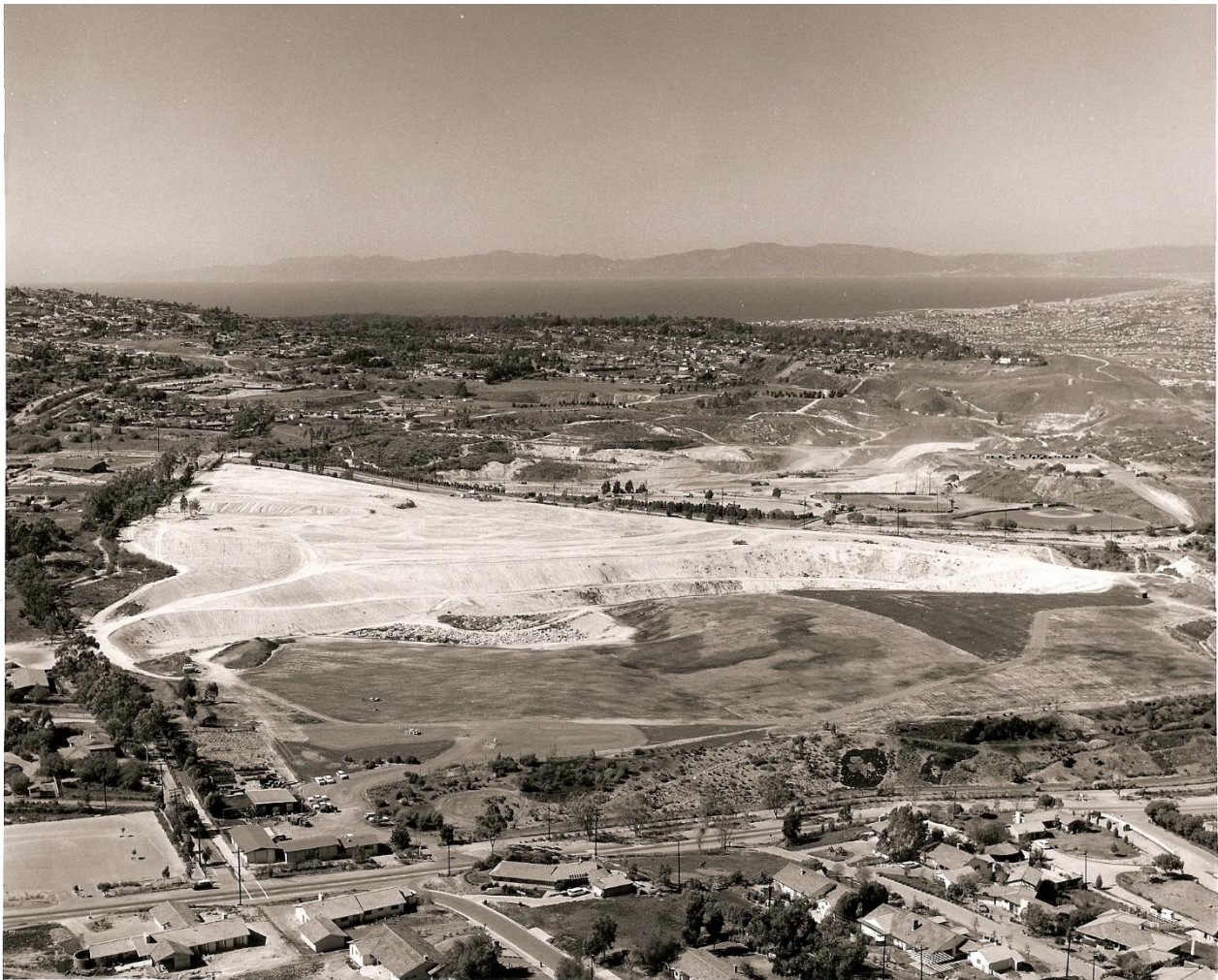
Westfield residents voted not to incorporate. To respond to both funding and annexation challenges, residents began looking into the establishment of a Park District, a proposal that was approved by the County Board of Supervisors in June 1957. The director of County Parks and Recreation, Norman S. Johnson, stated that the district would serve as a "beautification effort" for the residents. At the time, there were 160 homes in the neighborhood.

While the establishment of the Park District did not legally prevent annexation by outside interests, it provided some protection as any action to incorporate or annex the area would have to be reviewed by the County Board of Supervisors who would in turn require documentation that the residents of the Park District wanted incorporation or annexation. Today, the community consists of approximately 300 single-family residences plus community amenities including an equestrian ring located on Eastvale Drive, two community tennis courts, and various hiking and horse-riding trails on approximately 175-acres of topographically hilly land.

Mining operations closed in 1956 and the 150-acres were sold to the County. The County turned the land into the Palos Verdes Landfill in 1957 for \$1.1 million, despite opposition from surrounding communities spearheaded by the Committee Against the Palos Verdes Dump. Reportedly the County's long-term plan was to develop the entire site as a regional park once it had been filled with waste. Plans for this regional park included amenities such as baseball diamonds, a golf course, an amphitheater, and picnic areas. These plans, however, never came to fruition.

While the lofty goals for the whole site were never realized, part of the site was successfully reclaimed with the construction of the South Coast Botanical Garden (Figure 2-20).

Figure 2-20: South Coast Botanic Garden prior to redevelopment, looking north. Residences associated with the Westfield community are visible in the foreground



The land comprising the present-day neighborhood of Academy Hills began to be developed in the late 1960s. The neighborhood of Academy Hills consists of approximately 200 primarily single-family residences. By 1972, nearly all open residential lots in the Westfield community had been developed with single-family residences. The nearby Palos Verdes Landfill officially shuttered on December 31, 1980. With the landfill's closure came an increase in concerns about the effects of toxic waste and liquids from the landfill on the surrounding communities. Residents of homes nearby the landfill filed lawsuits over methane gas seeping into their residences. Despite these concerns, the site was still being considered for recreational development until it was placed on the State's list of toxic cleanup sites in 1987. However, reports from the Environmental Protection Agency in 2003 and the Department of Toxic Substance in 2009 found the site of the former Palos Verdes Landfill safe for those living and working in the area.

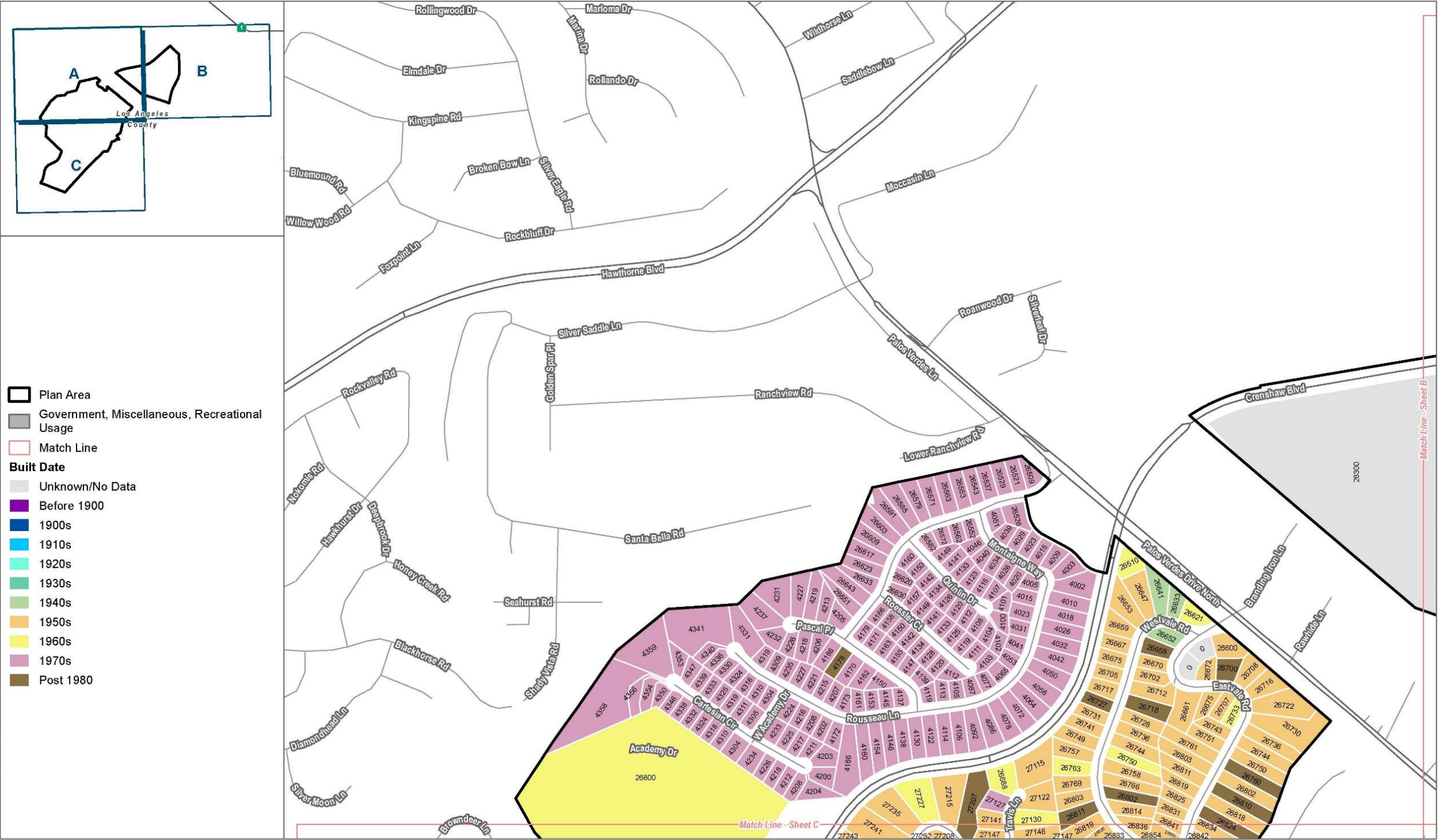
In the succeeding decades, the character and density of the community has remained consistently residential, with changes primarily consisting of the demolition of original tract houses for new single-family residential construction; changes to the South Coast Botanic Garden's campus as it grew to accommodate additional plants; and changes to the Chadwick School's campus over the years to support the needs of its student body.

2.8.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within Westfield/Academy Hills are shown in **Figure 2-21** and summarized below:

- Westfield/Academy Hills underwent the largest development during the period of 1965-1992, which can be seen in the two distinct tract residential housing clusters, one built in the 1950's and 1960's and the other built in the 1970s in the northwestern portion of the community. In addition, several consolidated parcels which currently contain multi-family residential are located in the north-eastern portion of the community along Crenshaw Boulevard and Rolling Hills Road.
- Some presence of buildings constructed post 1980, generally located in the tract south of Crenshaw Boulevard.

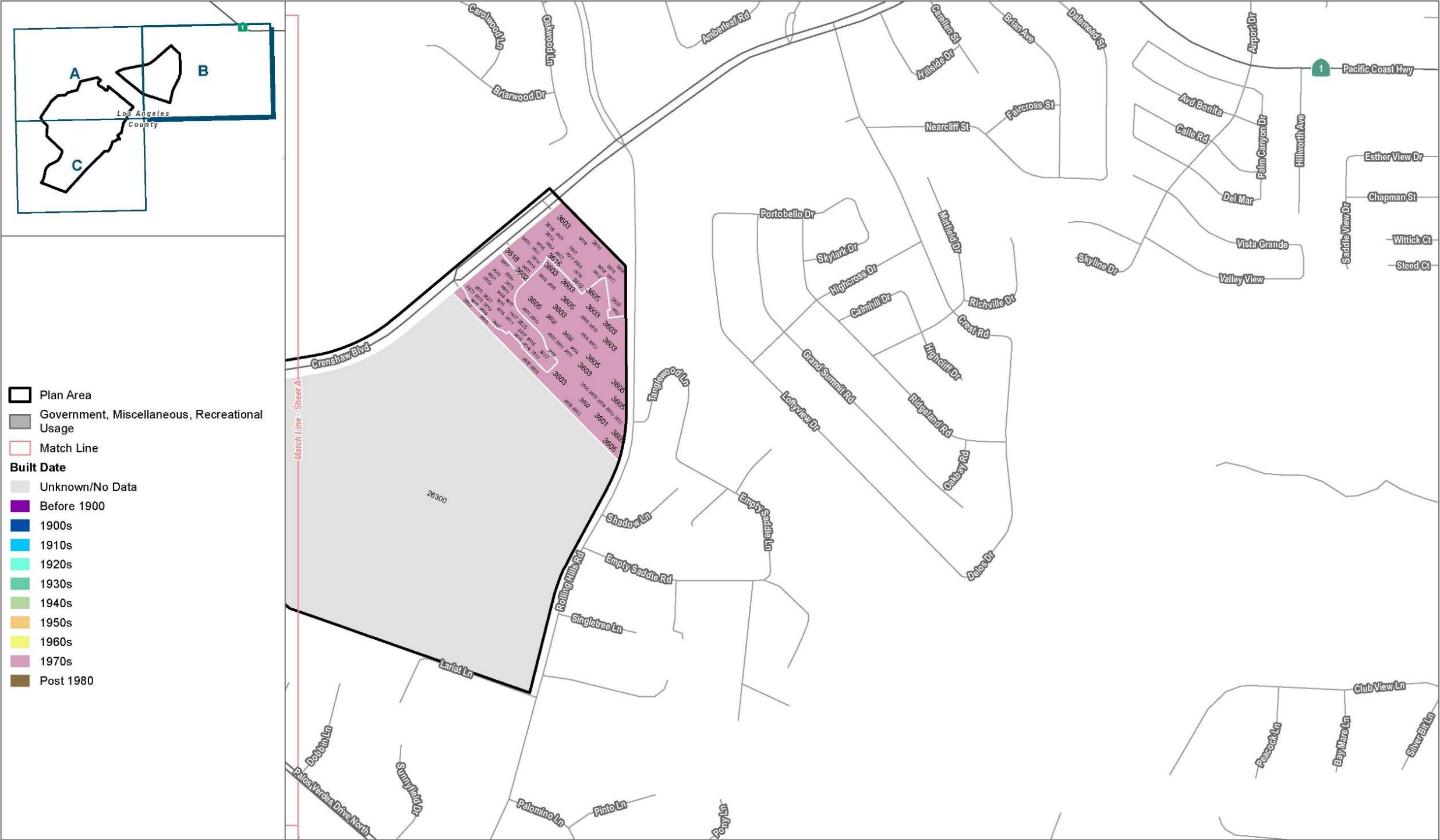
Figure 2-21: Building Age of Parcels within Westfield/Academy Hills



SOURCE: County of Los Angeles 2023

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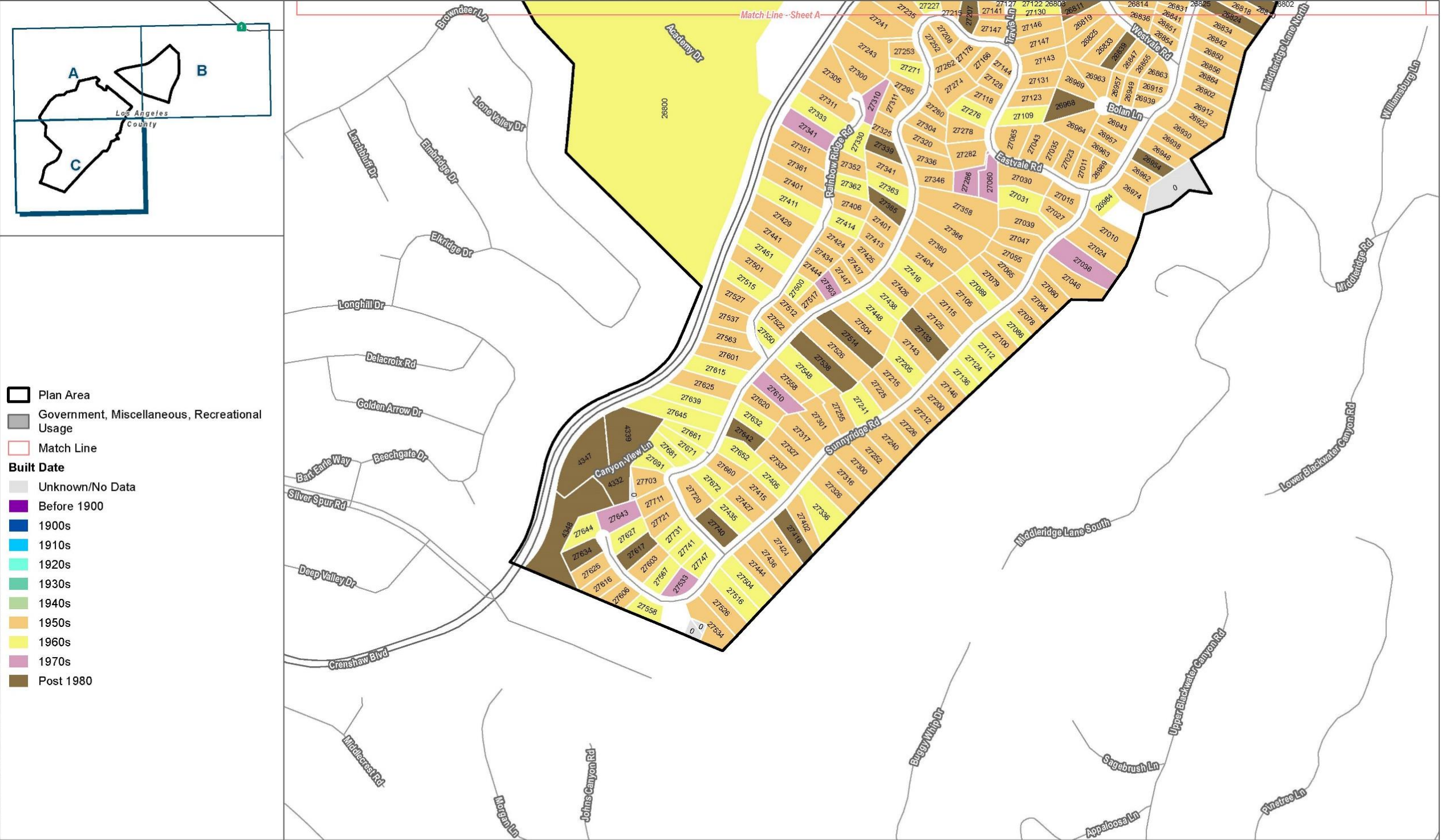
SHEET A
Westfield/Academy Hills Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023



SHEET B
Westfield/Academy Hills Field Map
For Field Use Only



SOURCE: County of Los Angeles 2023



SHEET C
Westfield/Academy Hills Field Map
For Field Use Only

2.8.3 Culture and Identity

COMMUNITY FEEDBACK

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- The community would like to preserve the rural feel of community, emphasizing horse trails, nature, safety, and walkability through establishment of a network of trails.

2.8.4 Planning and Community-Generated Documents

The Westfield Story (1999)

The Westfield Story (1999) provides historic documentation of the Westfield community. Westfield formed a Property Owners Association in 1951, which was incorporated in 1953. At the time, about 30 families owned property in the Westfield area. The Association established rules that applied to all residents of the area, including prohibitions against signs in certain areas and rules for dogs and other animals. To alleviate difficulties constructing and maintaining parkland trails, the entrance, trees, and other features, and to address lacking donation funds, the Association voted to form a Park District, which would oversee the maintenance and planning of parks and open space.

Westfield Park District Historic Document

The Westfield Park Historic District document outlines the purpose, past activities, and progress in recreation planning of the Westfield Park and Recreation District (Park District) Board of Directors. The park area was annexed as a district to reserve the lands therein for recreational activities, including sport, equestrian, play, being in nature, and any other activity that “contributes to the physical, mental or moral development of the individual or group.” The Park District covers all of the area known as “Westfield.” In 1958, the Board established a budget, which would be derived from local tax revenues, and began to develop a long-range plan of action. Initial actions included hiring a gardener to maintain park areas and purchase and planting of trees, and to refurbish and maintain existing equestrian trails; however, the most important decision concerned what types of recreational opportunities the Park District should provide. Despite the State Department of Parks and Recreation report at the time, which advised against establishing recreational facilities in park types such as the Park District, the Board decided to develop activities for children, who comprised a large percentage of the area's residents. These included riding, baseball, football, tennis, volleyball, street dances, art exhibits, among others. A swimming pool, major recreational buildings, or club houses were deemed inappropriate for the

area. Next, the Board sought to acquire land to develop said appropriate activities, including a landfill site. The Board anticipated making a firm recommendation of alternatives for parkland development at a Spring 1960 annual budget hearing.

2.8.5 Key Takeaways and Initial Recommendations

- Recognize historic character of community as a farming community with residential development that proliferated in the 1950s, along with the Chadwick school.
- Acknowledge that early in the neighborhood's history, residents formed a Property Owners Association which charged voluntary dues to maintain the community's parkland trees, trails, and shared equestrian ring which was constructed on land donated by Westfield incorporated, the neighborhood's developer per original building permits.
- Recognize that the character and density of the community has remained consistently residential, with changes primarily consisting of the demolition of original tract houses for new single-family residential construction; changes to the South Coast Botanic Garden's campus as it grew to accommodate additional plants; and changes to the Chadwick School's campus.

Potential areas of interest for further study include:

- **Recreational Amenities** – The Park District reserved portions of the community for recreational activities and facilities. Today, recreation facilities in the community include riding, baseball, football, tennis, volleyball, street dances, art exhibits, etc. Access to recreational amenities is part of the history and identity of the Westfield/Academy Hills community. Westfield/Academy Hills is ranked low in terms of walkability according to the National Walkability Index, likely due to topography and the lack of pedestrian facilities within the community. The County should explore a robust system of trails, multi-use paths, and more pedestrian infrastructure to facilitate strong pedestrian connections within the community to the existing recreational amenities.

2.9 LA RAMBLA

2.9.1 History and Community Context

Present-day La Rambla as shown in **Figure 2-22** is located on land that was originally part of Rancho de Los Palos Verdes. The history of La Rambla is closely intertwined with the history of San Pedro as the unincorporated community is entirely surrounded by the Los Angeles City neighborhood of San Pedro. Unlike the majority of the City, formal development of San Pedro predated the coming of the railroad by multiple decades due to its proximity to the coast. In 1805, the first non-Spanish ship arrived at the harbor and the construction of warehouses began as early as 1823. The Southern Pacific Railroad extended its line to San Pedro in 1881 and by 1882

San Pedro was officially organized as a town. The area's development was focused along the waterfront, east of La Rambla into the turn of the century.

During the early 1900s, multiple real estate speculators came to the area including George H. Peck, Jr., the Sepulveda Family, and John T. Gaffey. Gaffey was born in Ireland in 1860 and came to California in 1865. He worked in Santa Cruz as a reporter and later a law clerk for the California State Supreme Court. In 1882, while on a trip to Los Angeles he met Arcadia Bandini, daughter of Juan Batista Bandini, who was the grandson of pioneer Spanish California settler, Jose Bandini. Gaffey and Bandini soon married. In 1892, Bandini inherited 340 acres of land in the middle of San Pedro (including portions which later became the community of La Rambla). Gaffey moved his family to the land and in 1904, he started a formal real estate business based on the family's land holdings called the Gaffey Investment Company.

Gaffey worked to continue the development of La Rambla and San Pedro. Five streetcar routes were developed, including the La Rambla line, which served the west and northwest sides of San Pedro. In 1909, San Pedro was annexed into the City of Los Angeles, while La Rambla remained unannexed due to its independent ownership by the Gaffey family.

Figure 2-22: La Rambla



With the area increasing in population came a need for civic development and community services. In 1925, San Pedro General Hospital opened at the corner of West 7th Street and Patton Avenue (located within La Rambla). Upon its opening, the building was slated for expansion and underwent several additions and remodels as well as name changes including San Pedro and Peninsula Hospital, San Pedro Community Hospital, and Providence Little Company of Mary San Pedro.

La Rambla remained partially developed into the 1940s and 1950s. Residential development was focused in the eastern portion of the community along West 1st Street, West 2nd Street, South Bandini Street, and West 6th Street. Commercial properties were scattered around the perimeter of the community and included a lumber yard, used furniture store, cleaners, grocery stores, markets, and garages.

In the early 1960s, La Rambla's western boundary road, Western Avenue, was redesigned as South Western Avenue (SR-213) to be part of the California state highway system. The highway allowed for easier access to La Rambla, despite the road not being within the community's boundaries. By the 1970s, the southwestern corner of the community along West 6th Street became a hub for medical properties including large medical office buildings. Additionally, multiple smaller office buildings were constructed on the south side of West 6th Street.

In 1979, the Los Angeles City Council and Local Agency Formation Commission (LAFCO) attempted to annex La Rambla into the city of Los Angeles. This attempt was conducted without the knowledge of members of the community as "the City Council and LAFCO are not required to notify you, the property owners, of their intentions." In response, members of the La Rambla community formed the La Rambla Homeowners Association. The attempted annexation failed after the community voted against it.

The majority of the La Rambla community was developed by the late 1970s. In 1992, the San Pedro and Peninsula Hospital became part of the Company of Mary South Bay health network. On September 1, 1999, the Sisters of Providence Health System became affiliated with the Little Company of Mary, forming the Providence Health Care System Southern California Region. The Providence Little Company of Mary Medical Center remains one of the primary medical centers for La Rambla and San Pedro. The community has undergone few large-scale changes since the 1990s and remains largely residential with sections of healthcare uses in its southwestern section.

2.9.2 Built Environment

Key insights from the built environment perspective focused on age of buildings and structures, as well as on the ground observations based on field work within La Rambla are shown in Figure 23 and summarized below:

- High degree of variation in the age of buildings constructed in La Rambla, without distinct patterns of similarly aged buildings. Small parcel sizes are common, except for those associated with the medical cluster along 6th Street, which contains buildings constructed in the 1960's. This variation is linked with the fact that La Rambla received both Red "D" (hazardous) and Yellow "C" (definitely declining) with an ungraded section in between in 1939 from the HOLC. The Red graded portion's southern terminus was 3rd Street and La Alameda Boulevard. The Yellow graded portion included West 5th, 6th, and 7th Streets and South Weymouth Avenue to the west and South Meyer Street to the east.
- Some presence of buildings constructed between 1904-1919, considered early residential development, including 141 La Alameda Avenue, 922 2nd Street and 920 6th Street.
- Sections of La Rambla contain areas of parcels developed in the 1920-1930s, which are largely single-family houses constructed on subdivided land between major corridors of industrial and commercial development.
- Some presence of buildings constructed post 1980s generally clustered along 6th Street and west of Hamilton Avenue and south of 3rd Street, as well as scattered throughout.

Figure 2-23: Building Age of Parcels within La Rambla



2.9.3 Culture and Identity

COMMUNITY FEEDBACK

The following community feedback, representing the community's understanding of their culture and identity, has been captured from the Phase 1 Outreach for the SBAP.

- Community has expressed a need for green space.
- Community is interested in learning about mixed-use zoning.
- Nearby the Korean Bell of Friendship, Port of Los Angeles, USS Iowa, and locally the YMCA are considered important cultural resources. Many businesses do outreach through YMCA or the neighborhood Council.

2.9.4 Key Takeaways and Initial Recommendations

- Recognize legacy of La Rambla independence which started due to its independent ownership by the Gaffey family.
- Strengthen presence of medical-oriented uses that serve the community and surrounding areas, including San Pedro and Peninsula Hospital, San Pedro Community Hospital, and Providence Little Company of Mary San Pedro oriented around West 6th Street which over time has become a hub for medical properties including large medical office buildings
- The Providence Little Company of Mary Medical Center remains one of the primary medical centers for La Rambla and San Pedro. The community has undergone few large-scale changes since the 1990s and remains largely residential with sections of healthcare uses in its southwestern section.

Potential areas of interest for further study include:

- **West 6th Street and Medical Office Facilities** – By the 1970s, West 6th Street became the hub for medical properties, including large medical office buildings. Today, the Providence Little Company of Mary Medical Center remains one of the primary medical centers for the communities of La Rambla and San Pedro. The County's Housing Element Update identified several parcels along West 6th Street as RHNA sites and per the HEU, all sites will have the proposed General Plan land use designation of Mixed Use (MU) with an allowed density of 50-150 du/ac. The parcels currently have the General Plan land use designation of General Commercial (CG). The existing medical offices and adjacent Little Company of Mary Medical Center presents a unique opportunity for mixed-use development on many of the large parcels with the potential integration of workforce or senior housing and community serving amenities to support existing businesses and the surrounding community. With the potential addition for more community serving uses and amenities as a result of new development

along 6th Street, streetscape improvements and pedestrian infrastructure should be enhanced to facilitate more walking trips within the community.

- **1st Street and Bandini Avenue** – The County’s Housing Element Update identified several parcels north of 1st Street at Bandini Avenue as RHNA sites and per the HEU, all RHNA sites will have the proposed General Plan land use designation as Mixed Use (MU) with an allowed density of 50-150 du/ac. The parcels currently have a General Plan land use designation of General Commercial (CG). This concentration of mixed-use development with ground floor commercial uses creates an opportunity for a Neighborhood Oriented District (NOD) by concentrating locally serving retail, businesses, community-serving uses and amenities in walkable proximity to existing residential. The intersection at 1st and Bandini Avenue should be enhanced to facilitate safe pedestrian crossings and connections for this neighborhood node.

3 MARKET, REAL ESTATE AND ECONOMIC DEVELOPMENT OPPORTUNITIES

3.1 Introduction and Key Takeaways

Assignment

To support the development of the Los Angeles County South Bay Area Plan (SBAP), Pro Forma Advisors has provided an economic assessment of the seven unincorporated communities within the South Bay Planning Area (Planning Area), including Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills (SBAP communities). This Market, Real Estate and Economic Development Opportunities Background Brief summarizes the market conditions and trends that will shape medium³⁹ to long-term⁴⁰ residential and commercial growth opportunities.

First, the background brief will inform, for planning purposes, the type, location, and feasibility of residential development that could be effectively targeted for the SBAP. Second, it will identify economic development opportunities, policies, and programs for the SBAP communities. The focus of this background brief is to provide action-based recommendations on how best to stimulate near-term development opportunities.

It is important to note that in the context of long-term planning, short-term market cycles have less relevance given a planning horizon stretching to 2045. The conclusions discussed throughout this brief are based on long-term data projections and an understanding of economic and market dynamics affecting the SBAP communities, Planning Area, and County of Los Angeles (County) regions.

³⁹ 5-10 years

⁴⁰ Over 10 years

Report Organization

This brief has been prepared for the County by Pro Forma Advisors as a sub-consultant to Dudek in support of the development of the SBAP. The report includes the following key takeaways from the analysis, followed by Chapter 2, a market profile section that highlights existing conditions and historic development that will impact the SBAP communities. Chapter 3 focuses on housing development opportunities and Chapter 4 identifies select commercial economic development opportunities and general economic development tools that could be considered to spur both housing and commercial development in the future.

3.1.1 Key Takeaways

INFILL DEVELOPMENT IS POSSIBLE

Given several illustrative examples of residential replacement of underutilized commercial parcels in the SBAP communities, redevelopment might be possible in locations where the land values are not cost prohibitive. The general assumption is that one or more parcels would be sold and potentially consolidated by a singular developer and redeveloped to include either for-sale or for-rent multi-family development. As noted, given the underutilization of some auto-oriented commercial space uses, the strategy would remove or right size some of the underperforming retail.

Pro Forma Advisors estimates that the value of underutilized sites in the SBAP communities range from approximately \$70 to over \$100 per square foot. Based on high-level illustrative financial analysis, the residential replacement of underutilized sites appears feasible in various residential development scenarios under 50 dwelling units per acre in typical corridor facing parcels (under 1-acre in size). While infill development near 150 dwelling units appears challenged in the near-term, there are development opportunities at densities around 100 dwelling units per acre on larger sites (2-acres plus). Increased demand for residential development as well as reductions in construction costs could make higher density development, in various development types, feasible in the future.

TARGET INFILL DEVELOPMENT THAT SUPPORTS TRANSIT AND FEWER AUTO TRIPS

From the transportation perspective, targeting housing near the Metro light rail and rapid bus lines and stations could potentially help mitigate the traffic impacts of new development. Furthermore, properties that are within a walking distance of high frequency transit, including light rail and rapid bus lines, typically command value premiums over similar properties and may include reduced parking ratios that can enhance development feasibility. Given that only the West Carson community has a Transit Oriented District Specific Plan at the time of writing this brief, the County should explore options on how to encourage transit-oriented development (TOD) in the SBAP communities of Lennox and Del Aire/Wiseburn that also benefit from high frequency transit (light rail stations).

It should be noted; however, that the Planning Area has limited existing public transit service infrastructure required to support traditional TOD strategies. Most areas within the Planning Area are organized around a grid street pattern of major arterials at one-mile intervals. However, certain

intersections of select major arterials could be candidates for mixed-use development. Providing a mix of neighborhood serving commercial uses that target residents within a walkable market shed should be explored.

“GENTLE” DENSITY DEVELOPMENT STRATEGY

Although high density development near transit might be achievable at select site locations, the SBAP communities would benefit from a more gradual increase in density through a variety of multi-family residential development typologies. The development of different housing types will also speed absorption, particularly for housing typologies that are not widely available in the market.

Throughout the Planning Area, there are numerous corridors that consist of largely older commercial development. Underperforming retail along corridors that could be replaced by housing and/or potentially mixed-use retail, albeit likely at a reduced footprint, either in a vertical or horizontal mixed-use development configuration should be considered. The strategy would guide future slightly higher intensity residential development in the SBAP communities, more consistent and compatible with existing residential density in SBAP communities.

The addition of “gentle density” housing along select corridors could also have synergies to support higher intensity commercial redevelopment at major arterial intersections to create nodes of activity within the Planning Area. Gentle density is a development approach that allows for the integration of lower-scale development to increase population density by providing housing and mixed-use development while also preserving the existing character and scale of a community.

In essence, this complementary development approach could help create a walkable, mixed-use environment at a scale compatible with the adjacent residential neighborhoods. An additional benefit to this approach is that these densities (below 50 units per acre) are more feasible to develop in the near-term but could also be aided by an incentive zoning strategy to encourage development.

FOCUS ON CATALYTIC DEVELOPMENT OPPORTUNITES

Vacant land in the Planning Area is relatively sparse and most vacant sites have proposed development projects. Finding available sites for potential redevelopment provides a unique opportunity for the County. While economic activity occurs in the private sector, it is affected by County land use policy and zoning. The Alpine Village site and a cluster of Regional Housing Needs Allocation (RHNA) parcels in the La Rambla community’s medical use area provides economic development opportunities for the SBAP.

The Alpine Village site appears to have an opportunity to be transformed into a lifestyle retail center based on the size and attributes of the parcel, nearby planned and proposed residential development, and rapidly expanding neighborhood south of downtown Los Angeles. Preliminary options could include redeveloping the existing interior space, which is currently vacant, into retail, creative office, and a food hall. The 10-acres of surface parking could be transformed into approximately 105,000 square feet of new commercial development with a plaza and various open space amenities. While broadly defined as

retail commercial space, tenants could vary with a premium placed on attracting businesses that would assist with overall placemaking through various entertainment or experiential retail offerings.

On RHNA sites In La Rambla, specifically the Providence Little Company of Mary Medical area could provide an opportunity for mixed-use development that encourage healthy lifestyles through design and programming. Medical campus planning may have a passive recreation element (e.g., trail system), fitness center, senior housing, and other public amenities to encourage wellness uses. Recently, the goal of many medical campus plans has been to leverage the hospital and related medical services to anchor diverse retail, medical office, hotel, and residential offerings within a planned mixed-use health-oriented community. Based on the market and existing development, there appears to be opportunity to enhance the area with new retail and housing development, potentially workforce and/or senior housing on select RHNA opportunity sites, appropriately sized to the market.

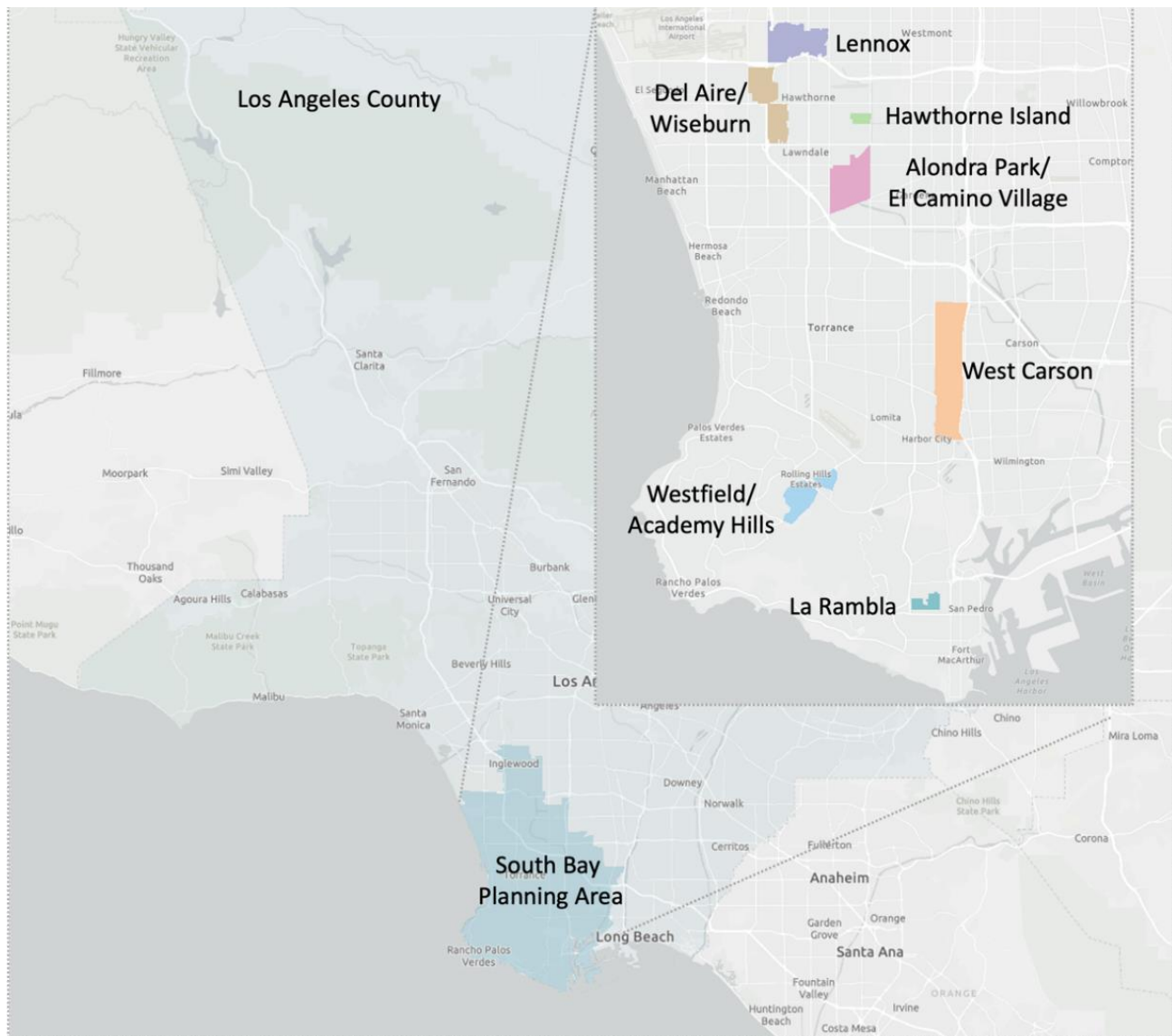
3.2 Market Profile

3.2.1 South Bay Planning Area

Location

The larger South Bay region inclusive of 15 incorporated cities, parts of the City of Los Angeles, and the SBAP communities covers about 142 square miles. Its northern boundary is roughly I-105, but it also includes Inglewood which is north of I-105. On the east, it is bounded by the City of Los Angeles and to the west and south it is bounded by the Pacific Ocean. The SBAP communities, Planning Area, and County are identified below on **Figure 3-1**. All areas are compared in this background brief to provide relative context to various market characteristics.

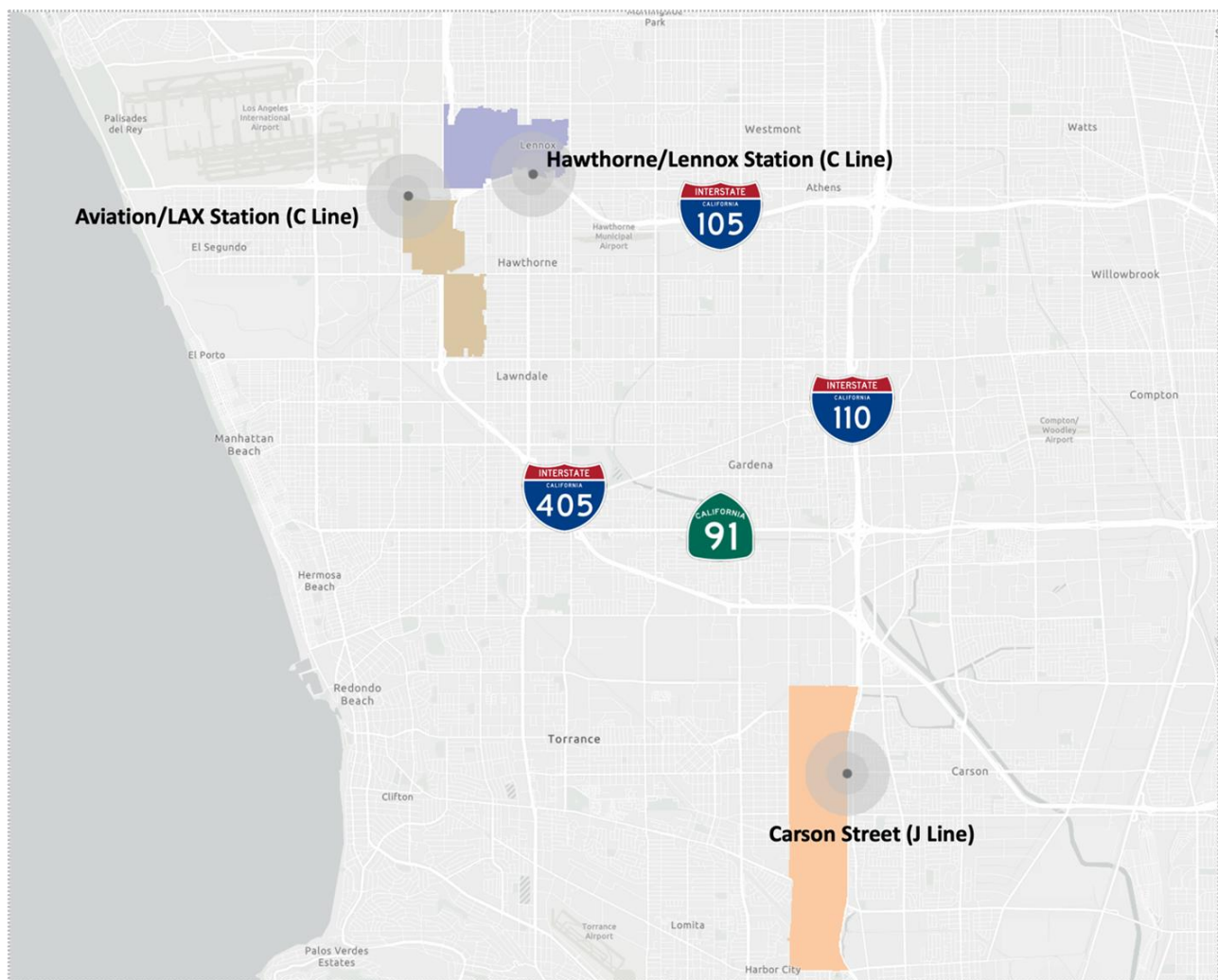
Figure 3-1: County, Planning Area, and SBAP Communities



Transportation

There are four freeways that serve the Planning Area that include Interstate 405 (I-405), Interstate 105 (I-105), State Route 91 (SR-91) and Interstate 110 (I-110) as shown in **Figure 3-2**. Public transportation includes light rail, rapid bus, and traditional bus options. The C Line of the Los Angeles Metro (Metro) light rail system runs along the median of I-105 into Redondo Beach, providing light rail access to the area. This also intersects with the Metro A Line that runs from downtown Los Angeles to Long Beach. The Del Aire/Wiseburn and Lennox communities have access to the Metro light rail system within a short walking distance at the Aviation/LAX and Hawthorne/Lennox stations, respectively. The Carson Station is located on the J Line of the Metro Busway system. The station is located on the shoulder of I-110 at the intersection with Carson Street within the West Carson community.

Figure 3-2: Transportation



Note: Rings represent quarter- and half-mile radius from transit stops.

As of the last available data shown in **Figure 3-3**, in fiscal year 2019 the Aviation/LAX Station which has the highest annual ridership in the SBAP communities, had an average of approximately 3,400 daily boardings (16th highest amongst Metro rail lines). The Hawthorne/Lennox station had an average of 1,500 daily boardings (52nd highest amongst Metro rail lines). Rapid Bus data for the Carson stop along the J Line is not available. In total, the Metro system ridership (inclusive of bus and rail) has decreased since fiscal year 2010 with a peak ridership in fiscal year 2014 as shown in **Figure 3-4**. However, the existing light rail and rapid bus infrastructure is viewed as a significant asset for the Del Aire/Wisburn, Lennox, and West Carson communities and could be leveraged for future development opportunities, particularly given the C line extension to the Torrance Transit Center (K line).

Figure 3-3: Community Metro C Line Ridership by Station (Fiscal Year 2016 – 2019, Metro)

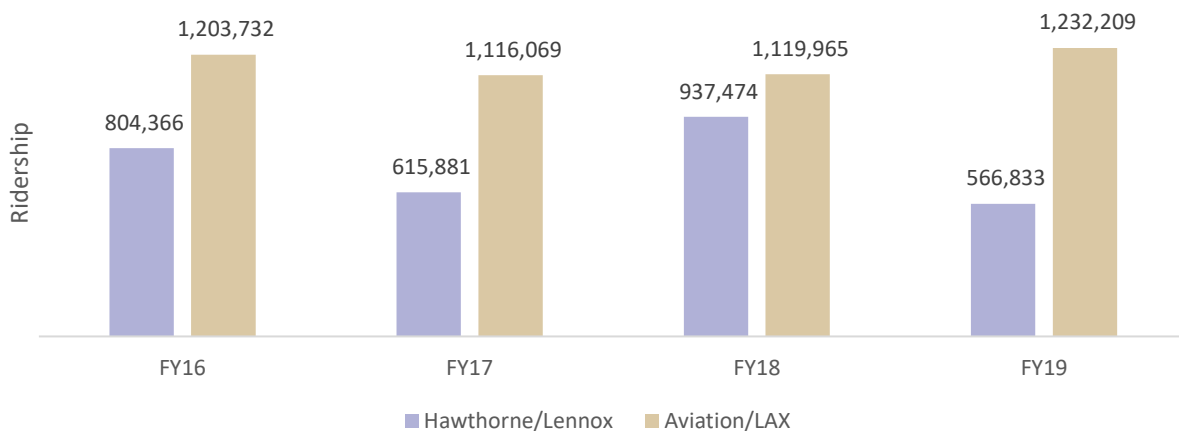
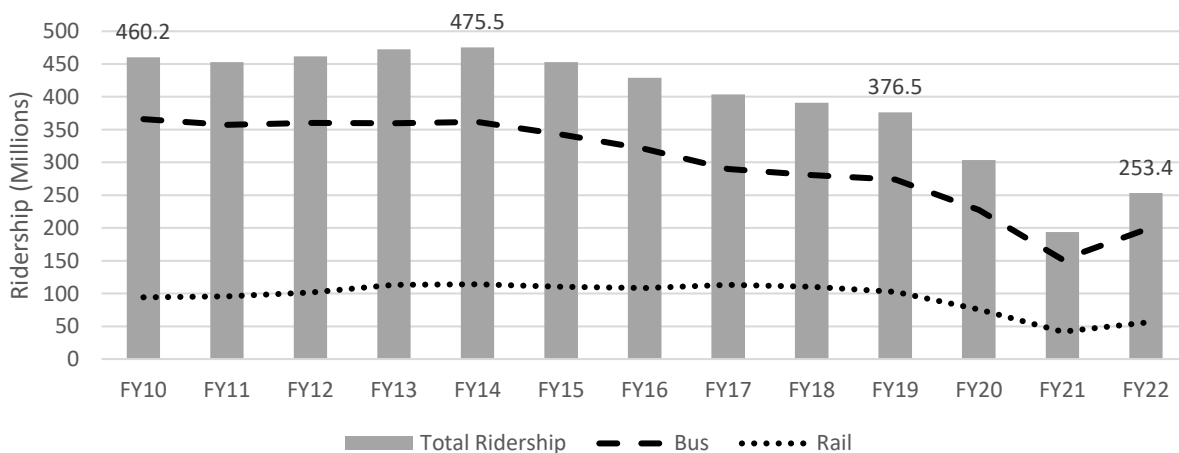


Figure 3-4: Metro Systemwide Ridership (Fiscal Year 2010 – 2022, Metro)



Other major transportation assets in the South Bay region include the ports of Los Angeles and Long Beach and Los Angeles International Airport (LAX). The ports are not included in the Planning Area, but are just outside of San Pedro and Wilmington, the two City of Los Angeles communities that

border the southeastern part of the area. Similarly, to the northwest, the Planning Area's proximity to LAX, one of the busiest airports in the world, also creates unique land use planning challenges to the region-based goods movement.

Historic Development Patterns

Most areas in the Planning Area began developing as agricultural land over 100 years ago. By 1920, the Pacific Electric Railway had opened the region to limited commercial and suburban residential development as streetcar networks spread throughout the County providing access to the central business district in downtown Los Angeles. The emergence of the automobile age led to the development of areas between the nodes serviced by streetcars. As automobile use rapidly increased, more agricultural land was developed. The post-war housing boom and accompanying commercial development absorbed most of the remaining greenfield sites with agricultural uses essentially gone by the mid 1980s.

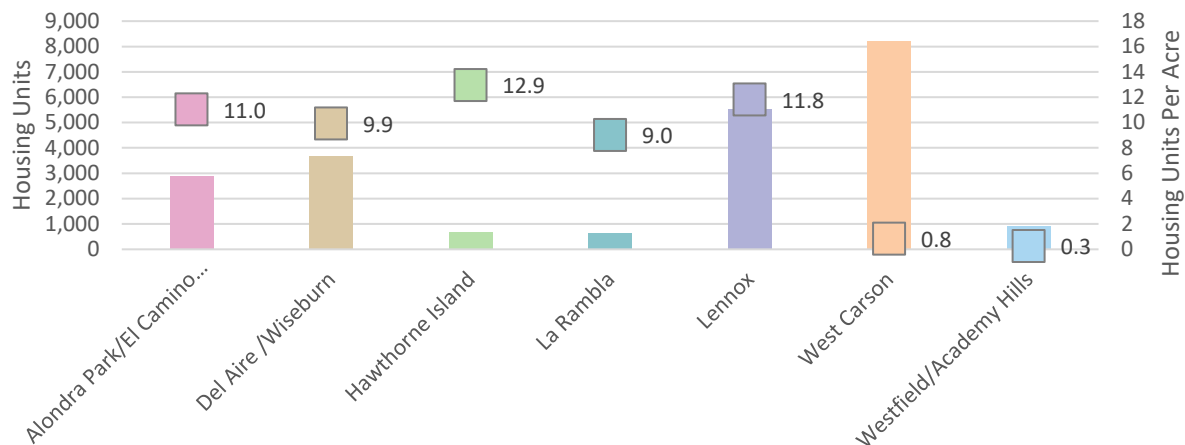
The Planning Area's transformation from agricultural greenfield to auto-oriented suburbs is a familiar development process. The characteristics of typical suburban auto-oriented development include:

- Lower density land uses;
- Housing stock that is primary single family tracts;
- Commercial centers that create virtual islands with large surface parking; and
- Commercial strips that run along major transportation arterials, which rely on high volume of drivers passing by to attract business (also referred to as auto-oriented retail).

The Planning Area has transformed over time and has undergone substantial infill development, yet it has been significantly influenced by traditional suburban development patterns.

HOUSING DEVELOPMENT

According to the 2023 ESRI Business analysis estimates, the South Bay region has approximately 363,300 existing housing units, which is over 10 percent of the total housing units in the County. As shown in **Figure 3-5**, the SBAP communities have slightly more than 22,500 total existing housing units that represent 5.9 percent of the South Bay's total housing units. The estimated existing housing densities in the SBAP communities typically range between 9 and 12 units per acre. The exceptions being West Carson and Westfield/Academy Hills that have housing densities of less than 1 unit per acre.

Figure 3-5: Total Housing Units by Community (2023, ESRI Business Analyst; County)

The percent of existing single-family housing in the South Bay (49 percent) is approximately the same as the County (48 percent), as shown in **Table 3-1**. In the SBAP communities; however, existing single-family housing units represents a significantly higher share of development (56 percent). Large buildings, those with 20-units or more, make up only 12 percent of the existing housing in the SBAP communities. This compares to 16 percent within the entire Planning Area and 20 percent in the County.

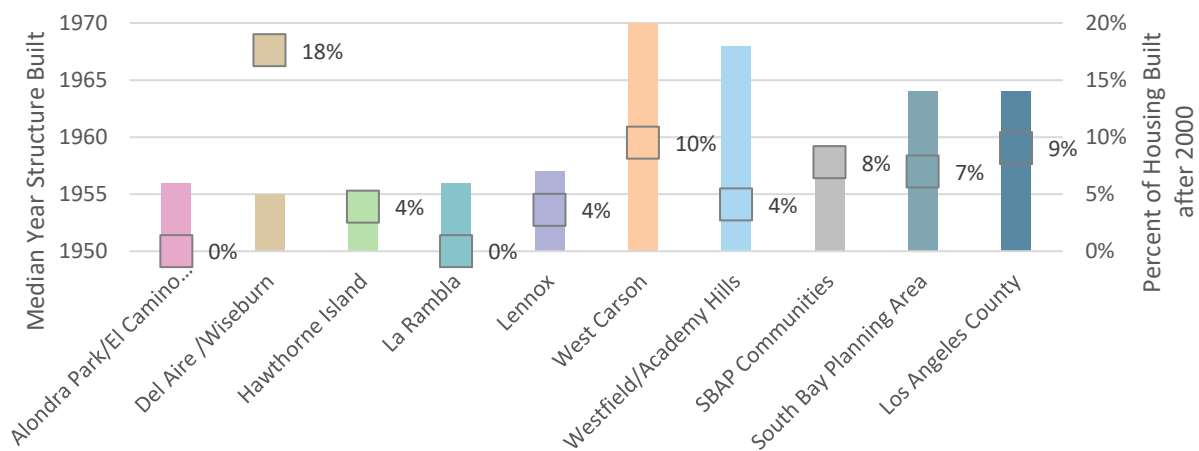
Table 3-1: Housing Unit by Number of (?) Units in Structure (2017 – 2021, ACS)

	SBAP COMMUNITIES	PLANNING AREA	COUNTY
Single Detached	56%	49%	48%
Single Attached (Townhomes?)	9%	8%	6%
2 - 4 Units	8%	10%	9%
5 - 9 Units	6%	8%	8%
10 - 19 Units	4%	6%	8%
20 - 49 Units	5%	8%	9%
50 or More Units	7%	8%	11%
Mobile Home/Other	6%	2%	2%

Along with having a higher share of single-family units, the housing units in many of the SBAP communities tend to have an older housing stock. This finding reflects that newer, presumably higher density infill development has generally lagged both in the Planning Area and countywide. Overall, the SBAP communities have a similar share of housing developed after 2000 compared with the

Planning Area and County largely due to the delivery of units in the communities of Del Aire/Wiseburn and West Carson as shown in **Figure 3-6**.

Figure 3-6: Median Year Unit Built and Units Built after 2000 (2017 – 2021, ACS)



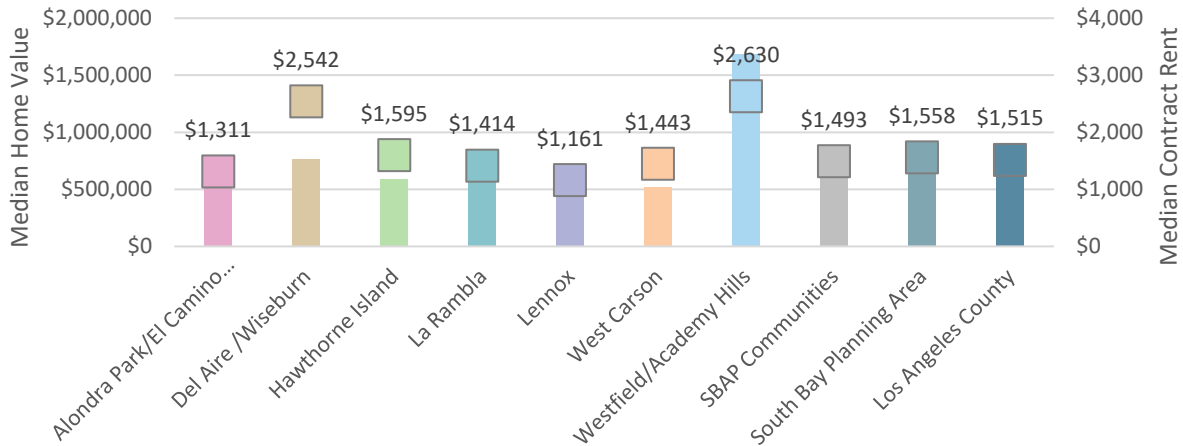
While home ownership varies by community, overall, the SBAP communities have a higher share of owner-occupied housing units (53 percent) as shown in **Table 3-2**. In some cases, communities such as West Carson and Westfield/Academy Hills have a significantly higher percent of owner-occupied homes compared to the Planning Area (48 percent) and County (44 percent). Conversely, Lennox has a significantly higher share of renter occupied housing units.

Table 3-2: Housing Unit by Ownership (2023 Estimate, ESRI Business Analyst)

AREA	OWNER- OCCUPIED HOUSING UNITS	RENTER- OCCUPIED HOUSING UNITS	VACANT HOUSING UNITS
Alondra Park/El Camino Village	47%	49%	4%
Del Aire /Wiseburn	58%	38%	4%
Hawthorne Island	51%	46%	3%
La Rambla	44%	52%	5%
Lennox	29%	67%	3%
West Carson	67%	29%	4%
Westfield/Academy Hills	81%	15%	4%
SBAP communities Total	53%	43%	4%
Planning Area	48%	48%	4%
Los Angeles County	44%	51%	5%

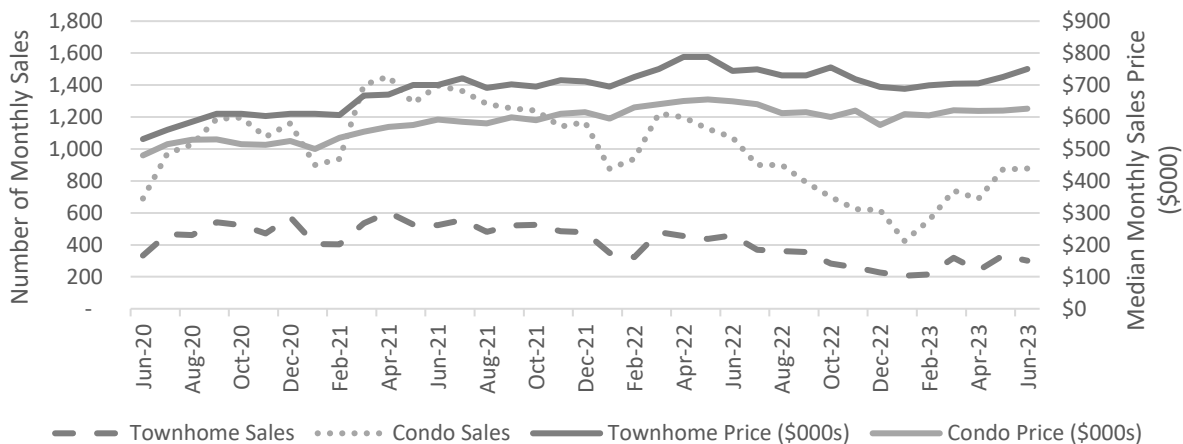
Based on ESRI Business Analyst estimates from the 2017 – 2021 American Community Survey (ACS), the median home value for all SBAP communities is \$658,000. This is slightly lower than the Planning Area's median home value (\$719,000) and slightly higher than the median home value countywide (\$657,000). In terms of median contract rent for apartments, the SBAP communities, Planning Area, and County have relatively similar rents per month which averages around \$1,500 per month according to the ACS data as shown in **Figure 3-7**.

Figure 3-7: Median Home Value and Contract Rent (2017 – 2021, ACS)



Given that future development in the SBAP communities will likely focus on higher density townhome or multi-family development, **Figure 3-8** provides recent data on monthly for-sale median sales price and transactions. As of June 2023, the median sales price in the County had reached \$750,000 and \$626,000 for townhomes and condos, respectively. Given increases in interest rates and related softening of housing market, the average monthly sales are down approximately 37 percent June to June 2021- 2022 from the same timeframe a year prior.

Figure 3-8: County Median Condo and Townhome Price and Sales Transactions (2020 – 2023, MLS)



Examining recent for-rent property trends, the average asking monthly rents in countywide apartments has shown steady increases with a rate increase for all units of 11 percent over the last 24-months as shown in **Figure 3-9**. During this time, there have been approximately 2,800 multi-family for-rent units under construction per month countywide. The delivery of new units and positive net absorption (or demand) brought vacancy below 3.5 percent in 2022.⁴¹ However, at the end of the year (2022), net negative absorption and moderate net positive absorption in 2023 has brought vacancy rates up to the current 4.6 percent as shown in **Figure 3-10**. Overall, the low capitalization rate, low vacancies, and strong rents suggest strength in the County multi-family for-rent market.

Figure 3-9: County For-Rent Multi-Family Rents (2021 – 2023, CoStar)

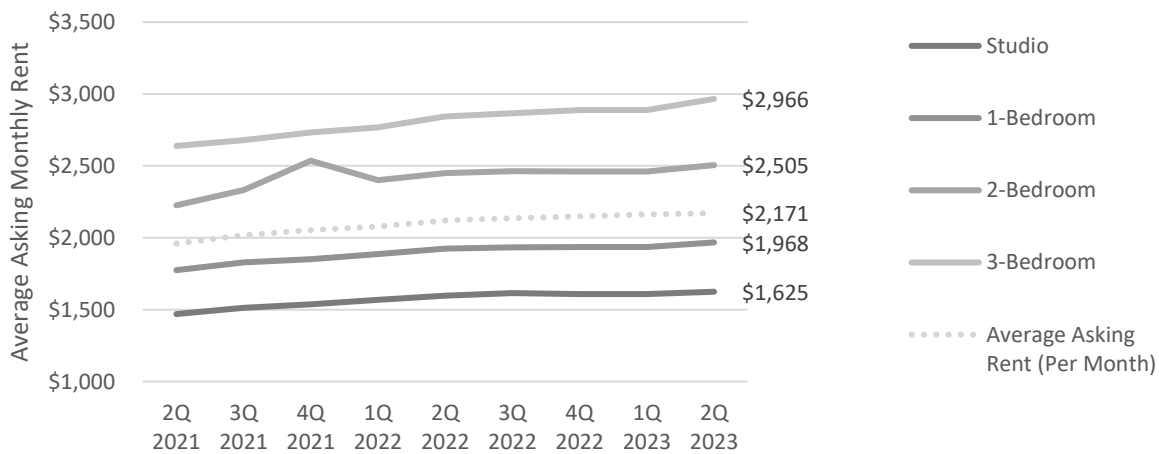
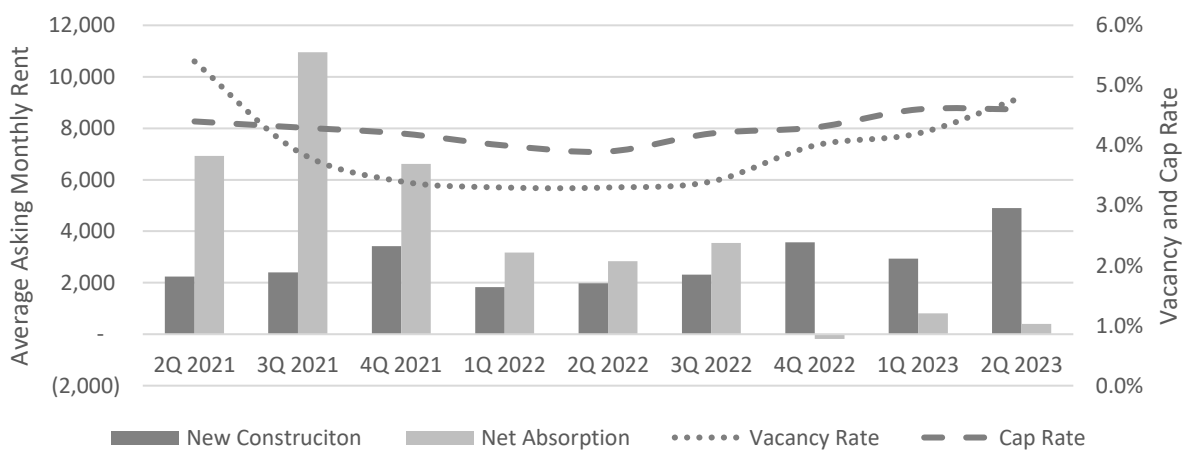


Figure 3-10: County For-Rent Multi-Family Fundamentals (2021 – 2023, CoStar)

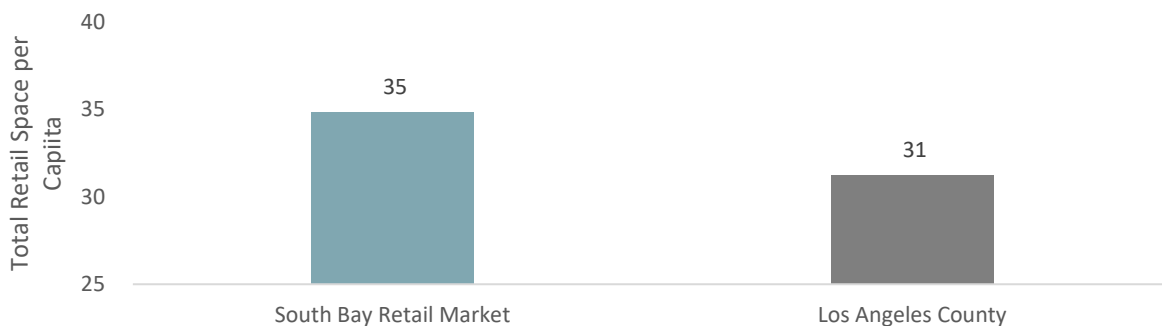


⁴¹ 5 percent is considered a healthy rental market.

RETAIL DEVELOPMENT

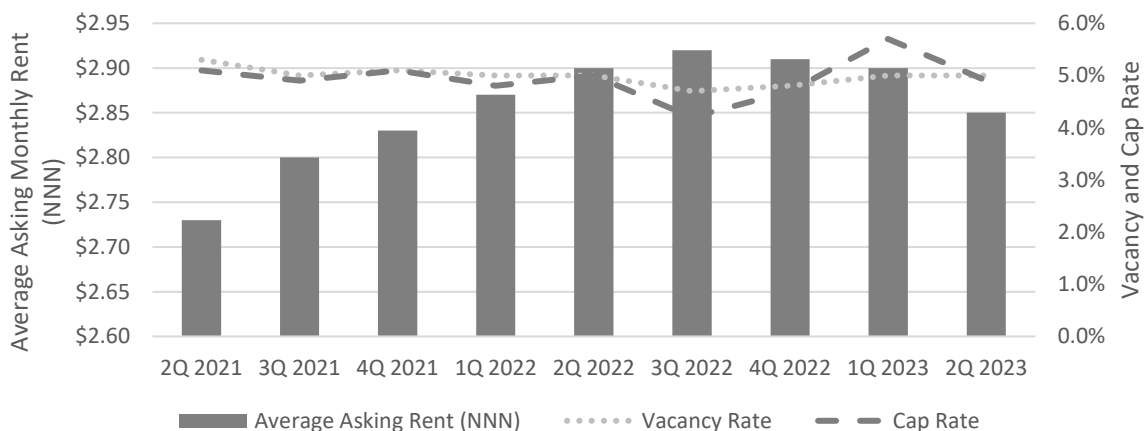
In comparison to the countywide retail market, the South Bay retail submarket⁴² has a significantly greater share of shopping centers in configurations over 100,000 square feet. In fact, the average size of shopping centers in the South Bay retail submarket is over 300,000 square feet. This represents an average of approximately 50,000 more square feet of retail per center over the countywide average. Examining the retail supply another way, the amount of retail space per capita is approximately 11 percent higher in the South Bay retail market than the larger countywide average as shown in **Figure 3-11**. In other words, removing approximately 6.5 million square feet of retail in the South Bay retail market would align it with the County's overall retail space per capita.

Figure 3-11: Retail Supply per Capita (2023, CoStar and CA Department of Finance)



To some extent, the size of shopping centers in the South Bay is inflated due to the presence of the Del Amo Fashion Center (2.5 million square feet) and South Bay Galleria (955,000 square feet). However, retail projects under developments such as the Carson Outlets (400,000 square feet), demonstrate the continued emphasis on delivering large scale retail formats to the South Bay retail submarket. As shown below in **Figure 3-12**, the overall retail market has been generally strong over the last 24-months with some softening of rent prices and increases in vacancy over the last 12-months.

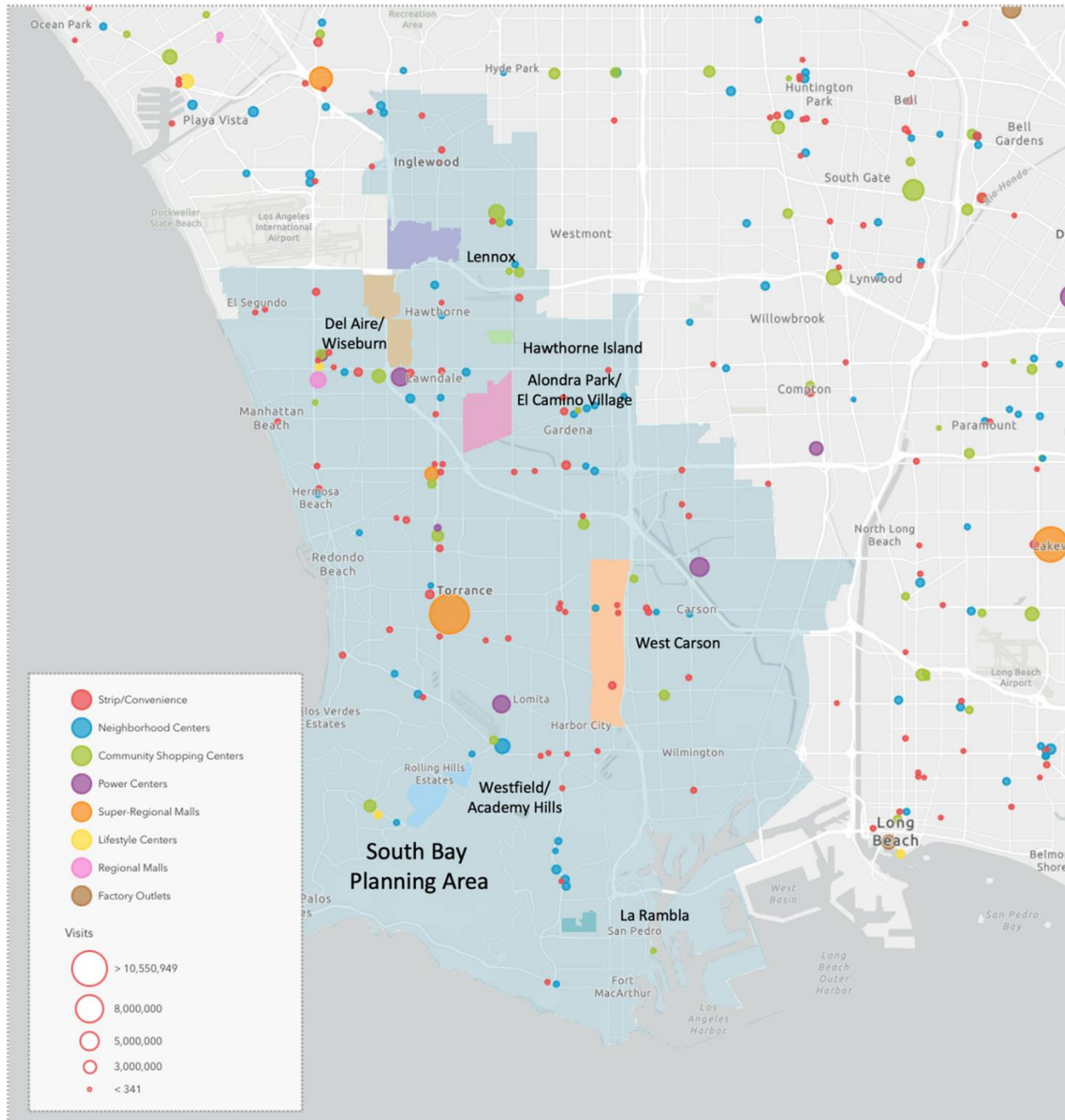
Figure 3-12: County Retail Fundamentals (2021 – 2023, CoStar)



⁴² As defined by CoStar, which is not contiguous with the Planning Area but generally similar.

Figure 3-13 provides shopping centers, by type, generally in the Planning Area and their relative visitation (foot traffic) over the last 12-months.⁴³ The vast majority of retail shopping centers are not located in the SBAP communities.

Figure 3-13: Shopping Center



Source: Placer.ai

⁴³ Please note these locations have been identified as major shopping centers and do not represent a comprehensive list of all retail properties.

RETAIL TRENDS ARE CHANGING

There is ample historic evidence, reinforced by behavior changes during the COVID-19 pandemic, that retail development in its current form will fundamentally change in the future. An evolving trend is reducing, or even eliminating, retail space.⁴⁴ Examples include larger shopping centers occupying their vacant retail space with churches, for-profit schools, and various seasonal or other short-term businesses while operators figure out a long-term leasing plan. Other retail shopping centers are demolishing large format anchor retail properties altogether.

An emerging strategy is to promote elements of “lifestyle centers” with a focus on creating a mix of complimentary uses including entertainment, grocery, restaurants, quick service food and beverage, personal services, and other conveniences with much less traditional retail space. Future retail commercial space will need to be flexible to adjust to smaller tenant footprints and to attract a more diverse set of tenants. Understanding and planning for future changes through land use policy can encourage mixed-use environments where people are closer to their retail, work, and personal service needs.

Historic and Projected Growth

Future housing demand in the Planning Area will be driven by increases in population and employment to the County. The following provides an overview of historic and projected growth for the County and the Planning Area.

POPULATION

In 2020, ESRI Business Analyst’s population estimate from Census data suggests there are over one million residents within the South Bay region. Within the SBAP communities, there were approximately 70,000 people. Future growth estimates at the County level are based on the Southern California Council of Governments (SCAG) 2020 RTP/SCS Growth Forecast as shown in **Table 3-3**. The Planning Area and SBAP communities projection is based on the contemporary “fair share” of the larger County growth. Based on these projections, the SBAP communities can expect to increase their population by 25 percent over the next two decades.

⁴⁴ According to CoStar the total rentable building space, over 5,000 square feet, in the Los Angeles County retail market decreased over the last two years. Projected future deliveries are down 20 percent over historic averages.

Table 3-3: Population Projection (2020 - 2045, SCAG)

AREA	2010 CENSUS	2020 CENSUS	2045 PROJECTION	2020-2045 CHANGE (NUMERIC)	2020- 2045 CHANGE (CAGR)
County	9,818,605	10,014,009	11,674,000	1,659,991	0.6%
Incorporated	8,761,411	8,991,535	10,416,000	1,424,465	0.6%
Unincorporated	1,057,194	1,022,474	1,258,000	235,526	0.8%
Planning Area	1,016,705	1,036,613	1,122,500	171,836	0.6%
Incorporated	948,304	966,816	1,122,500	155,758	0.6%
SBAP communities	68,401	69,797	85,900	16,078	0.8%

HOUSEHOLDS

Based on the Census definition, a household includes all the people who occupy a housing unit. As such, the increase in households in the County and Planning Area can be used to illustrate future demand for housing units (not including vacant or group quarters housing). It is estimated that in 2020 there were approximately 368,000 occupied housing units in the Planning Area. Within the SBAP communities, there were approximately 20,500 occupied housing units. Overall, the Planning Area's housing supply is projected to have an annual increase of 0.7 percent, which is consistent with the County.

New housing unit construction has historically occurred in less developed parts of the County and more recently through infill development of urban environments where there has been higher density multifamily construction. As shown in **Table 3-4**, SCAG's 2020 RTP/SCS Growth Forecast suggest the addition of over 8,000 occupied housing units by 2045, which would represent a 30 percent increase in households.

Table 3-4: Occupied Housing Unit Projection (2020 - 2045, SCAG)

AREA	2010 CENSUS	2020 CENSUS	2045 PROJECTION	2020-2045 CHANGE (NUMERIC)	2020- 2045 CHANGE (CAGR)
County	3,239,280	3,420,628	4,119,000	698,372	0.7%
Incorporated	2,939,832	3,119,187	3,699,700	580,513	0.7%
Unincorporated	299,448	301,441	419,300	117,859	1.3%
Planning Area	355,091	368,268	443,500	75,187	0.7%
Incorporated	334,926	347,730	414,900	67,157	0.7%
SBAP communities	20,165	20,538	28,600	8,030	1.3%

3.3 Housing Analysis

3.3.1 SBAP Communities

Housing Element Update

REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

The County's Housing Element is one of the required elements of the County's General Plan. The 6th Cycle Housing Element Update 2021-2029 (Housing Element Update) covers the planning period of October 15, 2021, through October 15, 2029. As part of the Housing Element Update, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated County area to accommodate its share of the regional housing need⁴⁵ also commonly known as the Regional Housing Needs Allocation (RHNA). In total, the unincorporated County area has been assigned a RHNA of 90,052 units⁴⁶ for the Housing Element Update planning period, which is further subdivided by levels of affordability. The SBAP communities has 6,775 units designated to accommodate its share of regional housing need as shown in **Table 3-5**.

Table 3-5: RHNA by Affordability (2021 – 2029, County Housing Element Update)

AREA	EXTREMELY LOW/VERY LOW (<50% AMI)	LOWER (<50 - 80% AMI)	MODERATE (<80 - 120% AMI)	ABOVE MODERATE (>120% AMI)	TOTAL
County (Unincorporated)	25,648	13,691	14,180	36,533	90,052
SBAP communities	2,954			3,801	6,775

Within the Lennox community, the northern area (Census Tract Number 06037301700) has been identified as one of the Racially or Ethnically Concentrated Areas of Poverty (R/ECAP). The United States Department of Housing and Urban Development (HUD) identified census tracts with a majority non-White population (greater than 50 percent) with a poverty rate that exceeds 40 percent or is three times the average census tract poverty rate for the metro/micro area, whichever threshold is lower, for the R/ECAP designation. The 517 Lennox R/ECAP units have also been split into lower income (198 units) and above moderate income (319 units) housing.

⁴⁵ SCAG projects the housing need for unincorporated communities. SCAG assigns the number of housing units that the County is required to plan for in the Housing Element cycle.

⁴⁶ Neither the property nor the County are required to build the approximately 90,000 homes, which is the largest RHNA the County has ever had.

SITE SELECTION AND REZONING PROGRAM

Per State law, the County's Housing Element Update must include a sites inventory to demonstrate that there is enough land in the unincorporated areas where the new homes are allowed to be built under current land use and zoning regulations. In general, the sites inventory includes two types of sites:

- Vacant sites where one single-family home is allowed per parcel; and
- Vacant or underused sites where multi-family housing development (e.g., apartments and townhouses) is allowed.

If the sites inventory falls short of the RHNA goal, the County's Housing Element Update includes a rezoning program to allow for more housing. Per State law, the Housing Element Update rezoning program must include a list of sites that will be rezoned between 2021-2024. The site selection process involves many factors to address the following questions:

- Where should more housing, especially multi-family housing types (e.g., apartments and townhouses) be built in the unincorporated areas?
- How likely is a particular site to be suitable for housing development in the upcoming eight years?

If the site was not vacant, the following factors were considered to determine whether the site will likely be suitable for more housing:

- Parcels with a land value higher than the existing improvements, which suggest the property owner is more likely to redevelop the site with a more intense use, such as multi-family housing development;
- Age of existing buildings (Over 20-years for no-residential improvements and over 50-years for residential development); and
- Non-contaminated sites (e.g., gas stations) that would require additional time and money and thus prohibit near-term development opportunities.

Ultimately the decision as where to rezone to allow for more housing, especially multi-family housing types such as apartments and townhouses, was based on finding infill development opportunities that prioritized public health, safety, and equity.

Projections

Based on SCAG projections and RHNA allocations, there is sufficient demand for housing to accommodate the RHNA target. Extrapolating the occupied housing units estimated in SCAG's 2020 RTP/SCS Growth Forecast, the SBAP communities would need to capture a higher portion of their historic "fair share" of future housing growth. As shown in Chapter 2, the delivery of the units will be at a rate significantly faster than achieved in recent history. For example, successfully delivering 6,775 units in the eight-year period would suggest that approximately 850 new units be delivered, on average, per year. For context between 2010 – 2020 almost 1,100 units were delivered or around 110 net new units per year as shown in **Table 3-6**.

Table 3-6: Total Housing Units by Community (2010 – 2020, US Census)

AREA	2010 HOUSING UNITS	2020 HOUSING UNITS	NUMERIC CHANGE (2010 – 2020)
Alondra Park/El Camino Village	2,818	2,921	103
Del Aire /Wiseburn	3,422	3,713	291
Hawthorne Island	618	626	8
La Rambla	663	623	-40
Lennox	5,545	5,519	-26
West Carson	7,426	8,139	713
Westfield/Academy Hills	879	899	20
SBAP communities Total	21,371	22,440	1,069
Planning Area Total	373,162	383,751	10,589
County Total	3,445,076	3,591,981	146,905

3.3.2 Development Strategy

Targeted Areas for Development

Beyond the parcels identified in the Housing Element Update, the following summarizes additional sites that could be targeted for development. Using a similar methodology as previously described, while excluding all RHNA designated sites, commercial land⁴⁷ was analyzed using the Assessor's Parcel database. The first criteria were if the improvement value was less than 40 percent of the land value. As noted, an improvement value that is less than land value suggests that higher value land uses might be supported. Secondly, if the parcel includes a commercial development that has not been improved (effective age) in over 20 years then that parcel also becomes a candidate for redevelopment. The following tables present potential additional available acres of land using both these criteria. It should be noted that the intensification of existing residential properties was not evaluated. The total acres for the identified parcels within the SBAP communities are presented below in **Table 3-7** for the low improvement value and **Table 3-8** for the age criteria.

Table 3-7: Underutilized Acres of Land – Low Improvement to Land Value (2022, County)

AREA	LOW IMPROVEMENT TO LAND VALUE (ACRES)	ASSESSED VALUE PER SQUARE FOOT
Alondra Park/El Camino Village	0.00	Not Applicable
Del Aire /Wiseburn	0.87	\$61
Hawthorne Island	0.42	\$119
La Rambla	2.31	\$27
Lennox	12.21	\$61
West Carson	89.08	\$36
Westfield/Academy Hills	0.00	Not Applicable
Total (Acres)	104.89	\$39

⁴⁷ Residential designated land uses as well as heavy industrial uses were also excluded.

Table 3-8: Underutilized Acres of Land – Age (2022, County)

AREA	AGE (ACRES)	ASSESSED VALUE PER SQUARE FOOT
Alondra Park/El Camino Village	0.00	Not Applicable
Del Aire/Wiseburn	27.34	\$142
Hawthorne Island	0.91	\$121
La Rambla	5.95	\$40
Lennox	32.73	\$60
West Carson	233.41	\$46
Westfield/Academy Hills	0.43	\$143
Total (Acres)	300.77	\$57

TRANSIT ORIENTED DEVELOPMENT (TOD)

TOD is an urban planning term that refers to a type of development that maximizes the amount of residential, business, recreational, and retail space within walking distance of public transportation. TODs aim to increase public transport ridership by reducing the use of automobile travel.

A TOD typically includes a central transit stop (in this case a Metro light rail station or Metro rapid bus stop) surrounded by a high-density mixed-use development, with lower-density areas spreading out from the center. The densest areas of a TOD are normally located within a radius of $\frac{1}{4}$ to $\frac{1}{2}$ mile around the central transit stop, which is typically considered to be an appropriate walking distance for pedestrians.

As previously noted, the Del Aire/Wiseburn, Lennox, and West Carson communities have areas that could be targeted for TOD. While West Carson has already established a Transit Oriented District Specific Plan, the communities of Del Aire/Wiseburn and Lennox could target increased density within a walking distance of their transit centers. Future TOD could benefit from having potential value premiums associated with access to the Metro Green line. State Bill 10, which allows local governments the authority to re-zone in certain “transit-rich areas” or “urban infill sites” could also be a tool to encourage higher density development.

CORRIDOR DEVELOPMENT

Throughout the Planning Area, there are numerous corridors that consist of largely older commercial development. As noted, the South Bay retail market has some of the highest amounts of retail space per capita in the nation. Underperforming retail along corridors within the SBAP communities that could be replaced by housing and/or potentially mixed-use retail, albeit likely at a reduced footprint, either in a vertical or horizontal mixed-use development configuration should be considered. This strategy would guide future higher intensity residential development, more consistent and compatible with existing residential density (also referred to as “gentle density”), in areas that might have limited transit or capacity within the existing corridor for additional cars and associated traffic.

Based on the illustrative exercise to identify underutilized parcels, the SBAP communities of Alondra Park/El Camino Village, Hawthorne Island, and Westfield/Academy Hills all have a lack of properties that fall within the defined screening criteria. The following describes the remaining communities in more detail based on the sites identified as being underutilized.

Del Aire/Wiseburn

Based on the “existing age of building” criteria, there were sites that could be potentially redeveloped. Those sites were generally located along Aviation Boulevard and are existing retail uses. There are potential warehouse sites on La Cienega Boulevard, but the location adjacent to the I-405 presents issues for housing development given restrictions around building residential uses near freeways. Finally, while only one small site was identified on El Segundo Boulevard, there could be strategic reasons to try to encourage development on the major east-west corridor. It should be noted that most of the land identified in Del Aire/Wiseburn includes existing office buildings. Although

these buildings were over 20 years of age, they appear to be of Class B quality and would be unlikely to be redeveloped in the near-term. As such, beyond the sites identified in the RHNA, there are limited additional development opportunities.

La Rambla

La Rambla has a limited number of sites that met the underutilized criteria, mostly along West 6th and West 7th streets. There are parking lots and commercial properties along these arterials that could potentially be targeted. Given that the total acreage for underutilized sites based on existing building age and a low improvement to land value is approximately two and six acres, respectively, additional incentives along the West 6th and West 7th street corridors might need to be explored. It should be noted, however, that significant land has been identified for RHNA development within the community.

Lennox

Lennox, along with West Carson, has the most sites that met the redevelopment criteria. In general, most infill development opportunities are along the Inglewood Avenue and Hawthorne Boulevard corridors. These properties are classified as retail or other commercial uses. Select development along these transit corridors could be targeted at major intersections or selected mid-major intersection locations as available. Additional industrial sites along La Cienega Boulevard were also identified. However, those sites are west of the I-405 freeway and likely not the best suited for residential or mixed-use development. In addition, much of the community is within the LAX noise contours identified in the County General Plan and would not be suitable for residential development.

West Carson

Like Lennox, there are many sites that have been identified as underutilized in West Carson. West Carson has the benefit of having a Transit Oriented District Specific Plan, so many infill sites have already been identified for potential redevelopment. There is also a significant potential redevelopment opportunity at the Alpine Village site, which includes seven designated historic retail buildings and a large surface parking area on the approximately 14-acre property. The site can be accessed via Hamilton Avenue to the east and Torrance Boulevard to the south.

In general, South Vermont Avenue has existing underutilized office and industrial sites. The other major north/south corridor Normandie Avenue also had numerous underutilized industrial sites. Along West Carson Street, where the Metro rapid bus station is located, there are underutilized retail properties. However, this area has already been designated a mixed-use development area and is accounted for within the West Carson Transit Oriented District Specific Plan.

Feasible Housing Typologies

The cost of developing new housing depends on a variety of factors, including but not limited to allowed density, size of units, location and related land costs, type and cost of construction, and cost of debt. Given the high-level nature of this exercise, the goal is to broadly identify feasible near-term development typologies for the SBAP communities.

TESTING ON RHNA SITES

The analysis in **Table 3-9** focuses on the residual land value (RLV) for illustrative sites that have been identified as rezoning sites for RHNA housing at 50 to 100 dwelling units per acre.⁴⁸ The RLV is what a developer would be willing to pay for land for development after he/she covers all development cost and the required profit. Simply, it can be understood as the following:

- Project Value less the project costs (excluding the cost of the land and any existing improvements) will equal the theoretical value of the land given the specific development prototype under consideration.
- For a development prototype to be feasible it must exceed the established theoretical base value (hurdle rate).

The illustrative hurdle rate for RHNA sites identified to be developed is over \$100 per square foot or approximately \$4.3 million per acre. Although there is a lack of true comparable sales to establish a more precise base value, the illustrative hurdle rate provides a practical illustrative sales threshold for which future residential land uses can be evaluated against to determine if the proposed development prototypes are feasible in the near-term (if the RLV is positive, it would suggest a feasible development and if the RLV is negative, the developer could not afford the land based on the financial assumptions used herein).

Maximizing allowable density would suggest a residential product likely 5-stories high (or over) with subterranean parking. Given current rent levels in SBAP communities, high-rise development with underground parking is not likely feasible in the near-term. However, the inclusion of structured parking and/or potential wrap⁴⁹ development appears generally feasible at density levels around 100 units per acre on sites over 2-acres.

⁴⁸ Please see Section 4.2 for all designated RHNA opportunity sites.

⁴⁹ Wrap buildings, sometimes called “Texas donuts” or “Texas wrap” consist of residential units and/or retail “wrapping” around an above-grade parking structure. It is generally appropriate for sites where more expensive below-grade parking is not an option. The wrap building offers a density solution on sites two acres or larger.

Table 3-9: Residual Land Value Analysis of Higher Density Development (over 50 du/acre)

COMMUNITY	RHNA PARCEL SIZE (ACRES)	RESIDENTIAL TYPE	DENSITY (UNITS PER ACRE)	PARKING	SALES PRICE / RENT	RLV
Lennox	0.98	For-Sale, 4-story Stacked Flats (Condos)	69	Podium	\$650,000	Negative
La Rambla	2.53	For-Rent, 5-Story Stacked Flats with Retail	100	Structured	\$2,500	Positive
Lennox	0.98	For Rent, 5-Story Stacked Flats with Retail	116	Podium/ Subterranean	\$2,500	Negative
La Rambla	2.53	For Rent, 11-Story High Rise	150	Subterranean	\$2,600	Negative

Case Study – AIRO and South Bay X

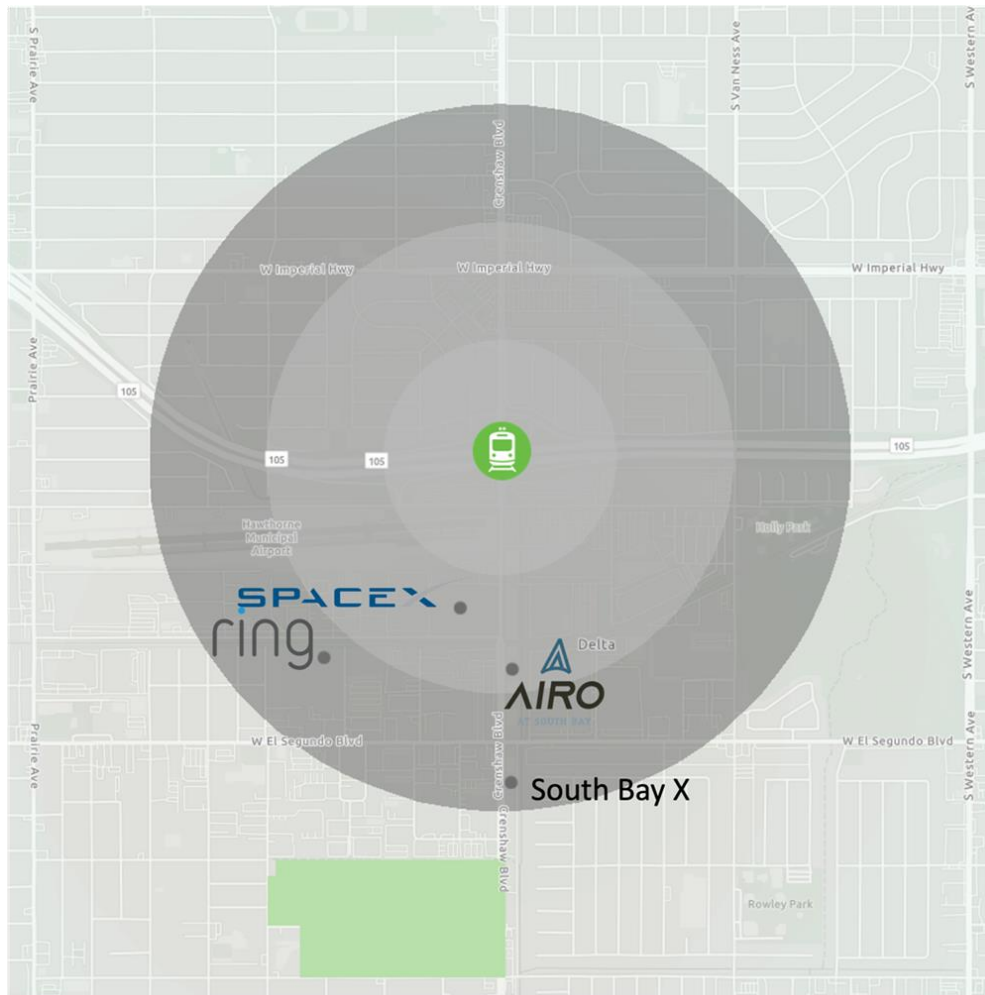
In Hawthorne, Standard Communities and the California Statewide Communities Development Authority, recently purchased the AIRO 230-unit complex for \$140 million. The transaction comes under a formal “workforce housing” structure, where Standard Communities will lower rents at that apartment complex for qualified residents who make between 80 and 120 percent of the area’s median income. The original project was developed as the Hawthorne Millennium, which was constructed in 2021. The property includes a BBQ lounge, clubhouse, fitness center, courtyard, resort-style swimming pool, and spa. The development also includes ground floor retail and a shared parking structure for both residents and retail customers. The AIRO is well located with its proximity to the Metro Green Line Hawthorne/Lennox station and from being about half a mile from the headquarters of SpaceX and Amazon’s Ring unit.

Nearby in Gardena, multifamily investor Cityview and Stockbridge Capital Partners have teamed up to develop a new apartment complex in the South Bay. Located at 12850 Crenshaw Boulevard the firms purchased a fully entitled site for \$22.3 million. The property included a 25,000-square-foot warehouse, built in 1958. The new development, called South Bay X, is set to be finished in early

2025, with construction starting later this year. The South Bay X project is said to include 265-units of “market-rate workforce housing,” which suggest the project aims to draw middle-class tenants without locking into any restrictions on rental rates that would come with the use of public financing.

Both developments are examples of potential models for the SBAP communities. Their ability to leverage the proximity to corporate headquarters and regional transit help create demand and potential rent premiums.

Case Study 1: Airo and South Bay X Multi-Family Development



ILLUSTRATIVE DEVELOPMENT ON NON-RHNA SITES

The illustrative hurdle rate for non-RHNA sites identified to be underutilized is \$70 per square foot or approximately \$3.0 million per acre. Based on this hurdle rate there appears to be several feasible residential development types. However, given the size of the parcels (typically under 1 acre), a lower development intensity (under 50 units per acre) should be explored. The illustrative financial analysis of for-sale townhomes, for-rent multi-family 3-story walk up, and for-rent 2-story multi-plex developments all a yield positive RLV as shown in **Table 3-10**.

Table 3-10: Residual Land Value Analysis of Lower Density Development (under 50 du/acre)

COMMUNITY	RHNA PARCEL SIZE (ACRES)	RESIDENTIAL TYPE	DENSITY (UNITS PER ACRE)	PARKING	SALES PRICE / RENT	RLV
Alondra Park/El Camino Village	0.91	For-Sale, Townhome	16	Tuck-under	\$775,000	Positive
Del Aire/Wiseburn	0.85	For-Rent, 2- Story Multi- plex	28	Surface	\$2,200	Positive
Del Aire/Wiseburn	0.85	For Rent, 3- Story Walk- up	47	Tuck- under/Surface	\$2,300	Positive

Summary

Although high density development near transit might be achievable in select site locations, the SBAP communities would also benefit from a dual strategy of a more gradual increase of density through a variety of residential typologies in select areas. The development of a variety of housing types will also help speed absorption once the units are developed. Targeted areas throughout the corridor (either on RHNA or underutilized non-RHNA sites) should be further explored.

3.4 Economic Development

3.4.1 Development Opportunities

Introduction

In the years leading up to and following World War II, areas in and around the Planning Area emerged as a center of aerospace and defense and general manufacturing. While the manufacturing sector has not been as strong in recent years, aerospace and manufacturing continues to be a part of the regional economy. In recent decades, especially as trade with Asia has increased, the area's proximity to the ports of Los Angeles and Long Beach and the development of the Alameda Corridor has resulted in the emergence of a strong logistics cluster.

Vacant land in the Planning Area is relatively sparse and most vacant sites have proposed development projects. Finding opportunity sites provide a unique opportunity for the County. While economic activity occurs in the private sector, it is affected by County land use policy. The following provides economic development opportunities for key sites identified within the SBAP communities.

MARKET OVERVIEW

Currently, commercial real estate is contending simultaneously with a cyclical market downturn and with changes in the way people work, live, and shop. The recent increase in interest rates have caused commercial property values to fall, while the increased labor force working from home and the rise in e-commerce are reducing demand for office and retail space.

Historically, these two forces have not come together on this scale since the 1970s, when a recession followed surging oil prices and a stock-market downturn while new technologies allowed for jobs to move out of major cities' central business districts. The aftermath of the pandemic is largely responsible for accelerating the commercial property turmoil. It is unknown how long the national commercial property downturn will last. However, the following analysis considers these current conditions and assumes a recovery in the near-term, given that the economy avoids a prolonged recession and interest rates start to come down.

Industrial Demand

With approximately 198.3 million square feet, the South Bay industrial submarket⁵⁰ has one of the largest clusters of industrial space in the County (25 percent of GLA) with a vacancy rate of 3.6 percent and average rent prices above the Los Angeles County industrial market. The submarket's proximity to the ports, which handles around 40 percent of all imports in the United States, make it a prime location for warehousing, distribution, and trade-oriented land uses. The importance of the logistics sector continues to increase with the proliferation of online shopping.

⁵⁰ As defined by CoStar, which is not contiguous with the Planning Area but generally similar.

Retail Demand

As noted, on a per capita basis the current amount of retail development in the South Bay retail submarket is higher than the County retail market and most locations throughout the nation. However, overall, the South Bay retail market has been generally strong over the last 24-months with some softening of rent prices and increases in vacancy over the last 12-months. In comparison to the Los Angeles County retail market area, the South Bay retail submarket slightly underperforms with slightly higher vacancy rates and average asking rents approximately 13 percent below the overall market.

Office Demand

The County office market comprises many submarkets, each with a distinct tenant profile, however office space is generally highly interchangeable between submarkets. Since 2002, annual office deliveries in the County office market have fallen, from a peak of more than five million square feet to less than one million square feet per year. Significantly lower volumes of new office have been delivered to the market since 2010. Over the last four years in the South Bay office market,⁵¹ the overall vacancy rate has increased from 11.8 percent to 17.7 percent (2Q 2019 to 2Q 2023). Most of the vacant space tends to be in Class A properties, that have been particularly hard hit by recent commercial office trends.

While traditional Class A office space would not likely be marketable in the SBAP communities, creative office space (typically classified as Class B or Class C) is an emerging category of office space development. While this type of development should be explored, creative office space has tended to cluster in beach communities such as Venice and Santa Monica in the South Bay office submarket area.

Alpine Village

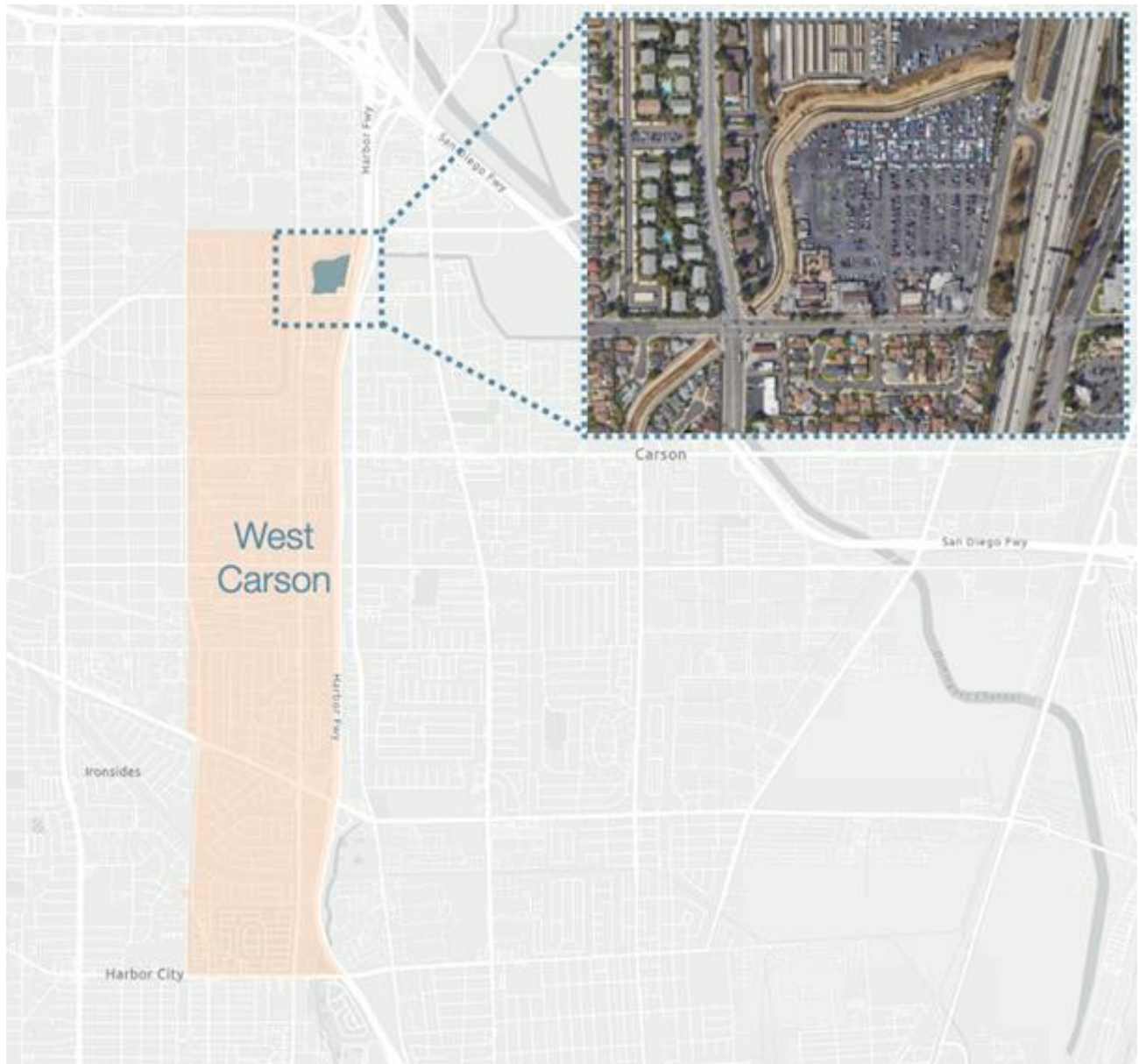
INTRODUCTION

The Alpine Village property⁵² (Alpine Village) is in the West Carson community, adjacent to the I-110 freeway and bounded by East Del Amo Boulevard to the north, Hamilton Avenue to the west, West Torrance Boulevard to the south, and Vermont Avenue to the west as shown in **Figure 3-14**. The 14-acre property is a designated historic landmark because of its building type, themed shopping court along the southern border of the property, and because of Alpine Village's long association with the German American community, including hosting annual Oktoberfest events. In addition to being historically significant, the Alpine Village development provides a buffer between the industrial uses to the north and the residential neighborhood to the south.

⁵¹ Ibid.

⁵² Site boundaries follow the combined parcel lines of Assessor's Parcel Numbers 7350001016, 7350001018 and 7350001027.

Figure 3-14: Alpine Village Site Location



As shown in **Figure 3-15**, Alpine Village consists of seven buildings and was completed from 1969 to 1974. Buildings 1 and 2, as noted below in Figure 2, are 1-story buildings with 4,500 square feet and 2,200 square feet of commercial space, respectively. Building 3 is a 400 square foot 1-story chapel. Building 4 is a 2-story, 13,000 square foot, development that includes shop space and the original Alpine Inn Restaurant. Building 5 includes a 6,500 square foot 1-story theater. Building 6 (21,000 square feet), The Alpine Inn Restaurant, was completed as a clubhouse and was later remodeled into a restaurant. Building 7, 2-stories 17,800 square feet, with adjacent outdoor dining area, housed The Alpine Market and The Alpine Café and Deli. In total, the now vacant buildings include over 65,000 square feet of commercial space. It is assumed that the existing seven commercial buildings remain as a County designated historic landmark.

Figure 3-15: Alpine Village Site Existing Buildings



Alpine Village's swap meet and the Alpine Market grocery closed in February 2023 and it was reported that the long-time owners, who also ran the center, sold the property to a limited liability company affiliated with WPT Capital Advisors (WPT) in March of 2023 for \$43 million. WPT is a real estate development and investment management firm focused on the industrial warehouse and distribution sector. The sale to WPT followed interest in 2019 from Pacific Industrial to purchase the site and build a warehouse on it.

Market Area Development Activity

Given Alpine Village's location, it is instructive to analyze the current and potential future development in the area, particularly in the adjacent City of Carson. **Figure 3-16** provides a summary of some of the major developments in the area. The development and various plans correspond to the numbers on the development activity map. The recently completed projects and planned projects include large multi-family rental development, light industrial, and retail commercial uses.

Figure 3-16: City of Carson Development Activity



Note:

- (1) Evolve South Bay
- (2) Figueroa Business Park Specific Plan
- (3) The District at South Bay
- (4) Imperial Avalon Specific Plan / Union South Bay

Evolve South Bay

Evolve South Bay is a 300-unit (Class A) apartment development (11-acres). The development's lease up (absorption) was reported to be completed in 12 months during the pandemic. The project includes one-, two- and three-bedroom residences ranging from 735 to 1,325 square feet. Evolve South Bay's amenities include a two-story clubhouse with kitchen and "party" room overlooking the Porsche Experience Center, a resort-style pool and spa with cabanas, a barbecue area, outdoor fireplaces, an outdoor social lounge, fitness studio, yoga room, and outdoor fitness area. The property also includes a playground, cornhole court, dog park, and a co-working space that includes private offices and conference rooms.

Figueroa Business Park Specific Plan

The proposed Figueroa Business Park consists of the remediation of a former landfill site and development of a business park campus. The specific plan includes two areas that encompass the approximately 14-acre site. Planning Area 1 will accommodate business park uses with the development of up to three structures (proposed Buildings 1 through 3) totaling and over 309,000 square feet of building area. Planning Area 2, which would accommodate general commercial/retail uses, will consist of a single 4,000 square foot structure (Building 4). The project also proposes on-site surface parking and landscaping associated with the new business park development.

The District at South Bay

The District at South Bay Specific Plan, formerly known as The Carson Marketplace Specific Plan (adopted in 2006), renamed as The Boulevards at South Bay Specific Plan (2011 amendment), and later renamed as The District at South Bay Specific Plan (2018 amendment). The Carson Marketplace Specific Plan included 168-acres of property. The Evolve South Bay is in the Planning Area north of Del Amo Boulevard. The remaining 157-acre portion of the specific plan area is located south of Del Amo Boulevard, which was formerly operated as a landfill and is currently vacant. The District at South Bay's land use includes 745,300 square feet of commercial uses, 1,550 residential units, and approximately 1,567,000 square feet of light industrial and ancillary office space.

Imperial Avalon Specific Plan

The Imperial Avalon Specific Plan provides for the development of 1,115 residential dwelling units with an approximate overall density of 41 dwelling units/acre on approximately 27-acres of land. The project also includes 10,000 square feet of restaurant space. This project would be built in phases, contingent on market demand. Specifically, the plan includes market-rate apartments, senior apartments, and townhomes. The market-rate apartments and senior apartments are said to be designed as four apartment buildings between four and seven stories, which will be located on the eastern side toward Avalon Boulevard. They would include studio, one- and two-bedroom units, wrapped around central courtyards. The three-story townhomes will feature two- and three-bedroom floor plans and be located on the western side toward Grace Avenue. More than 2,000 parking spots would be scattered across the property, located southwest of the 405 Freeway. Construction is

projected to take roughly 60 months. Pending approvals, the developer is expected to break ground sometime this year and is targeted to be complete by 2027.

Near the Imperial Avalon Specific Plan, the Union South Bay was completed in 2020. The project is located at the northwest corner of Carson Street and Avalon Boulevard. The five-story building, which wraps an interior parking structure, includes 357 residential units and approximately 30,700 square feet of ground-floor retail space.

DEVELOPMENT OPPORTUNITIES

Given the strength of the South Bay industrial submarket, as well as Alpine Village's proximity and access to the I-110, a business park development would likely be viable. The re-use of the existing buildings, however, would not have clear synergies with light industrial development. Assuming the site could be developed with other uses, which would likely be challenging in the near-term, preliminary visioning for a lifestyle retail development should be considered.

Unlike traditional retail malls that are anchored by large department stores, lifestyle centers are anchored by large specialty stores or entertainment. They also tend to be smaller in size and are often mixed-use developments compared to malls historically singular retail focus. Given the unique attributes of Alpine Village, potential anchors for a lifestyle retail center could include a food hall concept and creative office space.

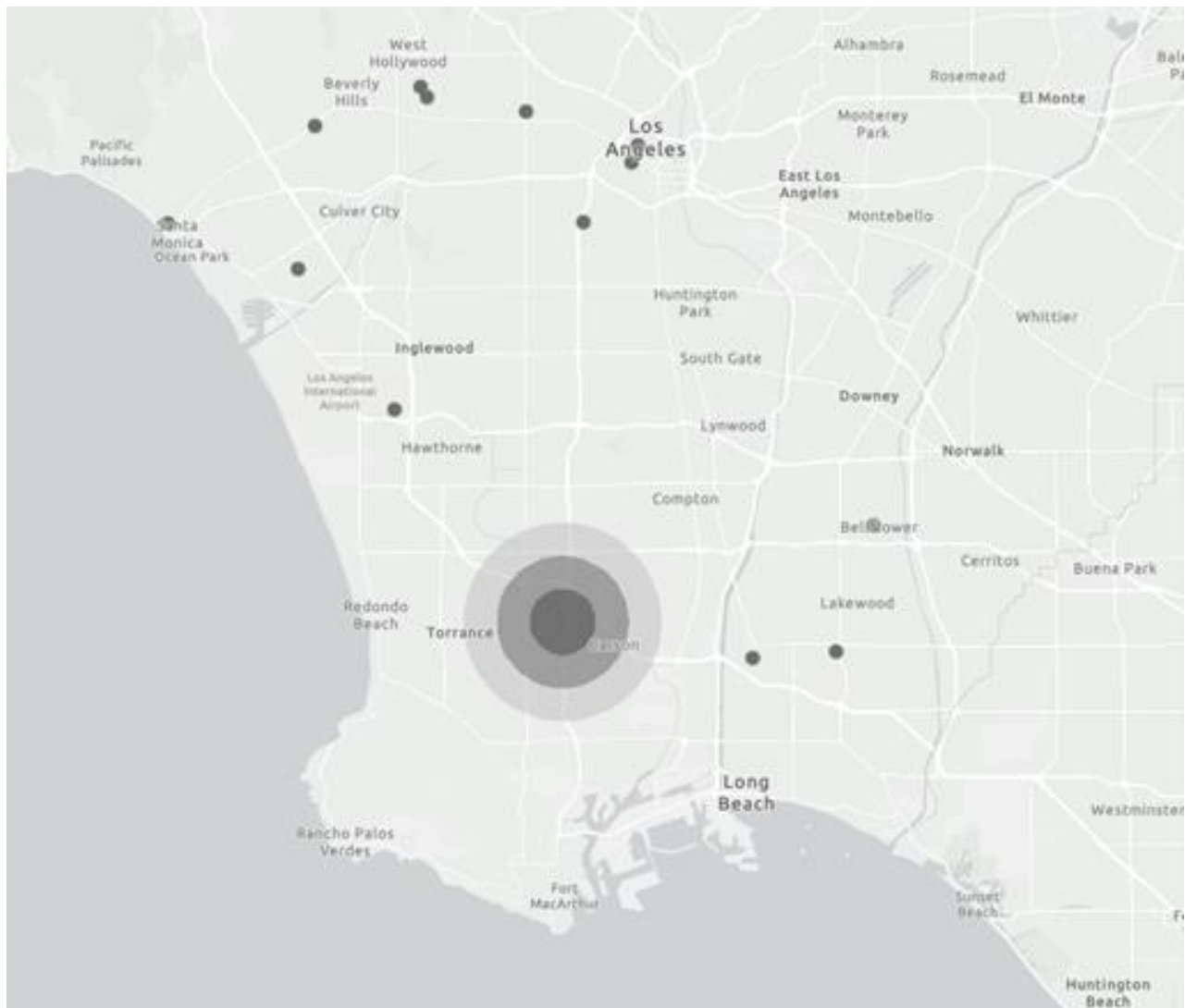
Food Halls

One prominent trend in the restaurant business, and retail in general, is the food hall. The popularity of food halls has been successful for several reasons:

- Food halls resonate with consumers, drive foot traffic, and are an increasingly good fit for a marketplace during eCommerce driven disruption led by convenience shopping by, unlike eCommerce, successfully attracting shoppers through experience driven consumption.
- The food hall has also emerged as an anchor for mixed-use projects.

The economics of a food hall can be beneficial to both the developer and tenant. Although each food vendor is required to have its own permits, the commercial space includes bathrooms and seating, maximizing efficiencies, allowing vendors to invest less money. Unlike a full-service restaurant, stalls don't require front-of-house staff, which can also reduce labor costs and improve operating margins.

Given the existing commercial space available in Alpine Village as shown in **Figure 3-17**, either a full-sized food hall or mini food hall concept might be supportable. The typical mini food hall is 10,000 square feet or less and tends to be in freestanding, urban locations or on the ground floor of mixed-use projects. This compares with a traditional food hall that typically ranges from 15,000 to 30,000 square feet. Tenants are generally weighted towards prepared food vendors, although many of these projects feature unprepared food or artisanal product vendors as well.

Figure 3-17: Regional Food Hall

Note: Rings represent 1-, 2-, and 3-mile radius from Alpine Village Site.

Case Study – Long Beach Exchange and The Hangar

The 266,000-square-foot Long Beach Exchange (LBX) is located at a former McDonnell Douglas/Boeing land site (26-acres) in northeast Long Beach. Developed in 2018, the LBX is a lifestyle retail center neighboring the Long Beach International Airport. According to the designers, the goal of the LBX was to provide unique “Instagram Moments” through placemaking and graphic interventions. As indoor malls have suffered through the pandemic and online shopping has increased, the LBX represents a well-designed, open-air shopping center that focuses on retail, dining, fitness, and other daily needs. A critical anchor for the development is The Hangar food hall. The Hangar is a 17,000-square-foot structure, reminiscent of an aviation hangar, and includes 14 artisanal food vendors, eateries, speakeasies, and boutique retailers. Currently The Hangar is 100 percent occupied and has exceeded expectations. In 2022, the developer, Burnham Ward, reportedly sold LBX for \$160 million.

Case Study 2: LBX/Hangar Food Hall (Long Beach, CA)



Note: Rings represent 1-, 2-, and 3-mile radius from LBX.

Creative Office Space

Creative office space is typically marketed to creative professionals, startups, and technology firms. Tenants searching for creative office space are more likely to seek space with specific characteristics, such as:

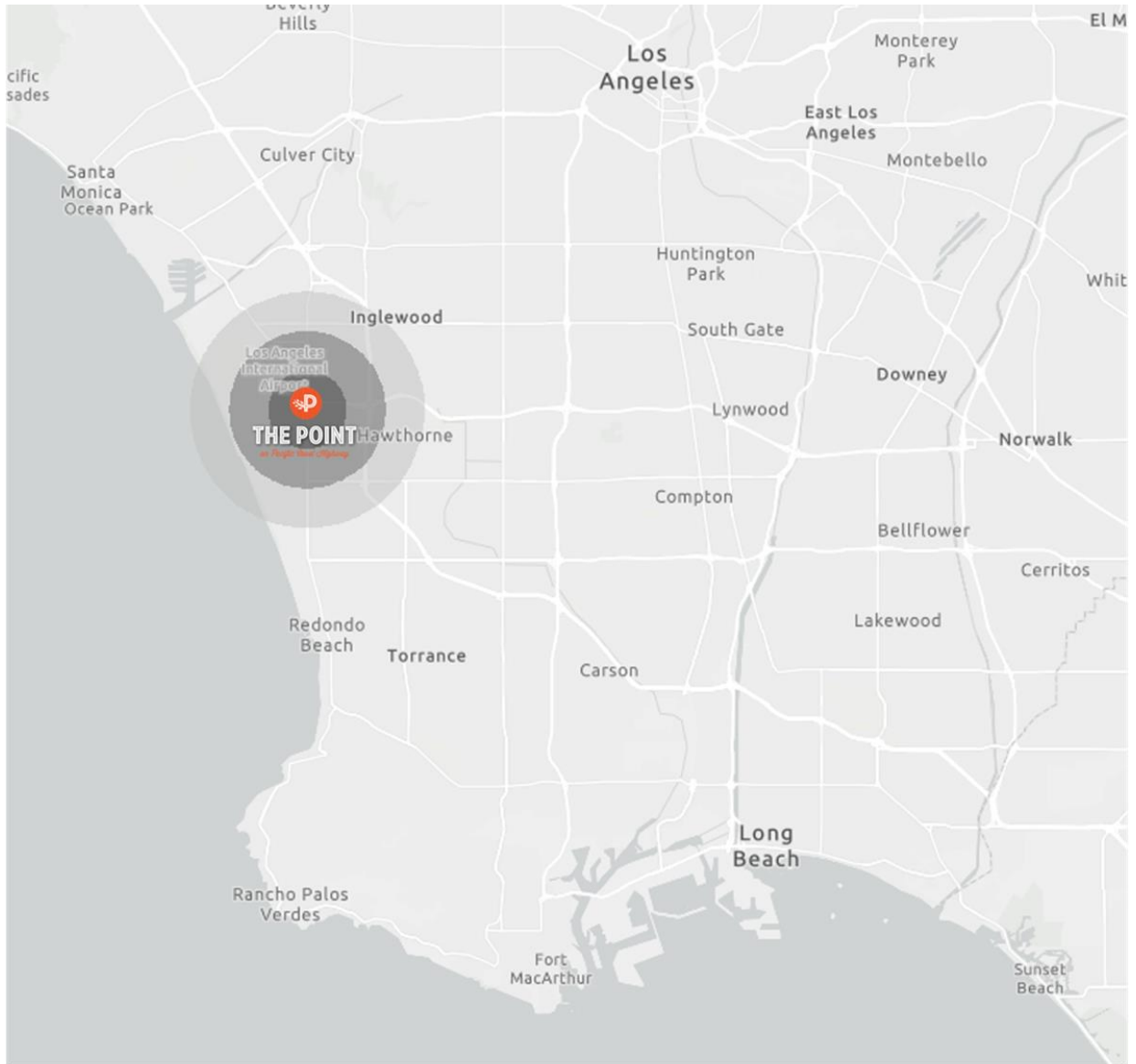
- **Finishes:** Creative office space can be differentiated from traditional office space in multiple ways. Creative office space has an “open” layout and may also be referred to as “industrial.” Typical elements include little distinction between workspaces (low or no cubicle walls), an area for enclosed “phone pods” designed for taking and making private telephone calls, conference rooms with glass doors, and a limited number of traditional enclosed offices. Finishes such as high and exposed ceilings, concrete floors, and operable windows contribute to the open feel. Finally, many creative office spaces provide an open kitchen and communal gathering space within the office.
- **Amenities:** Access to private or shared outdoor space is a highly desirable amenity for creative office space. Outdoor space can be used as a working space as well as an area for social gatherings. Established firms in creative office spaces typically offer in-office amenities and their build-out reflects these functions. Additionally, campus-oriented creative office developments at times include retail space.

Case Study – The Point

The Point (approximately 115,000 square feet) is located near the intersection of Rosecrans Avenue and Pacific Coast Highway, two easily accessible routes in the South Bay. The lifestyle center includes shopping, dining, and creative office space. The Point is also marketed as a “meeting place” where the community can gather. Throughout the summer concerts, parties, and movie events occur at The Point’s outdoor plaza area. Every restaurant can offer al fresco dining overlooking the plaza, and this along with other design elements focus on optimizing open space.

Approximately 20 percent of the total leasable space (approximately 25,000 square feet) was developed as creative office space. The second-floor office space is located above the ground floor retail overlooking the outdoor plaza area. Current tenants include a real estate office and wealth management services. There is also approximately 7,000 square feet available for lease, suggesting the current vacancy is 28 percent.

Case Study 3: The Point (El Segundo, CA)

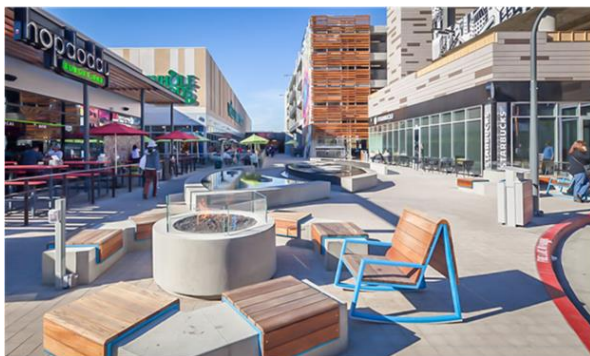
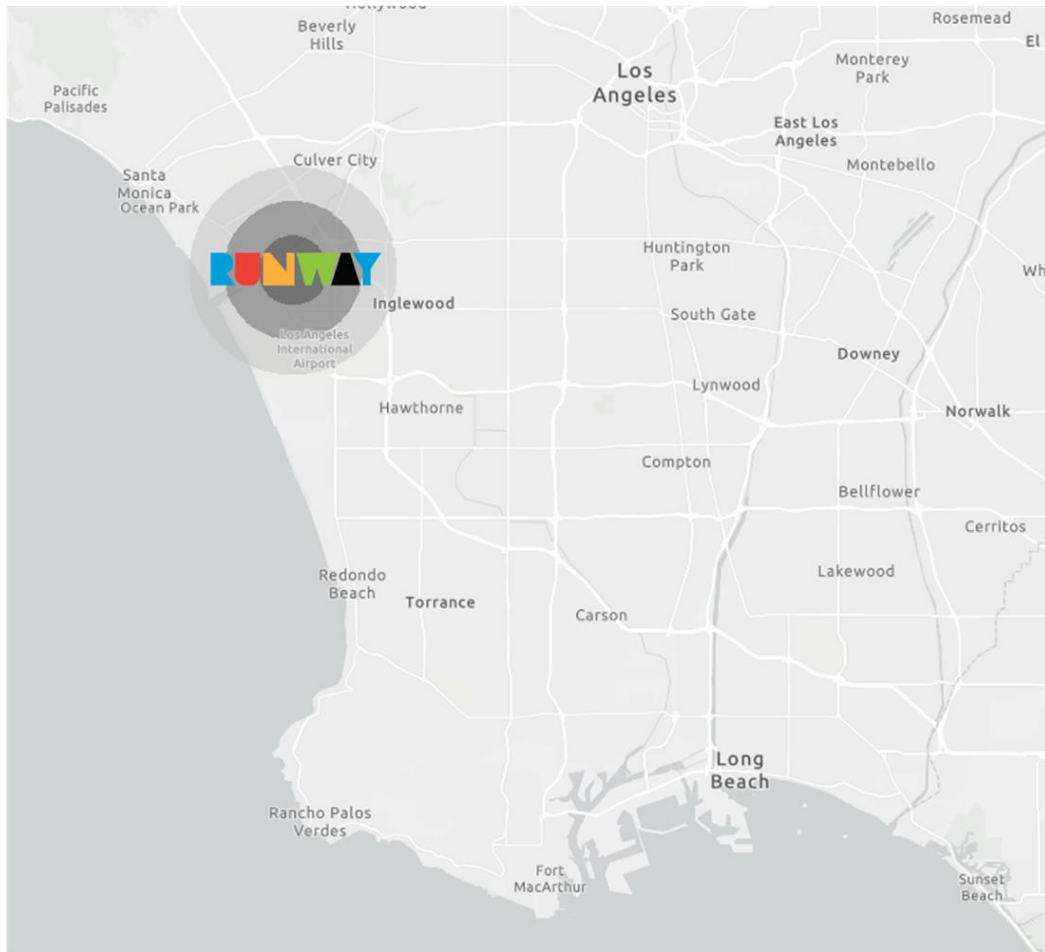


Note: Rings represent 1-, 2-, and 3-mile radius from The Point.

Case Study – The Runway

The Runway is a vertically mixed-use lifestyle retail center located in Playa Vista. The 10-acre project includes a “main street” concept with in-line shops, restaurants, and retail anchors including Whole Foods Market and Cinemark Theater. The Runway project includes about 220,000 square feet of retail space and 420 apartment units. The Runway also includes “Free Market” a collective that develops and markets products, services, and experiences.

Case Study 4: Runway (Playa Vista, CA)



Note: Rings represent 1-, 2-, and 3-mile radius from Runway.

While primarily oriented as a retail destination, Runway also includes approximately 30,000 square feet of new creative office development that opened in 2015. Upon initial leasing, interviews with the leasing broker suggested asking rates well above comparable Class B office space given its integration into The Runway. While originally designed as creative office space one of its existing anchor tenants is Cedars-Sinai urgent care center. The urgent care center is marketed as a neighborhood amenity to address unplanned healthcare needs for the nearby residents.⁵³

Market Comparisons

To better understand the likelihood of comparable development, the estimated 2028 market income of each lifestyle center was compared with Alpine Village. As shown below in **Table 3-11**, except for the Runway, Alpine Village has comparable levels of gross income as LBX and The Point. However, it is important to note that the planned and proposed development would likely increase potential income and associated retail spending. At the same time many of the proposed projects also include significant new retail space. Based on current projections, over the next five years the disposable retail spending will increase by approximately 17 percent.

Table 3-11: Income Comparison in Millions (2028, ESRI)

MARKET	LBX	RUNWAY	THE POINT	ALPINE VILLAGE SITE
1-Mile Radius	\$577.3	\$3,117.4	\$644.8	\$824.5
2-Mile Radius	\$3,802.6	\$10,133.9	\$2,420.5	\$4,014.6
3-Mile Radius	\$10,490.3	\$19,482.1	\$9,771.0	\$9,456.1

The following data from Placer.ai⁵⁴ provides additional market intelligence on how the benchmark lifestyle centers differ from traditional retail malls or power centers. As shown below in **Table 3-12**, over the last 12-month period the benchmarks ranged from approximately 2.1 to 5.5 million visits. Based on the gross leasable area, the benchmarks ranged from 15 to 21 visits per square foot. Comparing this metric to market area malls such as Del Amo and The South Bay Galleria, the visits per square foot are approximately double. This high level of visits per leasable space demonstrates how these centers tend to attract more repeat visitors and more footfall relative to their size.

⁵³ The benchmark could be useful as an example of medical office with mixed-use lifestyle retail development applicable to the following discussion of the La Rambla Medical Cluster.

⁵⁴ Placer.ai is a location analytics company that collects geolocation data from mobile devices enabled to share data in anonymized fashion.

Table 3-12: Visitor Comparison (2023, Placer.ai)

METRICS	LBX	RUNWAY	THE POINT
Visits (Millions)	5.5	3.3	2.1
Visits per Gross Leasable Area	20.8	15.2	18.1
Gross Leasable Area (SF)	266,000	220,000	115,000
Average Dwell Time (Minutes)	59	92	72

DEVELOPMENT STRATEGY

Alpine Village's seven historically significant buildings include approximately 65,000 square feet of space (excluding the chapel) as shown in **Table 3-13**. The redevelopment and or re-tenanting of these buildings would presumably be integrated into the development program. Preliminary options could include redeveloping the existing interior space into retail, creative office, and a food hall. The 10-acres of surface parking could be transformed into approximately 105,000 square feet of new commercial development with a plaza and various open space amenities. While broadly defined as retail commercial space, tenants could vary with a premium placed on attracting businesses that would assist with overall placemaking through various entertainment or experiential retail offerings. A lifestyle oriented mixed-use development with creative office space and food hall would further contribute to the rapidly expanding neighborhood south of downtown Los Angeles. While a feasibility study has not been conducted, Alpine Village could also benefit through economic development tools to enhance overall financial feasibility.

Table 3-13: Preliminary Development Concept (Square Feet of Commercial Space)

BUILDING	REDEVELOPMENT OF EXISTING ALPINE VILLAGE BUILDINGS			NEW DEVELOPMENT		TOTAL (SF)
	Creative Office	Retail	Food Hall	Creative Office	Retail	
Building 1	0	4,500	0	0	0	4,500
Building 2	0	0	0	0	0	2,200
Building 3	0	0	0	0	0	0
Building 4	6,500	6,500	0	0	0	13,000
Building 5	0	6,500	0	0	0	6,500
Building 6	0	0	21,000	0	0	21,000
Building 7	8,900	8,900	0	0	0	17,800
New Construction	0	0	0	14,600	90,400	105,000
Total	15,400	28,600	21,000	14,600	90,400	170,000

La Rambla Medical Cluster

INTRODUCTION

La Rambla is a 135-acre irregularly shaped unincorporated “island” roughly bounded by Weymouth Avenue, Meyler Street, 1st, 3rd, and 7th Streets. The area currently includes single and multi-family residential uses, a significant medical office node anchored by Providence Little Company of Mary Medical Center and a YMCA. La Rambla has many additional small medical and professional offices clustered near the Little Company of Mary Hospital on 7th Street.

MARKET OVERVIEW

In-Place Employment

Employment is examined in terms of jobs (in-place employment). A critical barometer in evaluating demand for commercial office and industrial real estate is employment growth. Total jobs⁵⁵ declined from 2004 (699) to 2019 (640), leading up to the COVID related recession. There were approximately 500 primary jobs in La Rambla in 2020, which is the most recent year of the Quarterly Census of Employment and Wages in-place employment data available for analysis. During the 2020 COVID year, La Rambla lost 66 jobs in Health Care and Social Assistance. Most of the Health Care jobs are located at the Providence Little Company of Mary Medical Center. As shown in **Figure 3-18**. Additional jobs servicing the hospital are in or near the campus and with a density of employment ranging between 700 and 1,100 per square mile, which is low in compared to other areas in the Planning Area.

⁵⁵ A total job is defined as all jobs, which include all public or private sector jobs (potentially more than one job per worker). For example, if a person had two part-time jobs, then the primary job would be the highest paying job for that worker. Typically, there is not significant variation in primary and total jobs except in economies with significant portions of the labor force engaged in part-time employment (e.g., tourist economies).

assumption is that industries falling within 0.75 and 1.25 are probably producing at levels sufficient to meet local demand in the local area.

As shown in **Table 3-14**, there is a high concentration in the Professional, Scientific, and Technical Services, Health Care and Social Assistance, and Other Services (excluding Public Administration) industries. As previously noted, these industries are largely clustered around the Providence Little Company of Mary Medical Center.

Table 3-14: Location Quotient Analysis (BLS, 2020)

INDUSTRY	LA RAMBLA		COUNTY		LQ
	JOBS	PERCENT OF TOTAL JOBS	JOBS	PERCENT OF TOTAL JOBS	
Agriculture, Forestry, Fishing	0	0.0%	3,632	0.1%	00.0
Mining, Quarrying, and Oil and Gas	0	0.0%	2,068	0.0%	00.0
Utilities	0	0.0%	31,821	0.7%	00.0
Construction	3	0.6%	152,888	3.4%	0.18
Manufacturing	0	0.0%	324,124	7.3%	00.0
Wholesale Trade	0	0.0%	211,821	4.7%	00.0
Retail Trade	38	7.6%	405,134	9.1%	0.84
Transportation and Warehousing	4	0.8%	207,746	4.7%	0.17
Information	0	0.0%	349,528	7.8%	00.0
Finance and Insurance	2	0.4%	147,198	3.3%	0.12
Real Estate and Rental and Leasing	0	0.0%	89,192	2.0%	00.0
Professional, Scientific, and Technical	46	9.2%	313,089	7.0%	1.32
Management of Companies	0	0.0%	71,433	1.6%	00.0
Administration & Support	2	0.4%	262,117	5.9%	00.7
Educational Services	0	0.0%	389,480	8.7%	00.0
Health Care and Social Assistance	351	70.5%	780,963	17.5%	4.03
Arts, Entertainment, and Recreation	0	0.0%	87,876	2.0%	00.0
Accommodation and Food Services	29	5.8%	337,049	7.6%	7.7
Other Services	23	4.6%	131,241	2.9%	1.57
Public Administration	0	0.0%	163,441	3.7%	00.0
Total	498	100%	4,461,841	100%	1.00

Trade Area

Utilizing Placer.ai foot traffic data, the Providence Little Company of Mary Medical Center campus⁵⁶ attracted over 561,000 visits over the last 12-month period (September 2022 – August 2023). The majority of visitation occurs during the Monday through Friday work week where the average daily visitation is 2.3 times the weekend visitation. Visitors typically spend over an hour at the campus. The market area for the Providence Little Company of Mary Medical Center campus attracts 70 percent of its visitors from a 10-mile radius.

Existing Development

Table 3-15 presents the existing development in La Rambla. Utilizing the County Assessor data, La Rambla has a significant portion of non-residential development classified as an Institutional land use. The remaining commercial uses are office and other commercial development. Retail development makes up a small share of total building area.

Table 3-15: Existing Development (2023, County)

LAND USE	BUILDING SIZE (SF)	PERCENT OF TOTAL
Commercial		
Office	281,531	16%
Retail	46,029	3%
Other Commercial	182,087	10%
Institutional	425,807	24%
Recreational	55,260	3%
Residential	802,304	45%
Total	1,793,018	100%

A closer evaluation of the Providence Little Company of Mary Medical Center campus, the 19 parcels that make up the campus include a mix of hospital and commercial space. As shown below in **Table 3-16**, nine parcels are dedicated to medical office space. However, the relatively low FAR demonstrate a lower intensity office development.

⁵⁶ APN: 7452035001, 7452033003, 7452033029, 7452033014, 7452036041, 7452030015, 7452033001, 7452033002, 7452033017, 7452033015, 7452036040, 7452030010, 7452036011, 7452036010, 7452033016.

Table 3-16: Providence Little Company of Mary Medical Center Campus Information (2022, Placer.ai)

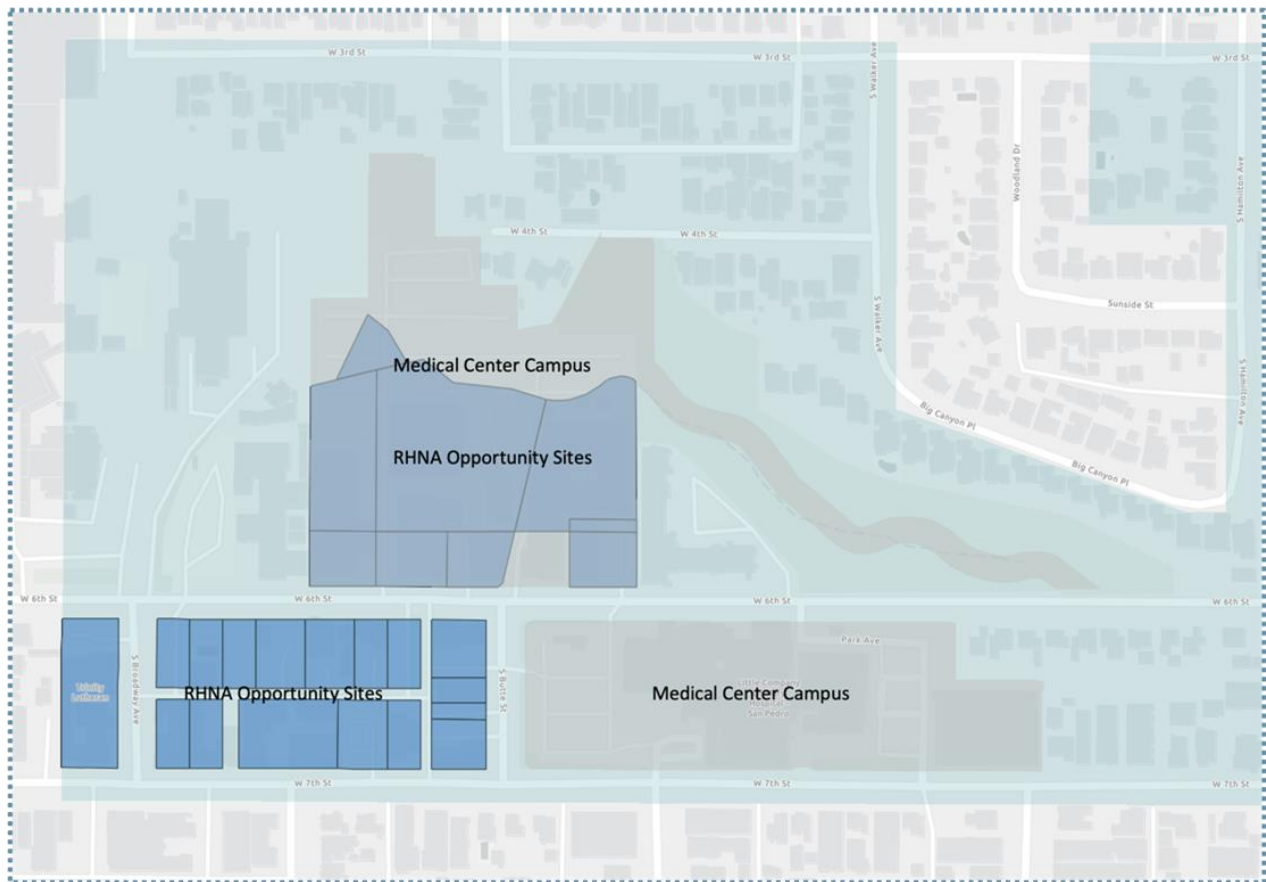
OWNER	PARCELS	LOT SIZE (SF)	BUILDING SIZE (SF)	ASSESSED VALUE	AV/SF	FAR
Providence Health System	7	279.2	326.5	\$30,240,762	\$93	1.2
San Pedro Medical Office	9	331.9	118.5	\$18,675,233	\$158	0.4
Berkovich Family Trust	2	14.8	8	\$1,448,721	\$180	0.5
Szephyr Ventures LLC	1	11.3	10.7	\$2,815,000	\$263	0.9

DEVELOPMENT OPPORTUNITY

Recently, medical campus planning often includes a mix of development uses that encourage healthy lifestyles through design and programming, and may have a passive recreation element (e.g., trail system), fitness center, senior housing, and other public amenities to encourage wellness uses. The goal of many medical campus plans is to leverage the hospital and related medical services with the surrounding community to anchor diverse retail, office, hotel, and residential offerings within a planned mixed-use health-oriented community. The Runway case study in Playa Vista, California is an example of a large development (10- acres) with 420 apartment units and a Cedars-Sinai urgent care center, marketed as a neighborhood amenity.

Based on the market and existing development, there appears to be opportunity to enhance the area with new retail and housing development, potentially workforce and/or senior housing on select RHNA opportunity sites as shown in **Figure 3-19**. Examining medical campus ratios, the percent of built retail space is typically 10 percent of the overall campus development. Medical campus retail is typically oriented towards the patients and nearby workers. Given the relatively low retail offerings, along with being the 8th highest frequented medical campus, the market appears to be sufficient. Similarly, on a relative basis, there appears to be an opportunity for senior housing that typically represent 20 percent of the total square feet of medical campus development.

Figure 3-19: La Rambla Development Opportunity



Note: Dark grey areas represent APNs associated with Providence Little Company of Mary Medical Center campus. Dark blue sites present RHNA opportunity parcels. Light blue is the La Rambla community.

Table 3-17: Hospital Campus Rank by Visitation (2022, Placer.ai)

RANK	HOSPITAL CAMPUS	CITY	2022 VISITATION (ANNUAL)
1	UCLA Medical Center	Torrance	1,463,148
2	Martin Luther King, Jr. Community Hospital	Los Angeles	965,010
3	Lakewood Regional Medical Center	Lakewood	831,577
4	St. Francis Medical Center	Lynwood	671,896
5	Los Alamitos Medical Center	Los Alamitos	601,525
6	Providence Little Company of Mary Torrance Medical Center	Torrance	581,582
7	Dignity Health – St. Mary Medical Center	Long Beach	513,994
8	Little Company of Mary San Pedro	San Pedro	512,854
9	Centinela Hospital Medical Center	Inglewood	458,354
10	Memorial Hospital of Gardena	Gardena	349,826

Economic Development Tools

The following provides tools to enhance development opportunities for the SBAP. The focus of this section is to provide action-based recommendations on how best to stimulate commercial and residential development. These general economic development tools pertain to the SBAP as a whole and can be used to develop policies and implementation programs for specific SBAP communities.

INCENTIVE ZONING

Incentive zoning is a broad regulatory framework for encouraging and stimulating development that provides a desired public benefit as established in adopted planning goals. An incentive zoning policy is implemented on top of existing development regulations and offers developers regulatory allowances in exchange for public benefits. The County can use various value capture mechanisms and incentive zoning to support the construction of housing (market and affordable) or other desired commercial development. Incentive zoning can incorporate one or several incentives including, but not limited to tax increment financing, joint development, air rights, parking reductions, density bonuses, flexible development regulations, fee waivers or reductions, and permitting priority. Incentive zoning could be examined to identify and target new areas of development⁵⁷ within the SBAP communities.

FLEXIBLE DEVELOPMENT REGULATIONS

Flexible development regulations could encourage a more diverse mix of desired residential and commercial uses in the SBAP communities. This might be particularly important where development includes a mix of land uses or at select nodes where diverse commercial development could be encouraged.

PARKING

Arguably one of the most important development factors is the required parking. Given the goals of the housing production at various income levels, reduced parking requirements should be explored. This is particularly appropriate in development areas that include transit but could also be used to encourage future neighborhood-oriented development.

In-lieu parking fees could be used to develop a multi-story parking structure or contribute to other parking solutions in key activity areas within the SBAP communities. This could allow for reduced parking on-site and enhance value of future development programs, particularly in areas where lots are relatively small.

⁵⁷ Not already identified as a RHNA development site location.

PARCEL ASSEMBLY

Larger parcels would provide better efficiency of scale for development and would provide a larger return to attract more developers. Larger parcels in the SBAP communities might also be able to use a variety of more cost-effective parking solutions that could enhance the feasibility of diverse residential unit types (i.e., townhomes facing single-family neighborhoods, mid-rise facing transit corridors, etc.) or mixed-use development with shared parking solutions.

COMMUNITY BENEFIT AGREEMENT

A community benefit agreement is a legal agreement between community benefit groups and developers, stipulating the benefits a developer agrees to fund or furnish, in exchange for community support of a project. Benefits can include a wide variety of agreed upon commitments. The agreements can be critical since local governments require support from their constituencies and developers need government support for zoning approvals. A future developer could negotiate a community benefit agreement that would not only assist gaining approval from the County but could also reduce development risk from delays caused by public opposition. As such, community benefit agreements are viewed as mutually-reinforcing, since all three stakeholder groups gain uniquely from the agreement.

Implementation

There are two basic ways in which the incentive zoning program could be structured - either by-right or through negotiated agreements. By-right or as-of-right is the most straight forward with approvals being granted when a development proposal conforms to zoning. In contrast, under a negotiated agreement the public benefit obtained in exchange for an incentive is negotiated after estimating the land value lift for a specific project proposal. In both approaches, the zoning is determined to allow for development and allow the County to capture its share of the value lift back in the form of public improvements. The potential incentive zoning policy may also be enhanced by considering the inclusion of other previously noted development incentives such as reduced parking requirements or increased maximum allowable density depending on the specific circumstances of the proposed development under consideration.

Development Opportunities Strategies

The following identifies other economic development strategies specific to the Alpine Village and La Rambla Medical Cluster opportunity areas.

Alpine Village - Enhanced Infrastructure Financing District

The County is in the process of establishing an Enhanced Infrastructure Financing District (EIFD) to establish a funding mechanism that can facilitate the construction of infrastructure improvements in West Carson. Once established, the incremental property taxes collected by the County in the EIFD area above the amount collected in the base year would be specifically used to fund the

infrastructure projects listed in the Infrastructure Financing Plan. These infrastructure improvements include utility upgrades, street improvements, pedestrian connectivity, housing, and aesthetic improvements. Potentially expanding the EIFD's boundary to include the Alpine Village, if it is not already included, might be warranted. The EIFD will not result in any new taxes or fees to the property owners.

La Rambla Medical Cluster – Improvement District

A business improvement district (BID) or property and business improvement district (PBID) is a self-taxing district that collects revenue within its boundaries to pay for special public facilities (e.g., landscaping) or services (e.g., security). BIDs can also issue tax-exempt special assessment bonds for public infrastructure improvements. Improvement programs are typically administered and staffed by municipal planning departments, economic development agencies, or the BID itself. Applications are often made available annually to commercial property and business owners. Funding can be provided as a matching grant or a loan. It is often paired with design assistance and typically allocated from various sources, most commonly grants. BIDs and PBIDs could be used as a tool to strengthen the LA Rambla medical cluster district, create new jobs, and attracting new businesses by revitalizing the older commercial area.

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4 MOBILITY

4.1 Overview

This Mobility Background and Opportunities Brief is a companion document to the Community Background Brief for the South Bay Area Plan (SBAP). It provides a targeted overview of existing conditions based on completed planning documents related to mobility and transportation within the South Bay Planning Area (Planning Area) or impacting the immediate vicinity. Existing transportation and mobility related planning documents were reviewed for key goals and recommendations.

The Planning Area covers the following seven (7) unincorporated communities in Los Angeles County (County), referred to as SBAP communities:

- Lennox
- Del Aire/Wiseburn
- Hawthorne Island
- West Carson
- Alondra Park/El Camino Village
- Westfield/Academy Hills
- La Rambla

4.2 Summary of Mobility Conditions

The following section provides a summary of the mobility conditions for each community.

4.2.1 Lennox

- South Bay Cities Council of Government (SBCCOG) Phase 2 Local Travel Networks (LTN) are proposed on several residential streets, including Firmona Avenue, Freeman Avenue, 104th Street, and 111th Street.

- Bicycle and pedestrian collisions are prevalent in the community, specifically on key community corridors, including Inglewood Avenue, Hawthorne Boulevard, Prairie Avenue, and Lennox Boulevard.
- There are no existing bicycle facilities within the community, except on Hawthorne Boulevard, which currently provides Class II bike lanes. There are proposed bicycle facilities on, Lennox Boulevard (Class II), Inglewood Avenue (Class III), Buford Avenue (Class III), 104th Street (Class III), 111th Street (Class III), and Freeman Avenue (Class III).
- Lennox Boulevard has been highlighted in multiple planning documents or programs, including Vision Lennox, Vision Zero Los Angeles, and Los Angeles County Transit Oriented Districts (TOD) Access Study. The two-lane undivided roadway has recorded multiple bicycle and pedestrian collisions along the corridor and has been identified as a High-Injury Network (HIN) and Vision Zero Collision Concentration corridor. Lennox Boulevard is located within the Hawthorne C Line Station TOD.
- Hawthorne Boulevard has notable bicycle and pedestrian collisions and has been identified as a High-Injury Network (HIN) and Vision Zero Collision Concentration corridor. This roadway bisects the Hawthorne C Line Station TOD and serves local and express bus routes that connect to the transit station. The Vision Lennox document proposes a road diet on Hawthorne Boulevard to reduce the six-lane roadway to a four-lane roadway with either an exclusive bus lane or bicycle lanes on both sides of the roadway

4.2.2 Del Aire/Wiseburn

- SBCCOG Phase 1 LTN's are proposed on Isis Avenue, Ocean Gate Avenue, 120th Street, 124th Street, and 135th Street.
- There are no existing bicycle facilities within the community; however, Class I, II, and III facilities are proposed in the northwestern area of the community. Gaps in the proposed bicycle network will be present in the southeastern area of Del Aire/Wiseburn, as well as a Class II gap on El Segundo Boulevard and Rosecrans Avenue.
- El Segundo Boulevard has been highlighted in multiple planning documents or programs, including Vision Zero Los Angeles and the County TOD Access Study. The TOD Access study recommends implementing a road diet on El Segundo Boulevard to convert the existing six-lane roadway into a four-lane roadway with bicycle facilities.
- Transit facilities are primarily on the community's major roadways, such as Aviation Boulevard, Inglewood Avenue, El Segundo Boulevard, and Rosecrans Avenue.

4.2.3 Hawthorne Island

- Phase 1 LTN is proposed on Yukon Avenue.
- There are no existing bicycle facilities within the community. Proposed Class II's are planned on Crenshaw Boulevard.
- Pedestrian collisions are concentrated near the Crenshaw Boulevard and 135th Street intersection. Crenshaw Boulevard has been identified as a HIN corridor and 135th Street has been identified as a Vision Zero Collision Concentration corridor.
- The Hawthorne Island transit network is currently limited. The community is served by local and express buses on Yukon Avenue and Crenshaw Boulevard.

4.2.4 West Carson

- Phase 2 LTN's are proposed on Meyler Street, 220th Street, and 228th Street.
- The street light coverage is relatively consistent and present along all roadways within the community. However, significant gaps in street lighting exist on Normandie Avenue, Vermont Avenue, and Lomita Boulevard.
- Bicycle and pedestrian collisions are visibly present on all major corridors within the West Carson community, including Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, and Sepulveda Boulevard. Los Angeles Department of Transportation (LADOT) identifies all of those roadways as HIN corridors. The County's Vision Zero Plan identifies portions of Normandie Avenue, 228th Street, Vermont Avenue, and Sepulveda Boulevard as Collision Concentration Corridors.
- The community is currently served by several Class II and III facilities on Normandie Avenue and Vermont Avenue. The County proposes to significantly enhance the bicycle environment in West Carson by proposing a robust bicycle network of Class I, II, and III facilities on almost all major roadways within the community. However, a gap in the proposed bicycle network will still exist on Sepulveda Boulevard between Normandie Avenue and Interstate 110 (I-110).
- The West Carson TOD Specific Plan includes proposed improvements, such as streetscape improvements, bicycle facilities, wider pedestrian sidewalks, and transit amenities, on several key roadways in the West Carson community, including Normandie Avenue, Vermont Avenue, Torrance Boulevard, Carson Street, and 223rd Street.
- The West Carson TOD station is a below grade bus stop for the Metro J-Line located on the I-110 freeway that is accessible by stairs or elevators. The West Carson TOD Specific Plan proposes

to relocate the existing stop to a new location along the I-10 freeway to improve transit access and safety.

4.2.5 Alondra Park/El Camino Village

- Phase 1 LTN's are proposed on Lemoli Avenue and 154th Street.
- A gap in street light coverage exists on Crenshaw Boulevard along the eastern side of El Camino Community College.
- Pedestrian and bicycle collisions are scattered throughout the community on major roadways and also on local residential streets. Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard have been identified as Vision Zero Concentration corridors.
- There are currently Class III facilities on Doty Avenue and Lemoli Avenue; however, the County proposes to implement Class II and Class III facilities on Prairie Avenue, Manhattan Beach, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue. A small gap in the proposed bicycle network will exist on Marine Avenue between Prairie Avenue and the Alondra Park driveway.

4.2.6 Westfield/Academy Hills

- Westfield/Academy Hills roadway network is comprised primarily of local residential streets that are bisected by a major highway and parkway.
- There are no planned LTN's within the community.
- Street light coverage is only present in the northwestern portion of the community. Significant street light gaps are within the residential neighborhoods southeast of Crenshaw Boulevard.
- There are no recorded bicycle or pedestrian crashes in the Westfield/Academy Hills community.
- Existing Class I and II facilities are provided on Palos Verdes Drive North. A future Class I facility is proposed on Crenshaw Boulevard that will connect to the existing bicycle facilities.
- This community is only served by Local Bus Route 225.

4.2.7 La Rambla

- Phase 2 LTN's are proposed on Weymouth Avenue, 1st Street, and 6th Street.
- Gaps in street light coverage exist on the east side of the community on 2nd Avenue, Bandini Street, and 6th Street.
- There were three bicycle collisions recorded in the community and zero pedestrian collisions.

- There are currently no bicycle facilities within the community; however, the County plans to implement Class III facilities on 1st Street, 7th Street, and Weymouth Avenue. A gap in the proposed network will exist on Meyler Street.
- The community is served by local bus routes 205 and 225.

4.3 Plans, Programs, and Policies Relevant Countywide

4.3.1 Overview

A comprehensive mobility plan for the South Bay Area requires a review of the existing and current efforts related to transportation and mobility. This section presents an overview of the existing mobility plans, policies, and programs on a regional level. The following plans are applicable to all unincorporated areas of the County:

- Los Angeles County General Plan — Mobility Element (2015)
- County of Los Angeles Bicycle Master Plan (2012)
- Step-by-Step Los Angeles County (2019)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Connect SoCal: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (2020)
- SBCCOG Route Refinement Study for a South Bay Local Travel Network (2021)

These document's goals are summarized below, and the full list of policies supporting these goals are included in **Appendix A**.

4.3.2 Los Angeles County General Plan – Mobility Element (2015)

The Los Angeles County 2035 General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035. The California Complete Streets Act of 2008 requires a General Plan to demonstrate how the County will provide for the routine accommodation of all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. The General Plan's Mobility Element addresses this requirement by implementing a series of goals, policies, and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit.

The County's Mobility Element assesses the challenges and constraints of the local transportation system, and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Highway Plan and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities of Los Angeles County. The General Plan also

establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. The following goals are included in the County's Mobility Element's:

- Goal M 1: Street designs that incorporate the needs of all users.
- Goal M2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- Goal M3: Streets that incorporate innovative designs.
- Goal M4: An efficient multimodal transportation system that serves the needs of all residents.
- Goal M5: Land use planning and transportation management that facilitates the use of transit.
- Goal M6: The safe and efficient movement of goods.
- Goal M7: Transportation networks that minimizes negative impacts to the environment and communities.

4.3.3 County of Los Angeles Bicycle Master Plan (2012)

As noted previously, the County's Bicycle Master Plan is a sub-element of their Mobility Element. The Bicycle Master Plan provides direction for improving the mobility and safety of bicyclists and encouraging more bicycle ridership within the County. The element strives encourage more bicycle ridership by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and by including programs that encourage residents to bicycle more often. The Plan proposes to build on the existing 144 miles of bikeways throughout the County, and install approximately 831 miles of new bikeways over the next 20 years. The recommendations within the Master Plan include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of the County of Los Angeles. The following is a list of the Bicycle Master Plan mobility goals:

- Goal 1: Bikeway System - Expanded, improved, and interconnected system of County bikeways and bikeway support facilities.
- Goal 2: Safety - Increased safety of roadways for all users.
- Goal 3: Education - Develop education programs that promote safe bicycling.
- Goal 4: Encouragement Programs - County residents that are encouraged to walk or ride a bike for transportation and recreation.

- Goal 5: Community Support- Community supported bicycle network.
- Goal 6: Funding - Funded Bikeway Plan

There are certain locations where the proposed bicycle classifications, described in the subsequent chapter, differ from what was identified in the Bicycle Master Plan due to more recent transportation plans conducted for specific communities (e.g., TOD Access Study, West Carson TOD Specific Plan, etc.)

4.3.4 Step-by-Step Los Angeles County (2019)

Step by Step Los Angeles County is a plan that strives to enhance walkability and measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County. The Plan outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across unincorporated communities. It also includes Community Pedestrian Plans that identify potential pedestrian infrastructure projects for specific unincorporated communities. The Plan serves as a critical step in implementing the County's Vision Zero goal of eliminating fatal and severe injury traffic collisions. The following is a list of the Step-by-Step Plan's mobility goals:

- Goal 1: Safe Streets - Eliminate all fatalities and severe injuries involving people walking.
- Goal 2: Make Walking the Easy and Healthy Choice - Communities, streets, and sidewalks are designed to promote walking and healthy living.
- Goal 3: Connectivity - Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.
- Goal 4: Equity - Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.
- Goals 5: Safe Communities - Address real and perceived personal safety concerns to encourage walking.
- Goals 6: Sustainability and Preservation - Pedestrian projects and programs enhance the natural environment including clean air and water.
- Goals 7: Coordinated County Implementation - County agencies and communities work together to implement pedestrian projects, policies, and programs.

4.3.5 Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

This Vision Zero Action Plan focuses the County's efforts to achieve the goal of eliminating traffic-related fatalities on unincorporated County roadways by 2035. This plan defines a vision for the future and describes objectives and actions to enhance traffic safety in collaboration with government and community partners. By creating and embracing a culture of traffic safety within the County at both the regional and neighborhood level, the goal of eliminating fatal and severe injury collisions can be reached. The following is a list of Vision Zero's mobility goals:

- Goal A: Enhance County Processes and Collaboration.
- Goal B: Address Health Inequities and Protect Vulnerable Users.
- Goal C: Collaborate with Communities to Enhance Roadway Safety.
- Goal D: Foster a Culture of Traffic Safety.
- Goal E: Be Transparent, Responsive, and Accountable.

4.3.6 Connect SoCal: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (2020)

Southern California Association of Governments (SCAG) prepared the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal's, that centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The goals of Connect SoCal fall into four core categories: economy, mobility, environment and healthy/complete communities. The following is a list of Connect SoCal's mobility goals:

- Goal 2: Improve mobility, accessibility, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

4.3.7 SBCCOG Route Refinement Study for a South Bay Local Travel Network (2021)

The SBCCOG Route Refinement Study for a South Bay Local Travel Network identifies a network of slow-speed, low-stress streets that, with relatively low-cost street treatments, could be improved to accommodate the safe use for the growing market of personal zero-emission micromobility modes. A Local Travel Network (LTN) would support slow-speed sustainable vehicles (from pedal bikes to e-bikes to e-scooters to neighborhood electric vehicles to 3-wheel e-trikes to e-monoboarders) that ultimately, would be a more sustainable choice for the vast majority of short trips that are taken by residents of the South Bay. Modeling forecasts significant reduction of Vehicle Miles Travelled (VMT) and greenhouse gas (GHG) emissions to support the efficacy and rationale for implementation of the LTN.

The document proposes a LTN Network of 243 miles route miles, 222 miles would be routes through low-stress slow-speed neighborhood streets, and another 23 miles would necessitate the construction of protected Local Use Vehicle (LUV) lanes for safe connectivity on the Network. Less than one (1) mile of route segments were identified as those that would (if implemented) require “Engineered” solutions.

4.3.8 Metro Active Transportation Strategic Plan (2016)

The Metro Active Transportation Strategic Plan (ATSP) focuses on improving access to transit stations and developing a regional multimodal network for people to comfortably take transit, walk, and/or bike. There are three main components to the ATSP that will help Metro and partners work to plan, implement, and improve the overall quality of the region's active transportation network: first last mile station area access improvements, regional active transportation network, and support programs, including performance metrics and monitoring. The following is a list of ATSP's mobility goals:

- Goal 1: Improve access to transit.
- Goal 2: Establish active transportation modes as integral elements of the countywide transportation system.
- Goal 3: Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity.

The release of the updated ATSP is anticipated in late 2023.

4.4 South Bay Area Mobility Conditions

4.4.1 Overview

The previous chapter outlined countywide goals that are applicable to the SBAP communities within the South Bay Area. Acknowledging that each community has its own unique sense of character and set of challenges and opportunities, this chapter addresses the plans and policies that speak individually to each of the communities and summarizes their existing and planned mobility networks. Note that not all communities have specific mobility policies. To fully appreciate the needs of each of the communities, this chapter should be reviewed in conjunction with Chapter 3 countywide goals and policies.

4.4.2 Lennox

Plans, Programs and Policies

VISION LENNOX (2010)

Vision Lennox is the result of a planning effort that involved a wide variety of citizens, business leaders, community advocates, County staff and other public agency service providers. The plan was developed between January 2010 and June of 2010 and involved a number of steps including stakeholder interviews, working meetings with staff and extensive existing conditions data analysis to create a Vision Plan that will direct change across a variety of subjects that will incrementally lead to overall change and improvements that the community of Lennox wants to see. The following is a list of the relevant and specific mobility strategies:

- **NEIGHBORHOODS** - Preserve and enhance existing neighborhood character. Streets support a variety of transportation options, balancing the needs of cyclists and pedestrians with those of motorists.
- **LENNOX BOULEVARD** - To enhance the small scale (1-2 story) “Main Street” on Lennox Boulevard, between Lennox Park and Hawthorne, with a diverse mix of retail stores and services. Lennox Boulevard is the street that serves both as a connector for circulation and as a connector in social and civic ways. In particular, the area between Lennox Park and Hawthorne is the community’s “Main Street” and serves as an informal public space sometimes closed to vehicle traffic.
- **HAWTHORNE BOULEVARD AND C LINE STATION** - Enhance the corridor to be a pedestrian-friendly commercial street with up to 4 story retail mixed-use buildings.

- INGLEWOOD AVENUE - Maintain a small scale, pedestrian-friendly commercial and residential street with a retail node at Lennox Boulevard.

LOS ANGELES COUNTY TRANSIT ORIENTED DISTRICTS (TOD) ACCESS STUDY (2013)

This document assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to nine transit stations within Los Angeles County on the Metro Rail A, C, and L Lines, including the Hawthorne C Line Transit Station in the Lennox community. The report also includes conceptual bicycle and pedestrian infrastructure plans and recommendations that address the existing and needed infrastructure to support the TODs. The document points to Hawthorne's C Line Transit Station's strengths, which include its proximity to LAX and schools, and the existing high demand of bicyclists and pedestrians in the area. The document also notes the transit station's weaknesses, including the location is in the median of the freeway, dangerous roadways with high vehicle demand and fast speeds, lack of bicycle infrastructure, and lack of pedestrian amenities.

Opportunities are identified as Hawthorne's and Lennox's strong pedestrian demand, that the communities already have identified local pedestrian and bicycle routes, Lennox Boulevard's commercial and civic center is a strong community destination, and the planned bicycle infrastructure improvements. Challenges were identified as limited funding and coordination amongst multiple jurisdictions that lack coordinated planning efforts.

Mobility Network

ROADWAY NETWORK

Lennox's roadway network is comprised primarily of east-west local residential streets, and north-south major/secondary highways. **Table 4-1** summarizes the characteristics of key roadways in the Lennox community and whether those roadways have been identified as a low-speed, low-stress roadway in the Local Travel Network (LTN) of SBCCOG's Route Refinement Study.

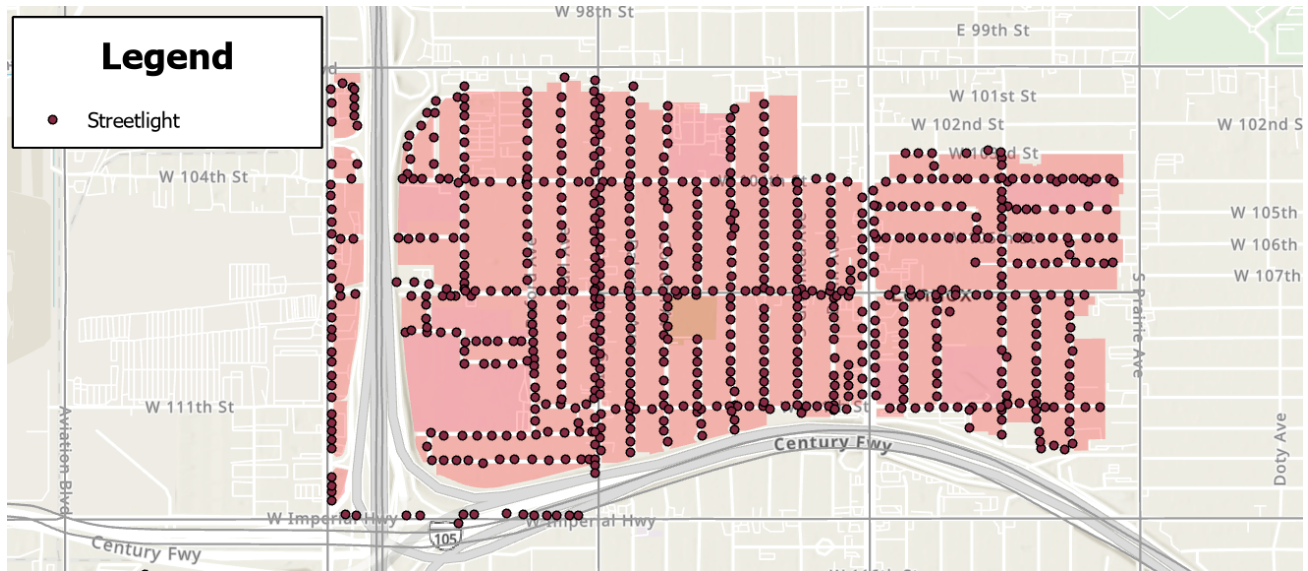
Table 4-1: Lennox Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
La Cienega Blvd	Major Highway	2 NB / 2 SB	Raised	Parallel (both sides)	No
Inglewood Ave	Secondary Highway	1 NB / 1 SB	CLTL	Parallel (both sides)	No
Hawthorne Blvd	Major Highway	3 NB / 3 SB	Raised	Parallel (both sides)	No

Notes:
¹ Roadway Classification per Los Angeles County Master Plan of Highways



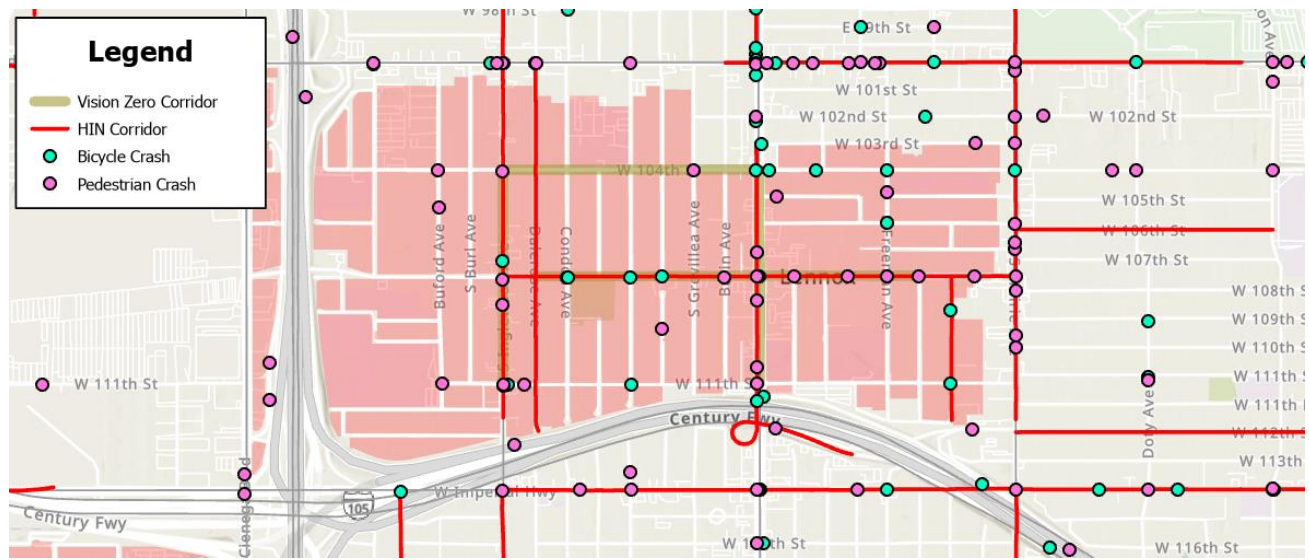
Figure 4-2: Lennox Street Lighting Map



PEDESTRIAN AND BICYCLE SAFETY

Figure 4-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Lennox community.

Figure 4-3: Lennox Collision Map

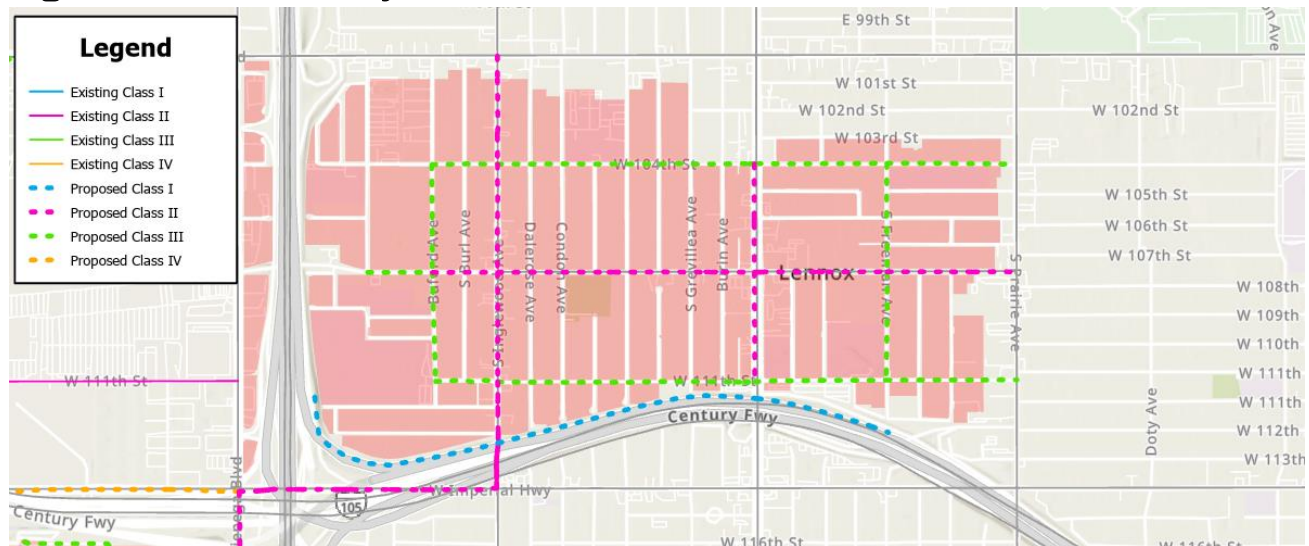


Bicycle and pedestrian collisions were recorded on most of the community's major roadways, including Inglewood Avenue, 104th Street, Lennox Boulevard, Hawthorne Boulevard, and Prairie Avenue. LADOT identifies Inglewood Avenue, Dalerose Avenue, Lennox Boulevard, Hawthorne Boulevard, and South Osage Avenue as HIN corridors. Additionally, the County's Vision Zero Plan identifies portions of 104th Street and Hawthorne Boulevard as Collision Concentration Corridors.

BICYCLE NETWORK

Figure 4-4 displays the existing and proposed bicycle network in the Lennox area per the County's Bicycle Master Plan and the TOD Access Study.

Figure 4-4: Lennox Bicycle Network



There are currently no existing bicycle facilities within the Lennox area; however, the County plans to implement facilities on most of the key roadway segments in the Lennox community. Those proposed bicycle facilities include:

Proposed Class I

- I-105 Right of Way between Lennox Middle School and Freeman Avenue

Proposed Class II

- Inglewood Avenue between Century Boulevard and Imperial Highway
- Lennox Boulevard between Buford Avenue and Prairie Avenue
- Hawthorne Boulevard between 104th Street and 111th Street

Proposed Class III

- Lennox Boulevard between Felton Avenue and Buford Avenue
- Buford Avenue between 104th Street and 111th Street
- 104th Street between Buford Avenue and Prairie Avenue
- 111th Street between Buford Avenue and Prairie Avenue
- Freeman Avenue between 104th Street and 111th Street

The proposed bicycle network includes new bicycle facilities on key residential roadways and highways in the area that will connect to major transit stations in adjacent communities.

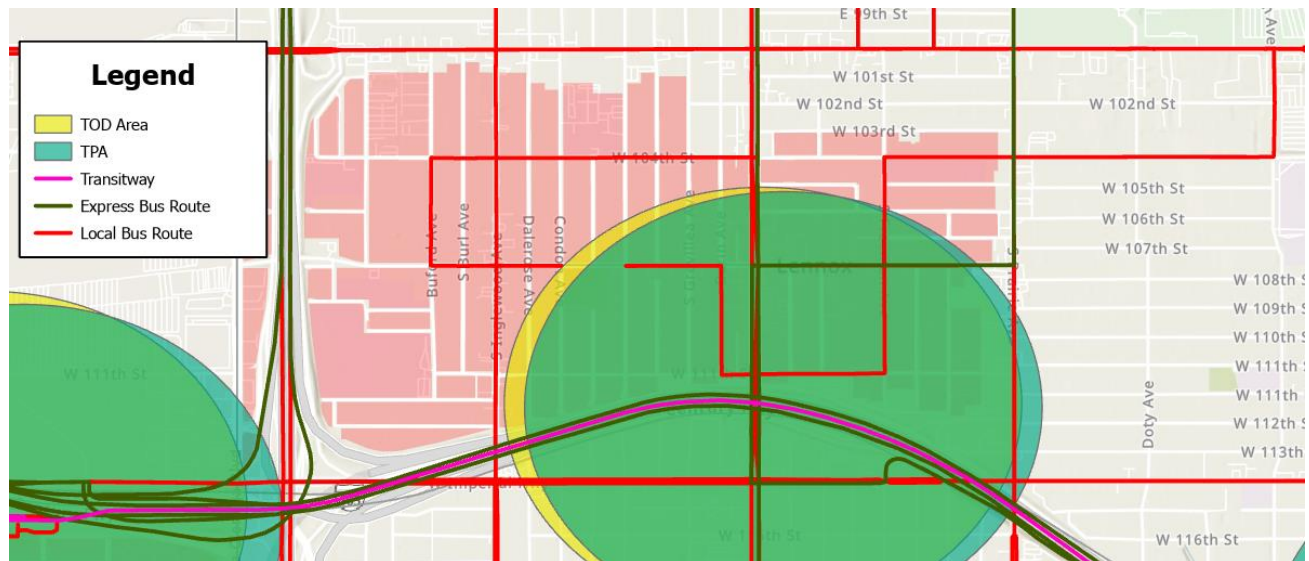
It should be noted that on March 12, 2019, the Board approved a motion instructing Public Works to study the feasibility of converting existing Class II buffered bike lanes in Class IV bikeways.

Hawthorne Boulevard was analyzed, but was deemed to not have sufficient space to add a buffer; therefore, it will remain as a Class II bike lane for the time being

TRANSIT NETWORK

Figure 4-5 displays the existing transit network in the Lennox area.

Figure 4-5: Lennox Transit Network



The southeastern portion of the Lennox community is captured within the Hawthorne C Line Station Transit Oriented District (TOD). The station is adjacent to major destinations in Lennox, including schools and small commercial districts along Lennox Boulevard and Hawthorne Boulevard. The Hawthorne C Line Station serves the C Line Light Rail route and local Metro bus transit routes 126, 207, 210, 710 and 757. Major destinations from the Hawthorne C Line Station include El Camino College, Hollywood, Koreatown, Los Angeles Southwest College, South Bay Galleria and the Wilshire/Western Metro Rail Station.

Recommendations

The following mobility recommendations for the Lennox community include:

- Due to the proposed upzoning on certain corridors in the community, a streetscape plan should be prepared for Hawthorne Boulevard and Lennox Boulevard west of Hawthorne Boulevard to determine appropriate treatments to enhance the pedestrian realm.
- Support opportunities to explore additional roadway and right-of-way (ROW) modifications on Lennox Boulevard to further enhance the pedestrian realm, streetscape, and bicycle facilities, including but not limited to:
 - Installing bulb-outs at intersections or at mid-block sections for placemaking opportunities

- Minimizing future driveways and curb-cuts to minimize vehicular conflicts with pedestrians and buses.
- The Hawthorne Boulevard and Lennox Boulevard intersection is identified as a "TOD Opportunity Area" by the County's General Plan; therefore, it is vital to make transit a viable mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure. The following recommendations to improve mobility to and from the transit station include:
 - Installing pedestrian and bicycle safety improvements that could include, but not limited to, bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high visibility crosswalks.
 - Coordinate with LA Metro to prepare a Hawthorne/Lennox Station First/Last Mile Plan and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the Station.

4.4.3 Del Aire/Wiseburn

Plans, Programs and Policies

LOS ANGELES COUNTY TRANSIT ORIENTED DISTRICTS ACCESS STUDY (2013)

This document assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to nine transit stations within Los Angeles County on the Metro Rail A, C, and L Lines, including the LAX/Aviation C Line Transit Station in the Del Aire/Wiseburn community. Some key findings from the study that pertain to the LAX/Aviation Green Line Station include:

- Strengths in close proximity to job centers, LAX, and small residential neighborhoods.
- Weaknesses in lack of bicycle infrastructure, the I-105 serves as a barrier for bicyclists and pedestrians.
- Opportunities include enhancement to connections to job centers, wide rights-of-way, existing bicycle storage facilities, existing high demand of bicyclists and pedestrians, planned bicycle infrastructure improvements, and adjacent to several Metro-owned properties around the transit site.
- Challenges are uncertainty about funding.
- Identifies a variety of physical improvements to sidewalks, curbs, travel lanes, bicycle infrastructure, and pedestrian infrastructure.

Mobility Network

ROADWAY NETWORK

Del Aire/Wiseburn's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways. **Table 4-2** summarizes the characteristics of key roadways in the Del Aire/Wiseburn community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-2: Del Aire/Wiseburn Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Aviation Blvd	Secondary Highway	2 NB / 2 SB	None	None	No
La Cienega Blvd	Major Highway	2-3 NB / 2-3 SB	Raised/CLTL	Intermittent Parallel (both sides)	No

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Inglewood Ave	Secondary Highway	2 NB / 2 SB	None	Parallel (both sides)	No
120th St	Secondary Highway	1 EB / 1 WB	CLTL	Parallel (both sides)	Phase 1
El Segundo Blvd	Major Highway	3 EB/ 3 WB	Raised/CLTL	None	No
135th St	Secondary Highway	1 EB / 1 WB	None	Parallel (both sides)	Phase 1
Rosecrans Ave	Major Highway	3 EB / 3 WB	Raised	Parallel (north side)	No

Notes:

¹ Roadway Classification per Los Angeles County Master Plan of Highways

² CLTL = Center Left Turn Lane

La Cienega Boulevard's cross-section varies throughout the Del Aire/Wiseburn community. The northern segment of La Cienega Boulevard between the Imperial Highway Off-Ramp and Pacific Concourse Drive includes three northbound lanes and two southbound lanes, with parallel parking provided only on the west side. The center segment of La Cienega Boulevard between Pacific Concourse Drive and I-405 Southbound Off-Ramp includes four travel lanes (two northbound and southbound lanes) and generally has no on-street parking, except between the segment of Pacific Concourse Drive and 120th Street that allows parallel parking on both sides of the roadway. Lastly, the southern segment of La Cienega Boulevard between I-405 Southbound Off-Ramp and El Segundo Boulevard includes three southbound lanes and two northbound lanes with no on-street parking. La Cienega Boulevard is generally divided by a raised median, except between 120th Street and 123rd Street, which is divided by a center left-turn lane.

Inglewood Avenue is a discontinuous County roadway within the Del Aire/Wiseburn community, meaning that certain portions are under the County's jurisdiction and other portions are under the City of Hawthorne's jurisdiction. Due to this multi-agency ownership, the segment of Inglewood Avenue between El Segundo Boulevard and Rosecrans Avenue has inconsistent roadway features, such as no medians within the Del Aire/Wiseburn community (County jurisdiction) and raised medians within the City of Hawthorne segments.

Figure 4-6 displays Del Aire/Wiseburn's roadway classifications and LTN locations. As shown, the Del Aire/Wiseburn community is bordered or bisected by major/secondary highways. LTN roadways are proposed on secondary highways or local streets within residential neighborhoods that connect to schools or retail centers.

The Los Angeles County TOD Access Study proposes a road diet on El Segundo Boulevard between the railroad crossing east of I-405 to Inglewood Avenue that would reduce the six-lane

There are currently no existing bicycle facilities within the Del Aire/Wiseburn area; however, the County plans to implement facilities on most of the key roadway segments in this Lennox. Those proposed bicycle facilities include:

Proposed Class I

- BNSF Railway between Imperial Highway and El Segundo Boulevard

Proposed Class II

- Aviation Boulevard between Imperial Highway and Aviation Park
- 120th Street between Aviation Boulevard to Inglewood Avenue
- La Cienega Boulevard between Imperial Highway and El Segundo Boulevard
- El Segundo Boulevard between Isis Avenue and Inglewood Avenue

Proposed Class III

- 116th Street between Aviation/LAX Transit Station to Isis Avenue
- Isis Avenue between 116th Street and El Segundo Boulevard

The County's proposed bicycle network will provide a robust network in a community with no existing bicycle facilities, specifically in the northwest portion of the Del Aire/Wiseburn community. However, there are still a couple of key gaps within that network that prevent a comprehensive and continuous bicycle network, including:

- El Segundo Boulevard between Aviation Boulevard and Isis Avenue - Missing Class II
- Rosecrans Avenue between I-405 Northbound Ramps and Inglewood Avenue - Missing Class II
- Inglewood Avenue between El Segundo Boulevard and Rosecrans Avenue - Missing Class I/II/III or IV.

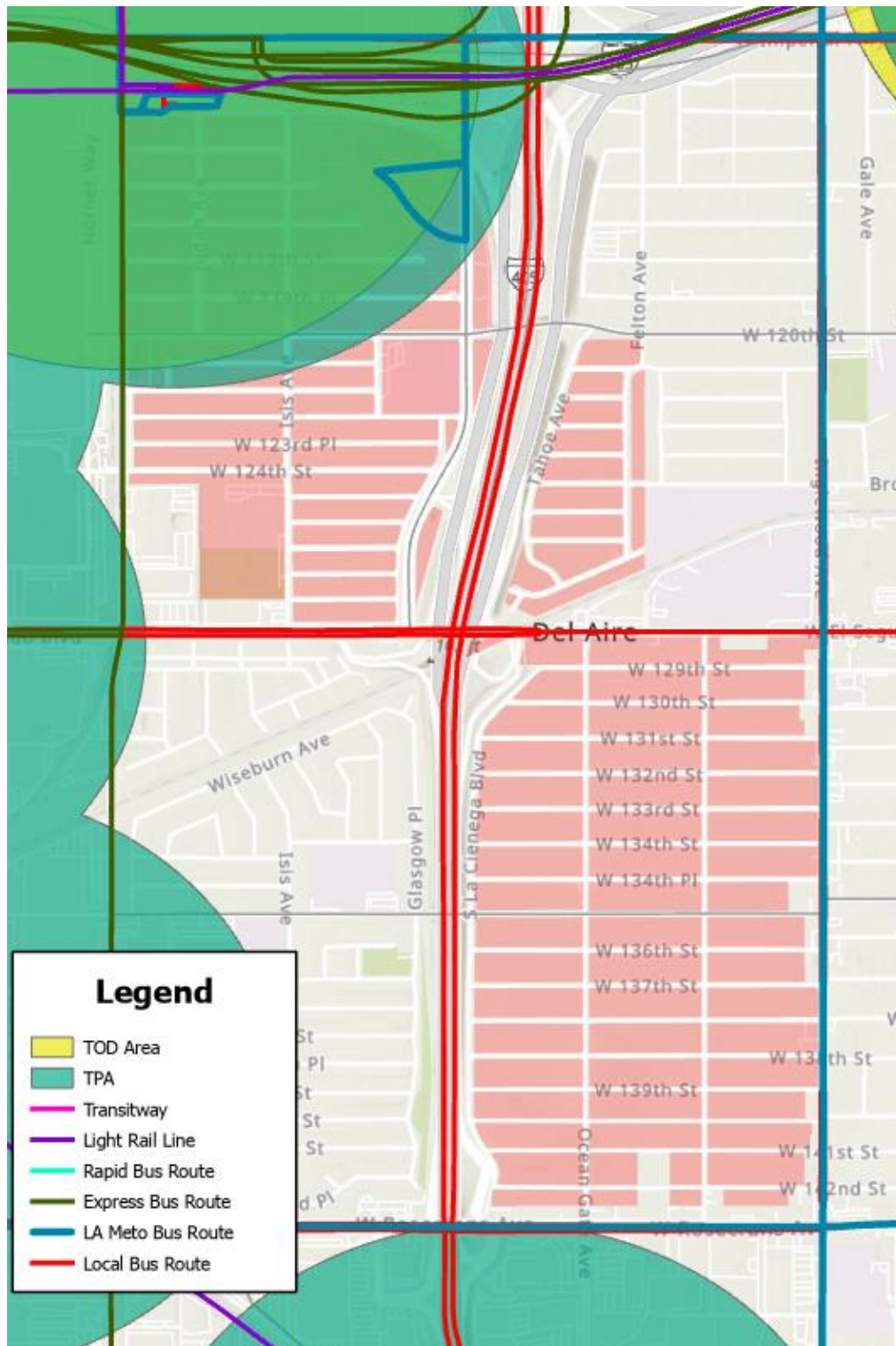
TRANSIT NETWORK

Figure 4-10 displays the existing transit network in the Del Aire/Wiseburn area.

The northwestern portion of the Del Aire/Wiseburn community is captured within the LAX/Aviation Green Line Station TOD. The LAX/Aviation Green Line Station serves the Green Line Light Rail route and various bus transit systems, including Metro bus routes and express routes, along with local bus routes for Culver City, Santa Monica, and Beach Cities transit, and also a LAX shuttle service. Major destinations from the transit station include LAX, downtown Los Angeles, Fox Hills Mall, and the Los Angeles Superior Court.

Local buses and Metro bus routes currently travel along El Segundo Boulevard, Inglewood Avenue, and Rosecrans Avenue, servicing routes 5, 211, and 125, respectively.

Figure 4-10: Del Aire/Wiseburn Transit Network



Recommendations

The following mobility recommendations for the Del Aire/Wiseburn community include:

- The northwest quadrant of the community is captured within the LAX/Aviation TOD; therefore, it is vital to promote accessibility and increase opportunity to connect all travel modes to the transit station.
- Coordinate with Metro on the impending LAX/Aviation Station First/Last Mile Plan.
- Aviation Boulevard is a key north/south roadway that connects to the LAX/Aviation transit station and includes improvements to implement a Class I Multi-Use Path facility on the west side of the roadway along the abandoned BNSF rail line. Consequently, pedestrian and bicycle improvements should be implemented along Aviation Boulevard to facilitate safe movements for all travel modes. Those improvements could include, but not limited to, high-visibility crosswalks, bulb-outs at intersections, LPI/LBI phasing at traffic signals, and audible indicators.
- Develop a Safe Routes to School Program (SRTS) for the Del Aire Elementary School. The roadways connecting to the elementary school (i.e., 120th Street and Isis Avenue) have been identified as LTN roadways; therefore, a SRTS program would further promote walking and biking to school by infrastructure improvements, enforcements, tools, and safety education.
- Judah Avenue south of 118th Street is significantly wide for a four-lane undivided roadway, which causes unsafe travel speeds along the residential corridor. A mobility study should be conducted to determine appropriate roadway and intersection treatments to regulate vehicular travel speeds and improve safety for all travel modes, while maintaining vehicular access and throughput. The mobility study could be funded through grant funding, such as a Caltrans planning or sustainability grant.
- Inglewood Avenue is identified as an "Opportunity Area Corridor" in the County's General Plan.
 - A mobility study should be conducted on Inglewood Avenue to analyze appropriate transportation improvements that could be implemented to improve connectivity and safety for all travel modes. The mobility study could be funded through grant funding, such as a Caltrans planning or sustainability grant.
 - Coordinate with the City of Hawthorne to implement consistent roadway median features.
- Conduct a mobility study for El Segundo Boulevard to evaluate opportunities to close the bicycle network gap between Aviation Boulevard and Isis Avenue in order to create a

continuous network through the community and to external facilities. The mobility study could be funded through grant funding, such as a Caltrans planning or sustainability grant.

4.4.4 Hawthorne Island

SOUTH BAY BICYCLE MASTER PLAN (2011)

The South Bay Bicycle Master Plan is a document prepared in collaboration between the Los Angeles County Bicycle Coalition (LACBC) and the South Bay Bicycle Coalition (SBCC). The Master Plan includes seven cities, including El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The plan seeks to provide improved and increased connectivity across those seven cities. Goals identified in the plan include creating a bicycle-friendly South Bay with a safe environment and enduring bicycle culture.

Mobility Network

ROADWAY NETWORK

Hawthorne Island's roadway network is comprised primarily of local residential streets that are bordered by a couple of major/secondary highways. **Table 4-3** summarizes the characteristics of key roadways in the Hawthorne Island community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-3: Hawthorne Island Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Yukon Ave	Local Street	1 NB / 1 SB	None	Parallel (both sides)	Phase 1
135th St	Secondary Highway	1 NB / 1 SB	None	Parallel (both sides)	No
Crenshaw Blvd	Major Highway	2 NB / 2 SB	Raised	Parallel (both sides)	No

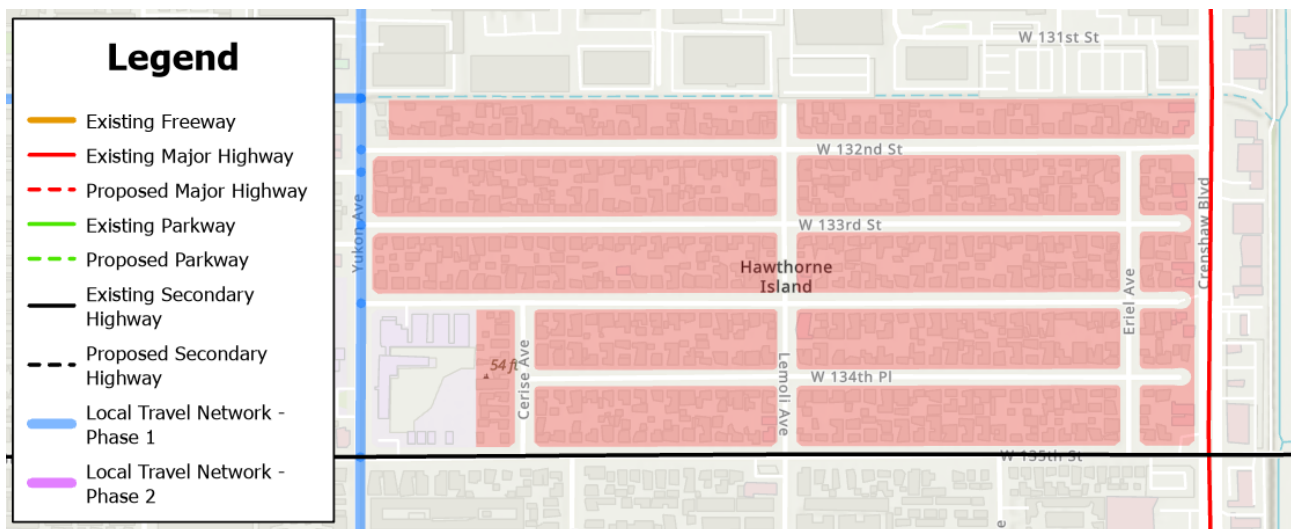
Notes:

¹ Roadway Classification per Los Angeles County Master Plan of Highways

² CLTL = Center Left Turn Lane

Figure 4-11 displays Hawthorne Island's roadway classifications and LTN locations. As shown, the Hawthorne Island community is bordered by a secondary and major highway on 135th Street and Crenshaw Boulevard, respectively. A Phase 1 LTN roadway is proposed on the western border of the community on Yukon Avenue that provides direct access to the Zela Davis Elementary School immediately south of the community.

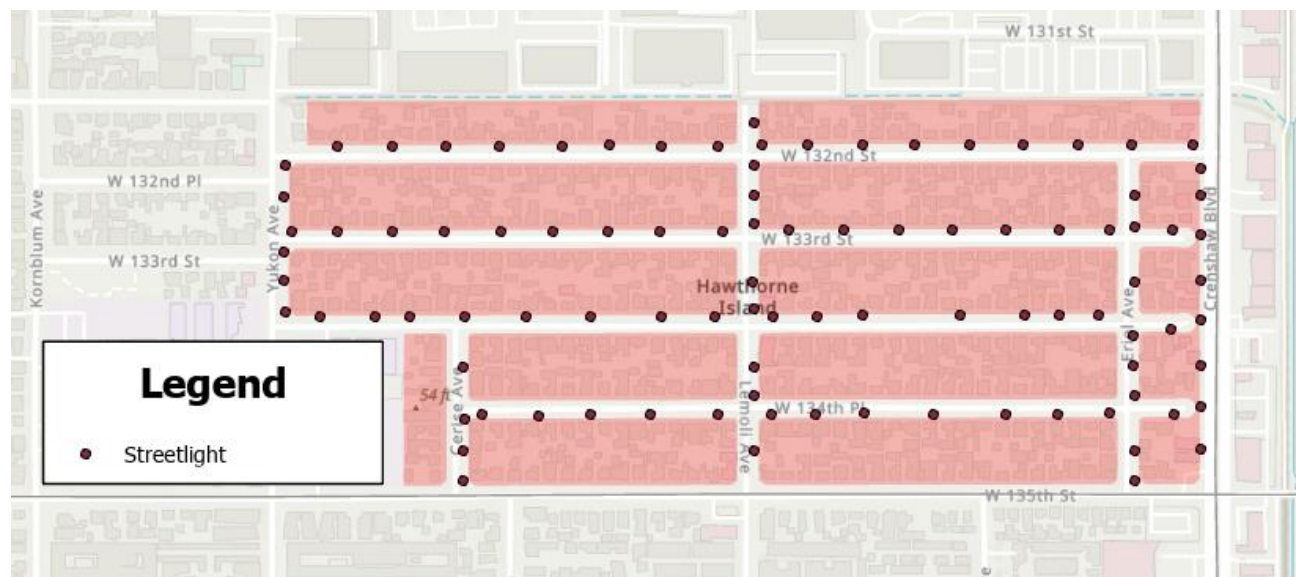
Figure 4-11: Hawthorne Island Roadway Network



STREET LIGHTING

Figure 4-12 shows the streetlight coverage in the Hawthorne Island community. The streetlight coverage is consistent and present along all roadways within the community.

Figure 4-12: Hawthorne Island Street Lighting Map



PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety was evaluated using collision data obtained from SWITRS data for the period of January 2017 to December 2022. Additionally, the Los Angeles Vision Zero Action Plan and LADOT HIN maps were reviewed to identify corridors as Collision Concentration Corridors or HIN corridors within the community. Los Angeles County's Vision Zero Plan aims to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. Consistent with this initiative, it is important to highlight these areas for potential safety improvements in future tasks of this project to ensure that active transportation improvements are planned to enhance the safety of bicyclists and pedestrians who already use these corridors and to encourage further travel by these modes. **Figure 4-13** displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Hawthorne Island community.

Figure 4-13: Hawthorne Island Collision Map

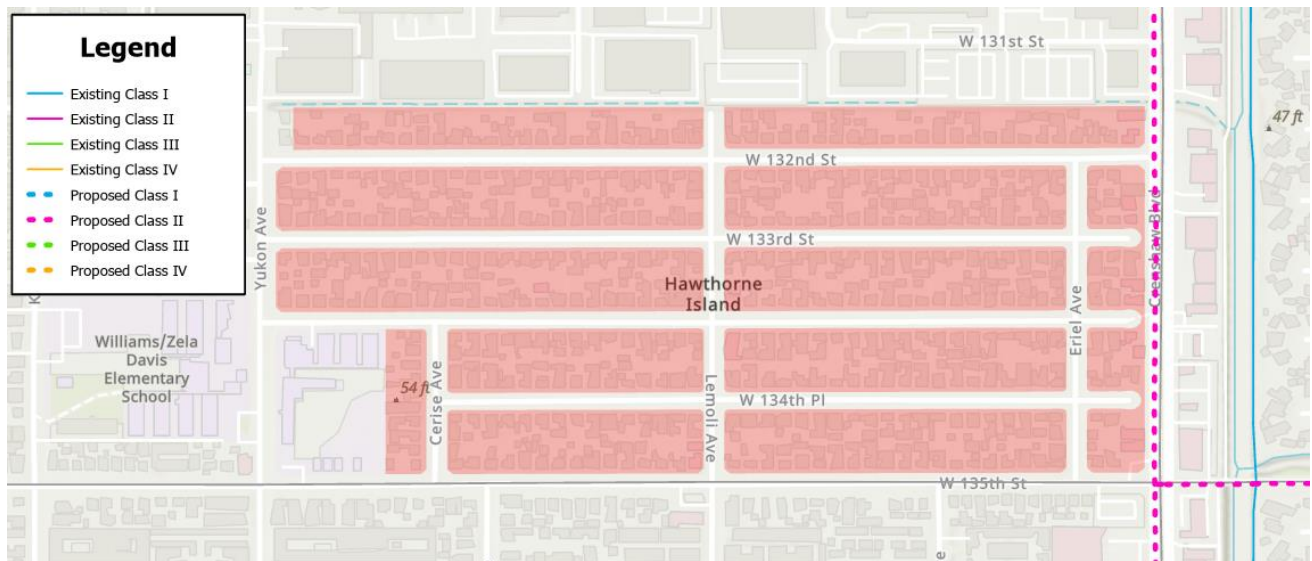


Bicycle and pedestrian collisions are consolidated near the 135th Street and Crenshaw Boulevard intersection. LADOT identifies Crenshaw Boulevard as a HIN corridor and the County's Vision Zero Plan also identifies a portion of 135th Street as a Collision Concentration Corridor.

BICYCLE NETWORK

Figure 14 displays the existing and proposed bicycle network in the Hawthorne Island area per the County's Bicycle Master Plan and the South Bay Bicycle Master Plan.

Figure 4-14: Hawthorne Island Bicycle Network



There are currently no existing bicycle facilities within the Hawthorne Island area; however, the County plans to implement Class II bicycle facilities on Crenshaw Boulevard between El Segundo Boulevard and Redondo Beach Boulevard.

TRANSIT NETWORK

Figure 4-15 displays the existing transit network in the Hawthorne Island area.

Figure 4-15: Hawthorne Island Transit Network



The Hawthorne Island transit network is currently limited. The community is served by a local bus route 209 and Metro express bus route 210 on Crenshaw Boulevard, and a Metro express bus route 126 on Cerise Avenue and Yukon Avenue.

Recommendations

The following mobility recommendations for the Hawthorne Island community include:

- Improve bicycle and pedestrian safety at the 135th Street and Crenshaw Boulevard intersection by implementing safety improvements that could include, but not limited to, high-visibility crosswalks, bulb-outs, landscaped buffers, LPI/LBI phasing at signals, audible indicators.
- Install pedestrian scaled lighting on the north side of 135th Street. Pedestrian lighting is dependent on available grant funding.
- Conduct a mobility study to implement bicycle facilities on 135th Street that will connect to the proposed class II facility on Crenshaw Boulevard. The mobility study could be funded through grant funding, such as a Caltrans planning or sustainability grant.

4.4.5 West Carson

Plans, Programs and Policies

WEST CARSON TRANSIT ORIENTED DISTRICT (TOD) SPECIFIC PLAN (2019)

The West Carson TOD Specific Plan proposes mixed-use and higher density development along and adjacent to Carson Street to lay the foundation for a more livable and sustainable corridor that works to improve air quality, traffic congestion, and mobility. The Specific Plan introduces wider sidewalks, landscaping, street trees, reduced on-street parking, striped buffers between existing bicycle facilities and vehicular traffic, and a multi-use pathway to support active modes of transportation. The specific plan also encourages the provision of transit amenities, such as shelters, benches, lighting, wayfinding, service route maps and information, and streetscape improvements that focus on facilitating the safe and efficient movement of transit. The goals in this plan include:

- Goal 1: Provide and maintain a comprehensive circulation system that improves accessibility to transit, connections within the community, and the safe and efficient movement of all users of the roadway.
- Goal 2: Provide safe, connected, and accessible bikeway and pedestrian network.
- Goal 3: Provide and maintain attractive mobility corridors that promote livability and sustainability.
- Goal 4: Promote efficient use of parking resources and support programs that attempt to induce mode shifts from single auto occupancy travel to transit, rideshare, bicycle, or pedestrian travel.

OUR COMMUNITY VISION PLAN - DEL AMO AREA (2020)

This document was prepared by the Del Amo Action Committee with the objective to identify strategies that could foster implementation of the General Plan in a manner that allows all County residents to benefit from growth and development, encourages the preservation and production of safe and affordable housing, and reduces neighborhood health disparities. The Plan documents the following existing transportation conditions and challenges to overcome:

- Degrading roadway conditions
- Lack of crosswalks and pedestrian blind spots at intersections
- Limited bicycle facilities
- Lack of bus stop amenities
- High truck traffic

The document indicates that the community envisions "Green Street Concepts" incorporated into the northern border for the community, creating a buffer between the industrial area and the residential neighborhoods.

Mobility Network

ROADWAY NETWORK

West Carson's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways. **Table 4-4** summarizes the characteristics of key roadways in the Del Aire/Wisburn community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-4: West Carson Roadways

04. West Carson Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Normandie Ave	Secondary Highway	2 NB / 2 SB	CLTL	Parallel (east side)	No
Vermont Ave	Secondary Highway	2 NB / 2 SB	CLTL	Parallel (both sides)	No
Del Amo Blvd	Major Highway	2 EB / 2 WB	CLTL	Parallel (both sides)	No
Torrance Blvd	Secondary Highway	2 EB / 2 WB	None	Parallel (both sides)	No
Carson St	Major Highway	2 EB / 2 WB	CLTL	Parallel (both sides)	No
220th St	Local St	1 EB / 1 WB	None	Parallel (both sides)	Phase 2
223rd St	Secondary Highway	2 EB / 2 WB	None	Parallel (both sides)	No
228th St	Local St	1 EB / 1 WB	None	Parallel (both sides)	Phase 2
Sepulveda Blvd	Major Highway	3 EB / 3 WB	Raised	None	No
Lomita Blvd	Major Highway	2 EB / 2 WB	Raised	Parallel (south side)	No

Notes:

¹ Roadway Classification per Los Angeles County Master Plan of Highways

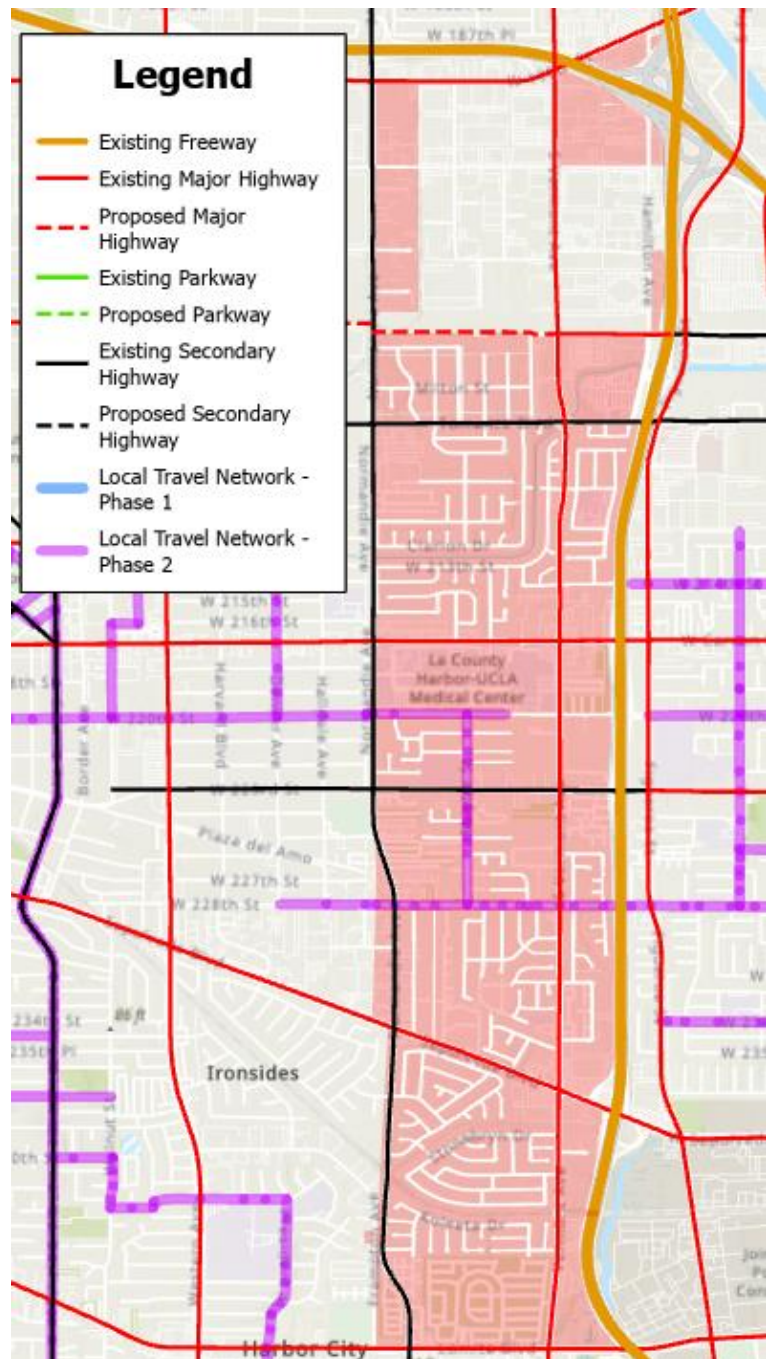
² CLTL = Center Left Turn Lane

Del Amo Boulevard is planned to extend from its current terminus at New Hampshire Avenue to connect to Normandie Avenue. This new section will be built with the approved Del Amo Neighborhood Park.

The West Carson TOD Specific Plan includes proposed improvements, such as streetscape improvements, bicycle facilities, wider pedestrian sidewalks, and transit amenities, on several key roadways in the West Carson community, including Normandie Avenue, Vermont Avenue, Torrance Boulevard, Carson Street, and 223rd Street.

Figure 4-16 displays West Carson's roadway classifications and LTN locations. As shown, the West Carson community is bordered or bisected by major/secondary highways. LTN roadways are proposed on local streets (220th Street, 228th Street, and Meyler Street) that connect to the LA County Harbor-UCLA Medical Center.

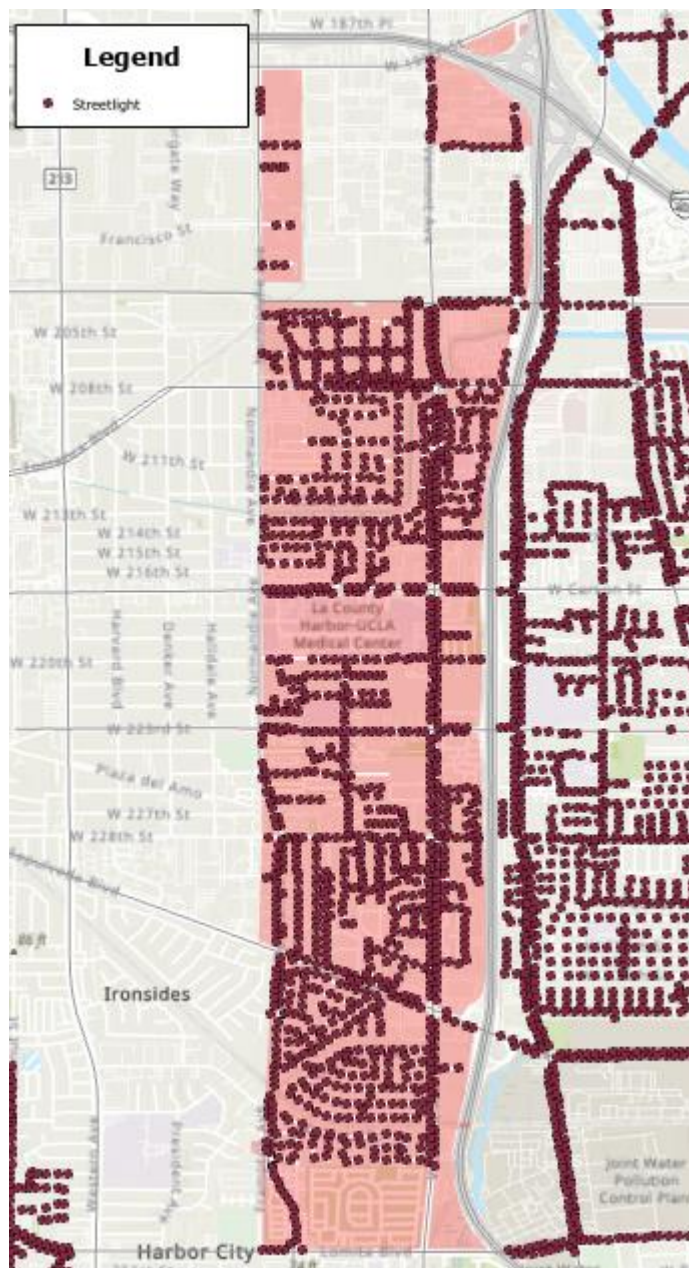
Figure 4-16: West Carson Roadway Network



STREET LIGHTING

Figure 4-17 shows the streetlight coverage in the West Carson community. The streetlight coverage is relatively consistent and present along all roadways within the community. However, significant gaps in street lighting exist on Normandie Avenue between Knox Street and 223rd Street, on Vermont Avenue between 245th Street and Lomita Boulevard, and on Lomita Boulevard between Normandie Avenue and I-110.

Figure 4-17: West Carson Street Lighting Map



Existing Class II's are present along Vermont Avenue through the 9 West Carson community, and also on portions of Normandie Avenue between Sepulveda Avenue and Pacific Coast Highway. A Class III segment also exists on a small segment of Vermont Avenue between 223rd Street and 228th Street.

It should be noted that on March 12, 2019, the Board approved a motion instructing Public Works to study the feasibility of converting existing Class II buffered bike lanes in Class IV bikeways. Vermont Avenue and Normandie Avenue were analyzed, but were deemed to not have sufficient space to add a buffer; therefore, they will remain as a Class II bike lane for the time being.

The County plans to enhance the bicycle network in this community by proposing bicycle facilities on the following roadways:

Proposed Class I

- Del Amo Boulevard between Normandie Avenue and Vermont Avenue
- Normandie Avenue between 214th Street/Levinson Street and 225th Street
- I-110/Carson Station Park and Ride Lot between 214th Street and Carson Street

Proposed Class II

- Del Amo Boulevard between New Hampshire Avenue and Carson City Limit
- Normandie Avenue between Del Amo Boulevard and Sepulveda Boulevard
- Torrance Boulevard between Normandie Avenue and Carson City Limit
- Carson Street between Normandie Avenue and Carson City Limit
- 220th Street between Normandie Avenue and Vermont Street
- 223rd Street between Normandie Avenue and Harbor Freeway
- Vermont Avenue between 228th Street and Sepulveda Boulevard
- Lomita Boulevard between Frampton Avenue and Vermont Avenue

Proposed Class III

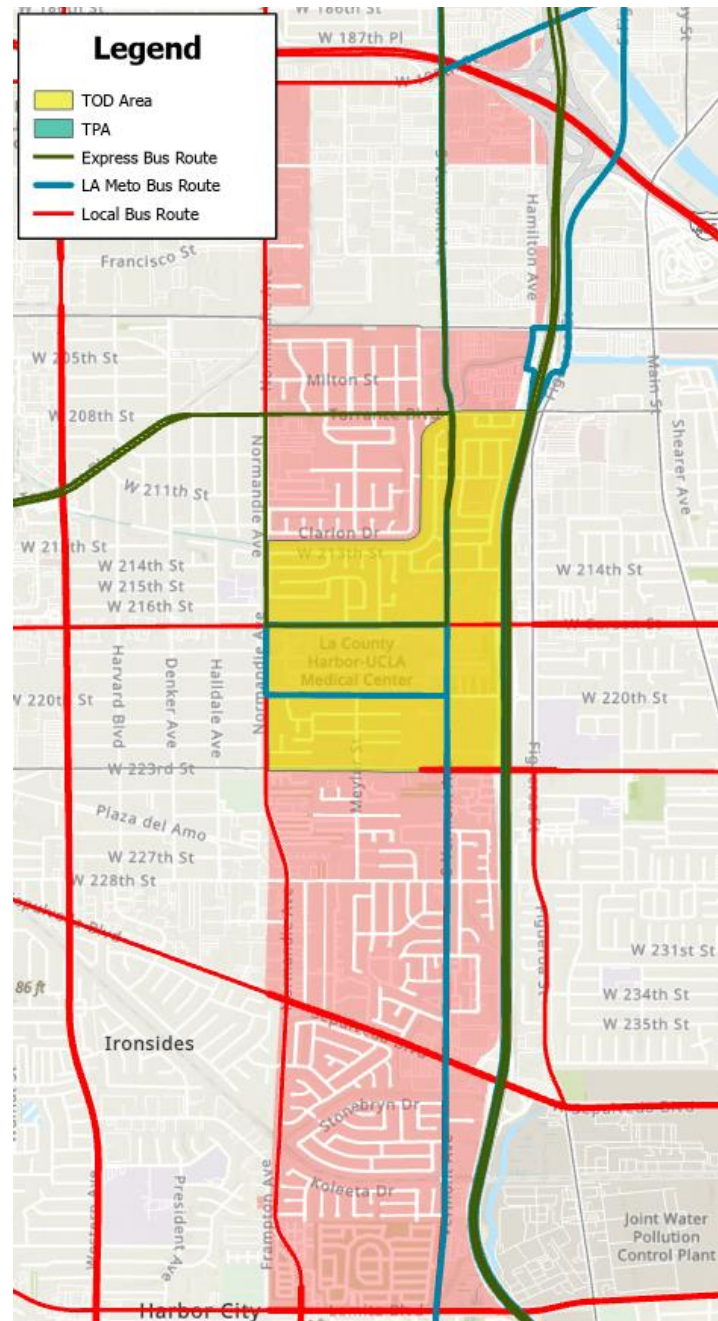
- 228th Street between Normandie Avenue and Carson City Limit

The proposed bicycle network will substantially improve the bicycle environment within the West Carson community, with bicycle facilities on almost all major and secondary highways, and on key local streets that will connect to local and regional facilities. However, a gap in the proposed bicycle network still exists on Sepulveda Boulevard between Normandie Avenue and I-110.

TRANSIT NETWORK

Figure 4-20 displays the existing transit network in the West Carson area.

Figure 4-20: West Carson Transit Network



The center of the West Carson community is captured within the West Carson Station TOD. The station is a below grade bus stop for the Metro J-Line located on the I-110 freeway. It is comprised of two stops, one on each side of the freeway to serve each direction (northbound and southbound) of

traffic. There is the potential of extending the Metro Silver Line to connect to this station, but it currently does not provide direct access. The station also provides service for Metro bus lines 205 and 550, and Torrance Transit lines 1 and 3. Major destinations from the West Carson Station include San Pedro, downtown Los Angeles, and Alpine Village. The West Carson TOD Specific Plan proposes to relocate the existing stop to a new location along the I-10 freeway to improve transit access and safety.

Additionally, local and express bus routes also travel along major corridors within the West Carson community, including Normandie Avenue, Torrance Boulevard, Vermont Avenue, Carson Street, and Sepulveda Boulevard.

Recommendations

The following mobility recommendations for the West Carson community include:

- Due to the proposed upzoning on certain corridors in the community, a streetscape plan should be prepared for West Carson Boulevard and Vermont Drive to determine appropriate treatments to enhance the pedestrian realm.
- Install pedestrian scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street. Pedestrian lighting is dependent on available grant funding.
- Conduct a mobility study on Sepulveda Boulevard to analyze opportunities to close the bicycle network gap between Normandie Avenue and I-110 in order to create a continuous network through the community and to external facilities. The mobility study could be funded through grant funding, such as a Caltrans planning or sustainability grant.
- Due to the proposed robust bicycle network within the West Carson community, LPI and LBI phasing at traffic signals should be implemented at intersections with intersecting Class I, II, and IV facilities to improve bicycle visibility and safety at intersections.
- Coordinate with Metro to prepare a West Carson Station First/Last Mile Plan and collaborate on implementation of amenities and infrastructure that support access and transit ridership to the West Carson Station.
- Discourage trucks from using the local roadways as a means of cutting through the community to access the freeway. Instead, for trucks leaving the industrial area north of West Carson, encourage trucks to travel north on Normandie Avenue, where the roadway is not fronted by residential units, to access the I-405 freeway.

4.4.6 Alondra Park/El Camino Village

Plans, Programs, and Policies

There are currently no existing or on-going mobility plans specifically pertinent to Alondra Park/El Camino Village. Therefore, the countywide plans reviewed in the previous chapter should be applied to this community.

Mobility Network

ROADWAY NETWORK

Alondra Park/El Camino Village's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways. **Table 4-5** summarizes the characteristics of key roadways in the Alondra Park/El Camino Village community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-5: Alondra Park/El Camino Village Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Prairie Ave	Major Highway	2 NB / 2 SB	CLTL	Parallel (both sides)	No
Crenshaw Blvd	Major Highway	2 NB / 2 SB	Raised	Parallel (both sides)	No
Marine Ave	Secondary Highway	2 EB / 2 WB	None	None	No
Manhattan Beach Blvd	Major Highway	2 EB / 2 WB	CLTL	None	No
Carson St	Major Highway	2 EB / 2 WB	CLTL	Parallel (south sides)	No

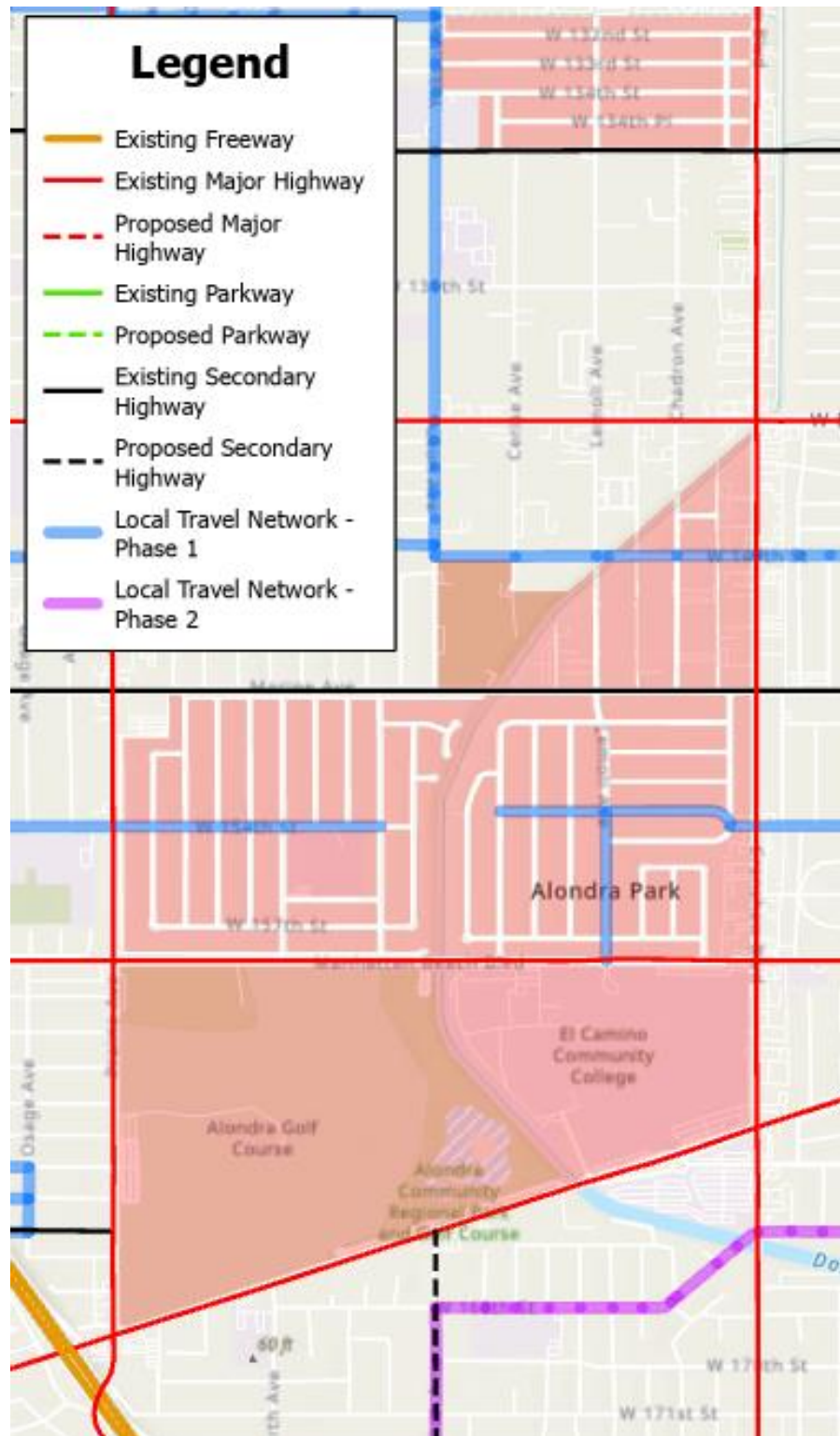
Notes:

¹ Roadway Classification per Los Angeles County Master Plan of Highways

² CLTL = Center Left Turn Lane

Figure 4-21 displays Alondra Park/El Camino Village's roadway classifications and LTN locations. As shown, the Alondra Park/El Camino Village community is primarily bordered or bisected by major highways, except on the northern border, which is bordered by a secondary highway on Marine Avenue. LTN roadways are proposed on local streets 154th Street and Lemoli Avenue that connect to the Mark Twain Elementary School and El Camino College, respectively.

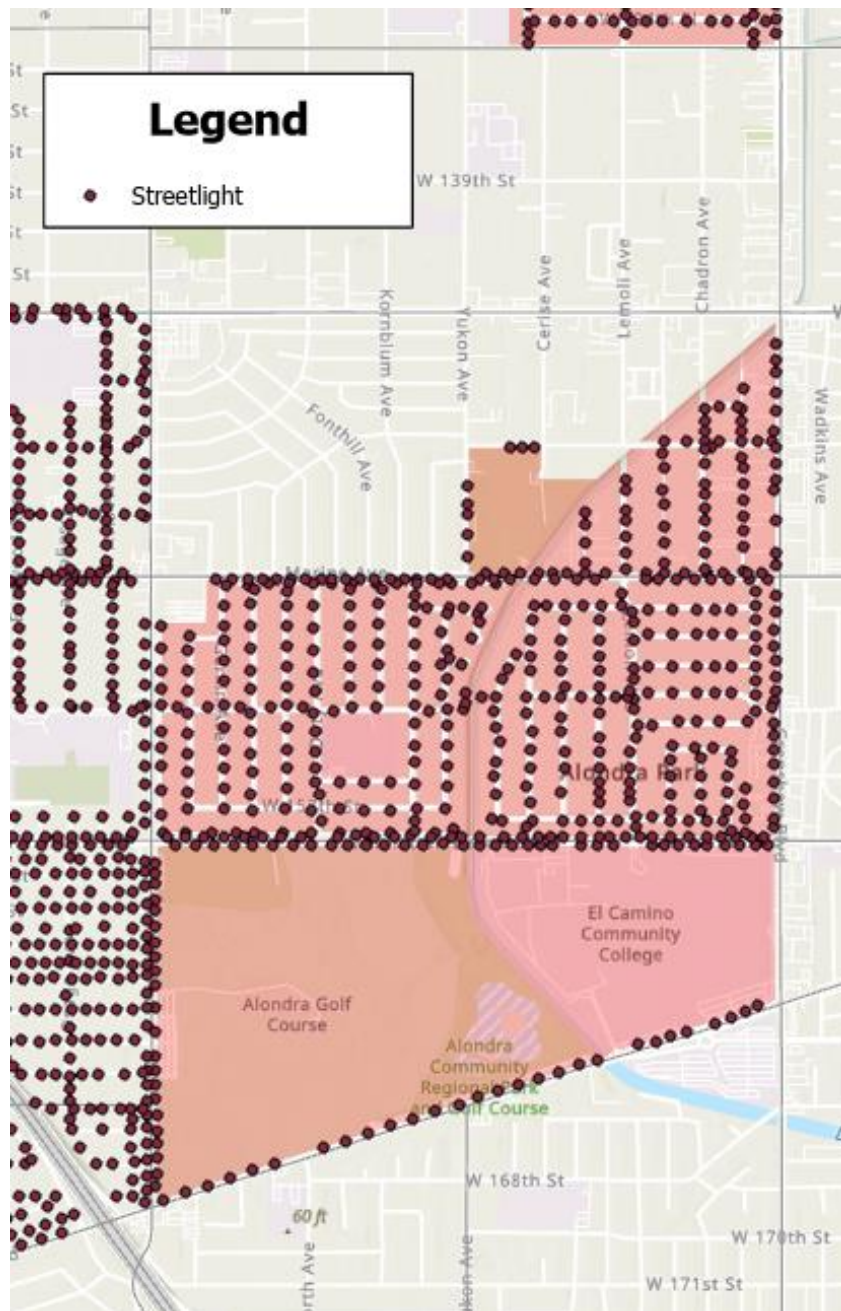
Figure 4-21: Alondra Park/El Camino Village Roadway Network



STREET LIGHTING

Figure 4-22 shows the streetlight coverage in the Alondra Park/El Camino Village community. The streetlight coverage is consistent and present along all roadways within the community, with the exception of Crenshaw Boulevard between Manhattan Beach Boulevard and Redondo Beach Boulevard. This segment borders the eastern side of the El Camino Community College.

Figure 4-22: Alondra Park/El Camino Village Street Lighting Map



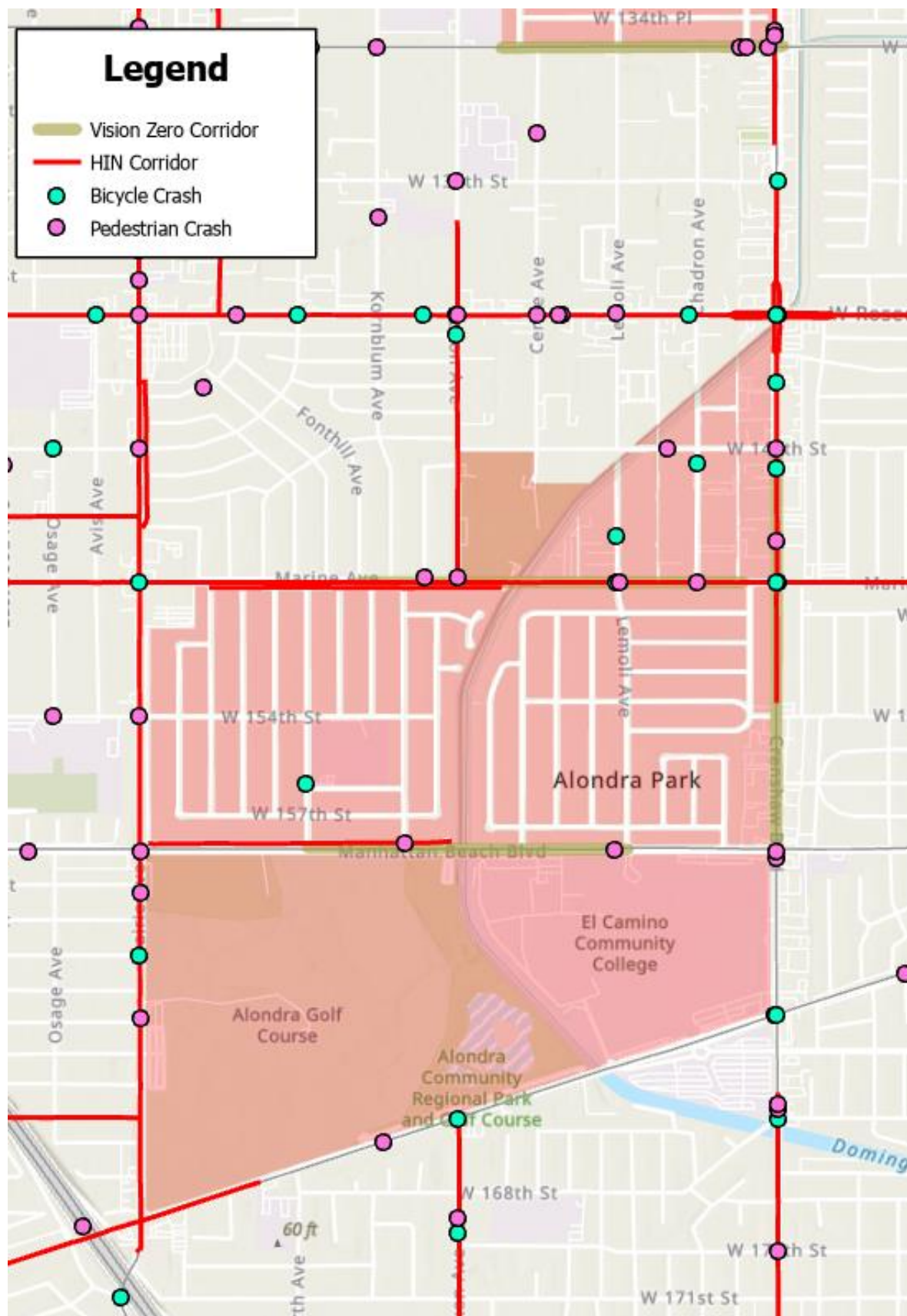
PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety was evaluated using collision data obtained from SWITRS data for the period of January 2017 to December 2022. Additionally, the Los Angeles Vision Zero Action Plan and LADOT HIN maps were reviewed to identify corridors as Collision Concentration Corridors of HIN corridors within the community. Los Angeles County's Vision Zero Plan aims to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. Consistent with this initiative, it is important to highlight these areas for potential safety improvements in future tasks of this project to ensure that active transportation improvements are planned to enhance the safety of bicyclists and pedestrians who already use these corridors and to encourage further travel by these modes.

Figure 4-23 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Alondra Park/El Camino Village community.

Bicycle and pedestrian collisions are present on all major corridors within the Alondra Park/El Camino Village community, including Crenshaw Boulevard, Marine Avenue, Manhattan Beach Boulevard, and Redondo Beach Boulevard, with several collisions occurring in the residential neighborhood in the southeastern portion of the community. LADOT identifies Prairie Avenue, Marine Avenue, and portions of Manhattan Beach Boulevard, Crenshaw Boulevard, and Redondo Beach Boulevard as HIN corridors. The County's Vision Zero Plan also identifies portions of Marine Avenue, Manhattan Beach, and Crenshaw Boulevard as Collision Concentration Corridors.

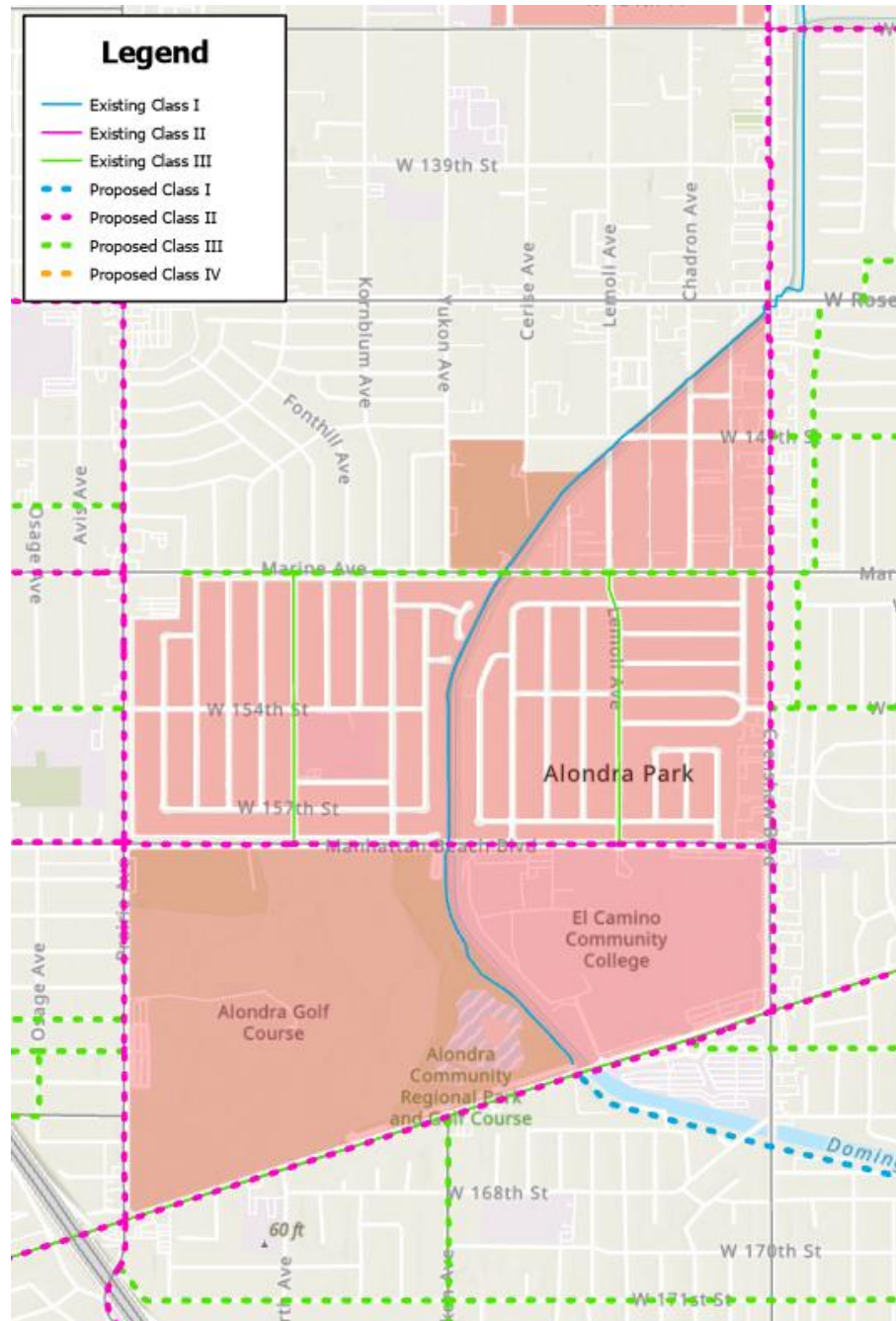
Figure 4-23: Alondra Park/El Camino Village Collision Map



BICYCLE NETWORK

Figure 4-24 displays the existing and proposed bicycle network in the Alondra Park/El Camino Village area per the County's Bicycle Master Plan.

Figure 4-24: Alondra Park/El Camino Village Bicycle Network



Alondra Park/El Camino Village currently has limited bicycle infrastructure, with a Class I path that bisects the community on the Laguna Dominguez Trail, Class III's on both Doty Avenue and Lemoli Avenue between Marine Avenue and Manhattan Beach Boulevard, as well as on Redondo Beach Boulevard between Hawthorne Boulevard and Van Ness Avenue.

The County plans to enhance the bicycle network in this community by proposing bicycle facilities on the following roadways:

Proposed Class II

- Prairie Avenue between Rosecrans Avenue and Sepulveda Boulevard
- Manhattan Beach Boulevard between Inglewood Avenue and Crenshaw Boulevard
- Crenshaw Boulevard between El Segundo Boulevard and Redondo Beach Boulevard
- Redondo Beach Boulevard between Hawthorne Boulevard and Gramercy Place

Proposed Class III

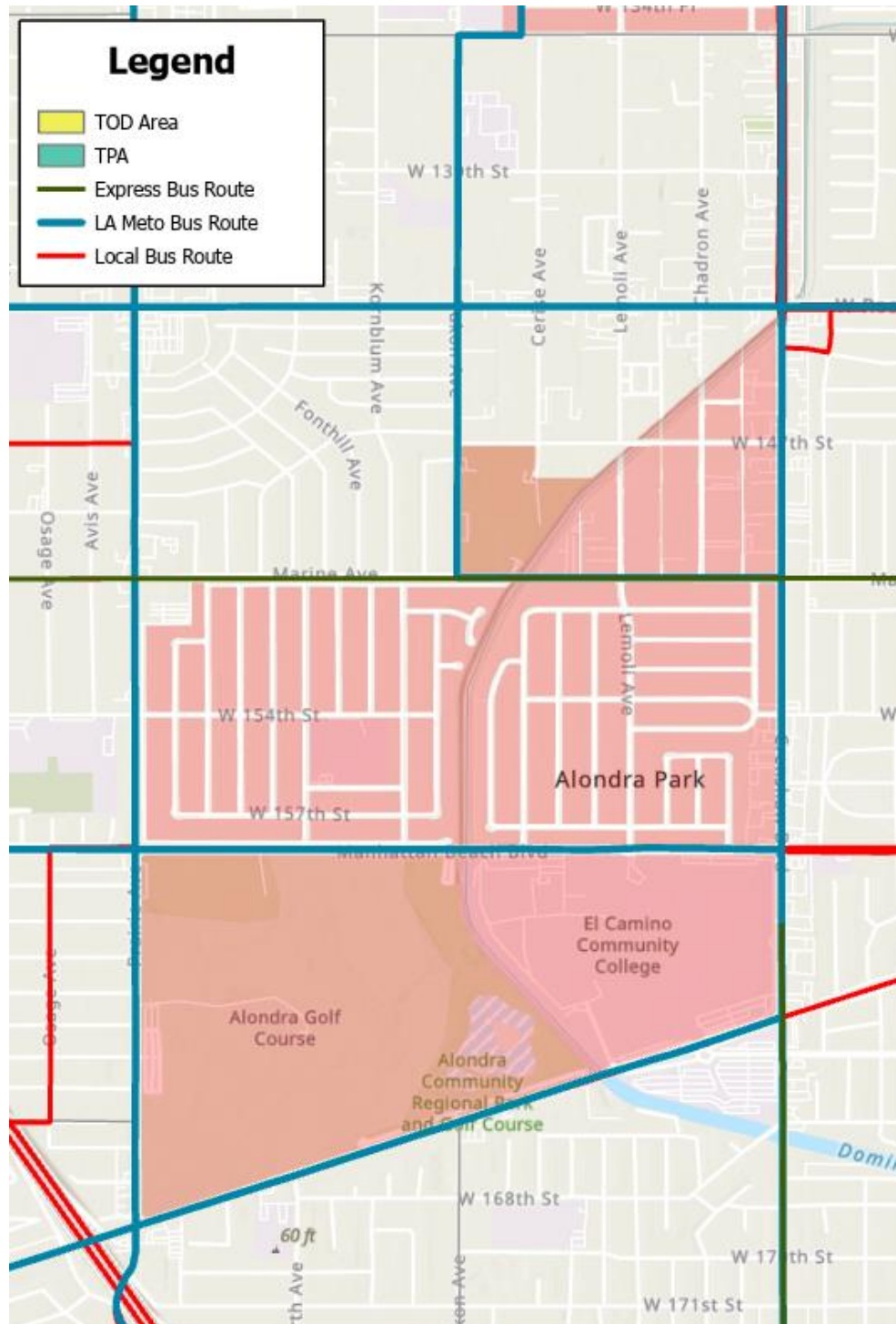
- Marine Avenue between Gerkin Avenue and Crenshaw Boulevard

One small gap in the proposed bicycle network will exist on Marine Avenue between Prairie Avenue and the Alondra Park driveway.

TRANSIT NETWORK

Figure 4-25 displays the existing transit network in the Alondra Park/El Camino Village area.

Figure 4-25: Alondra Park/El Camino Village Transit Network



The Alondra Park/El Camino Village area is currently well serviced by local and express buses. All major roadways including Marine Avenue, Prairie Avenue, Crenshaw Boulevard, Manhattan Beach Boulevard, and Redondo Beach Boulevard serve at least one bus route.

Recommendations

The following mobility recommendations for the Alondra Park/El Camino Village community include:

- Due to the proposed upzoning on Crenshaw Boulevard, a streetscape plan should be prepared to determine appropriate treatments to enhance the pedestrian realm.
- Enhance pedestrian and bicycle access to Alondra Park and El Camino College.
- Due to the proposed robust bicycle network within the Alondra Park/El Camino Village community, LPI and LBI phasing at traffic signals should be implemented at intersections with intersecting Class I, II, and IV facilities to improve bicycle visibility and safety at intersections.
- Evaluate installing bicycle facilities along the Manhattan Beach Boulevard frontage road on the north side to provide an additional separated and safer facility for bicyclists that will connect to the Laguna Dominguez Trail.
- Collaborate with the City of Redondo Beach on their Redondo Beach Boulevard Corridor Project that looks at enhanced bicycle facilities along the roadway, such as a two-way Class IV cycle track on the north side of the roadway or Class II buffered bike lanes.

4.4.7 Westfield/Academy Hills

Plans, Programs, and Policies

There are currently no existing or on-going mobility plans specifically pertinent to Westfield/Academy Hills. Therefore, the countywide plans reviewed in the previous chapter should be applied to this community.

Mobility Network

ROADWAY NETWORK

Westfield/Academy Hills roadway network is comprised primarily of local residential streets that are bisected by a major highway. **Table 4-6** summarizes the characteristics of key roadways in the Westfield/Academy Hills community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-6: Westfield/Academy Hills Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Crenshaw Blvd	Major Highway	2 NB / 2 SB	Raised	None	None
Palos Verdes Dr N	Parkway	2 EB / 2 WB	Raised	None	None

Notes:

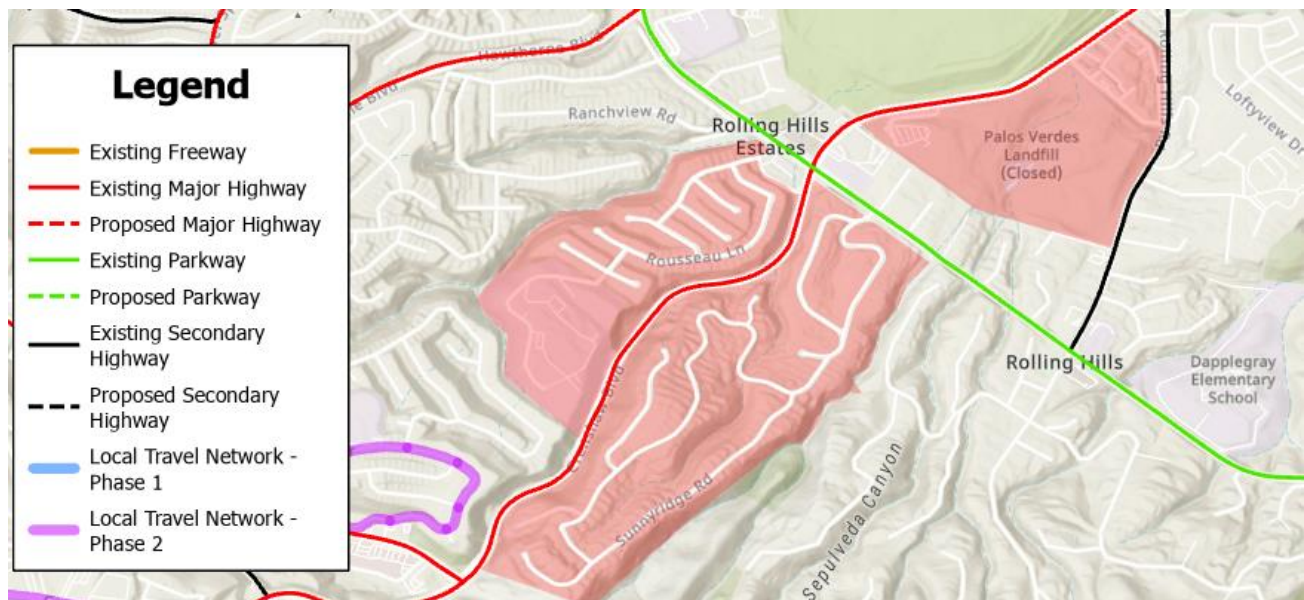
¹ Roadway Classification per Los Angeles County Master Plan of Highways

² CLTL = Center Left Turn Lane

Within the Westfield/Academy Hills community, Palos Verdes Drive North includes four travel lanes; however, outside of the community, the roadway narrows to two-lanes with occasional additional turn lanes at intersections.

Figure 4-26 displays Westfield/Academy Hills roadway classifications and LTN locations. As shown, the Westfield/Academy Hills community is bisected by a major highway (Crenshaw Boulevard) and a parkway (Palos Verdes Drive North). There are no planned LTN's within the community.

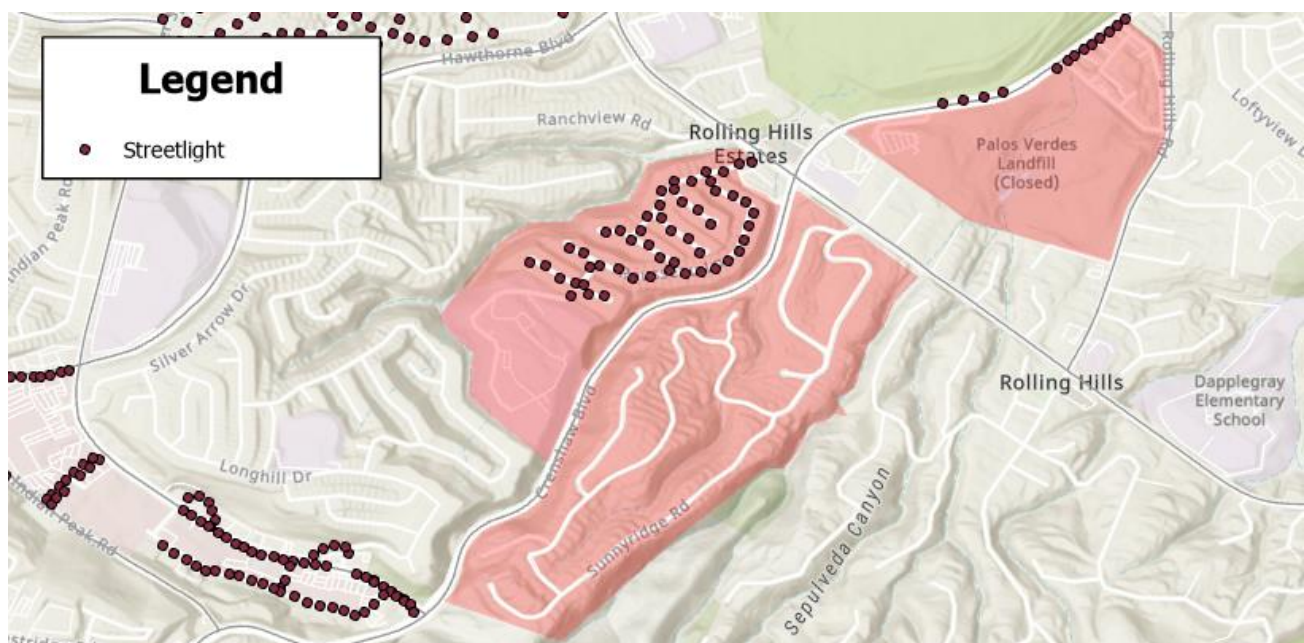
Figure 4-26: Westfield/Academy Hills Roadway Network



STREET LIGHTING

Figure 4-27 shows the streetlight coverage in the Westfield/Academy Hills community. The streetlight coverage is limited in the community and only exists on the northern residential neighborhood and on the northeastern segment of Crenshaw Boulevard adjacent to the South Coast Botanic Garden.

Figure 4-27: Westfield/Academy Hills Street Lighting Map

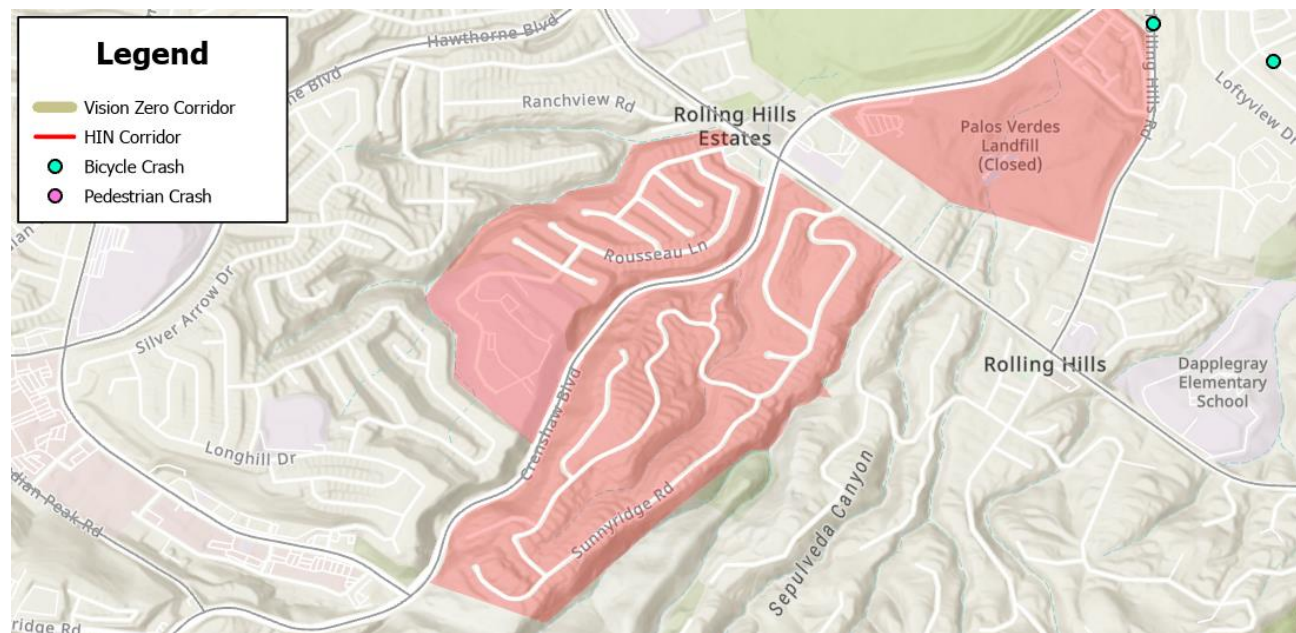


PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety was evaluated using collision data obtained from SWITRS data for the period of January 2017 to December 2022. Additionally, the Los Angeles Vision Zero Action Plan and LADOT HIN maps were reviewed to identify corridors as Collision Concentration Corridors or HIN corridors within the community. Los Angeles County's Vision Zero Plan aims to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. Consistent with this initiative, it is important to highlight these areas for potential safety improvements in future tasks of this project to ensure that active transportation improvements are planned to enhance the safety of bicyclists and pedestrians who already use these corridors and to encourage further travel by these modes.

Figure 4-28 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Westfield/Academy Hills community.

Figure 4-28: Westfield/Academy Hills Collision Map

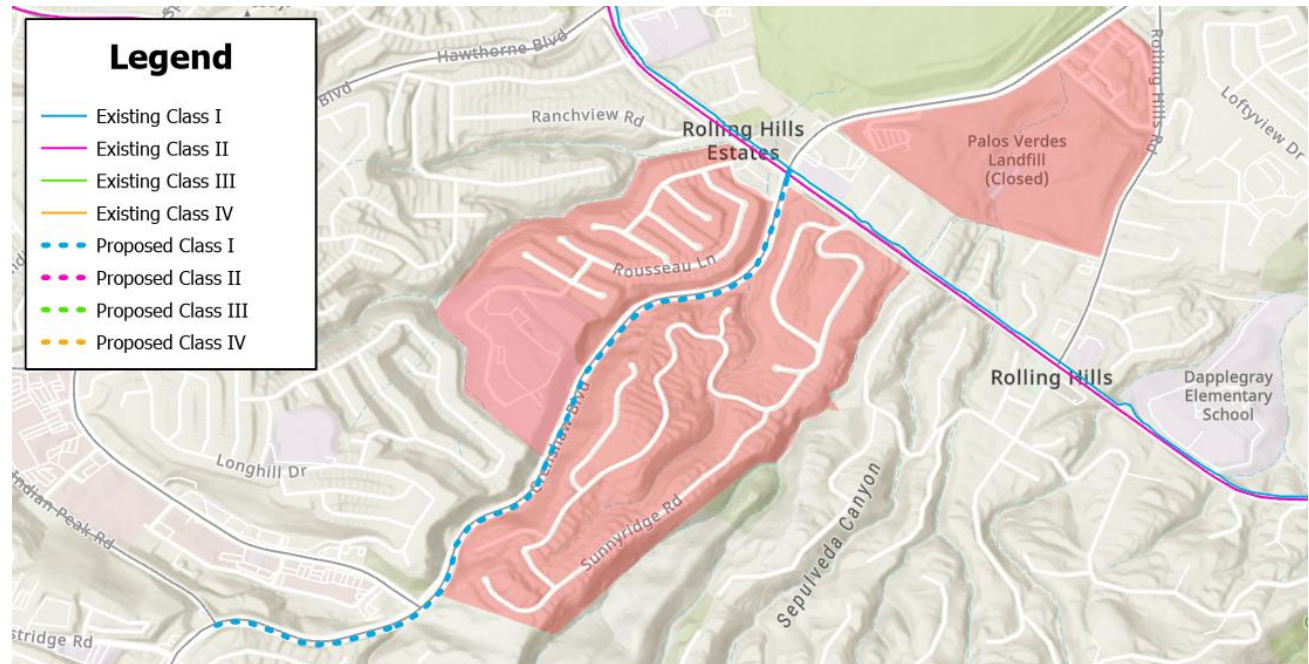


There are no recorded bicycle or pedestrian crashes in the Westfield/Academy Hills community. As such, there are no HIN corridors or Vision Zero Collision Concentration Corridors.

BICYCLE NETWORK

Figure 4-29 displays the existing and proposed bicycle network in the Westfield/Academy Hills area per the County's Bicycle Master Plan.

Figure 4-29: Westfield/Academy Hills Bicycle Network

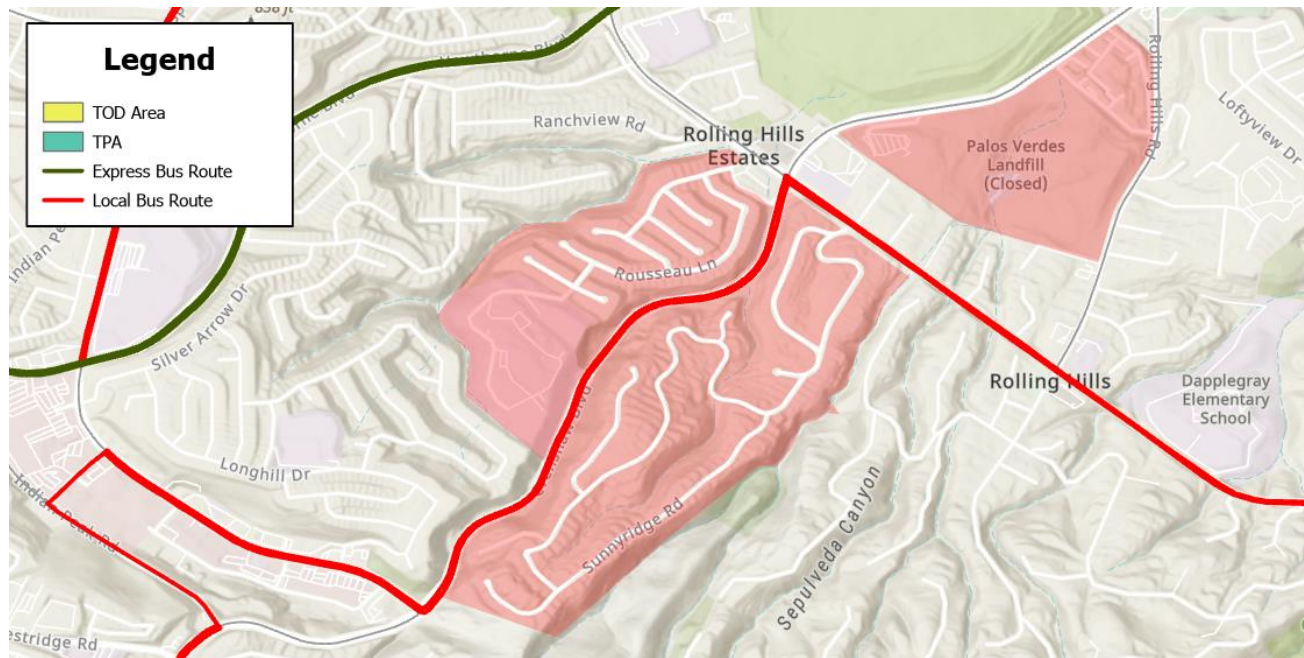


Existing Class I and Class II bicycle facilities are present on Palos Verdes Drive North between Alondra Park/El Camino Village and Western Avenue. The County plans to implement an additional Class I path on Crenshaw Boulevard that will connect the existing facilities on Palos Verdes Drive to Indian Peak Road.

TRANSIT NETWORK

Figure 4-30 displays the existing transit network in the Westfield/Academy Hills area.

Figure 4-30: Westfield/Academy Hills Transit Network



Local bus route 225 traverses through Westfield/Academy Hills community, traveling on Crenshaw Boulevard and Palos Verdes Drive North.

Recommendations

The following mobility recommendations for the Westfield/Academy Hills community include:

- Install pedestrian scaled lighting on Crenshaw Boulevard between Silver Spur Road and Palos Verdes Drive North. Pedestrian lighting is dependent on available grant funding.
- Install LPI and LBI phasing at traffic signals at the Crenshaw Boulevard and Palos Verdes Drive North in with intersecting Class I and II facilities to improve bicycle visibility and safety at the intersection.

4.4.8 La Rambla

Plans, Programs, and Policies

There are currently no existing or on-going mobility plans specifically pertinent to La Rambla. Therefore, the countywide plans reviewed in the previous chapter should be applied to this community.

Mobility Network

ROADWAY NETWORK

La Rambla's roadway network is comprised primarily of local residential streets that are bordered by secondary highways to the west and north. **Table 4-7** summarizes the characteristics of key roadways in the La Rambla community and whether those roadways have been identified as a low-speed, low-stress roadway in the LTN of SBCCOG's Route Refinement Study.

Table 4-7: La Rambla Roadways

Roadway Name	Classification ¹	# of Lanes	Median Type ²	Parking	LTn
Weymouth Ave	Secondary Highway	1 NB / 1 SB	CLTL	Parallel (west sides)	Phase 2
1st St	Secondary Highway	1 EB / 1 WB	None	Parallel (both sides)	Phase 2
6th St	Local St	1 EB / 1 WB	None	Parallel (both sides)	Phase 2
7th St	Local St	1 EB / 1 WB	CLTL	Parallel (both sides)	None

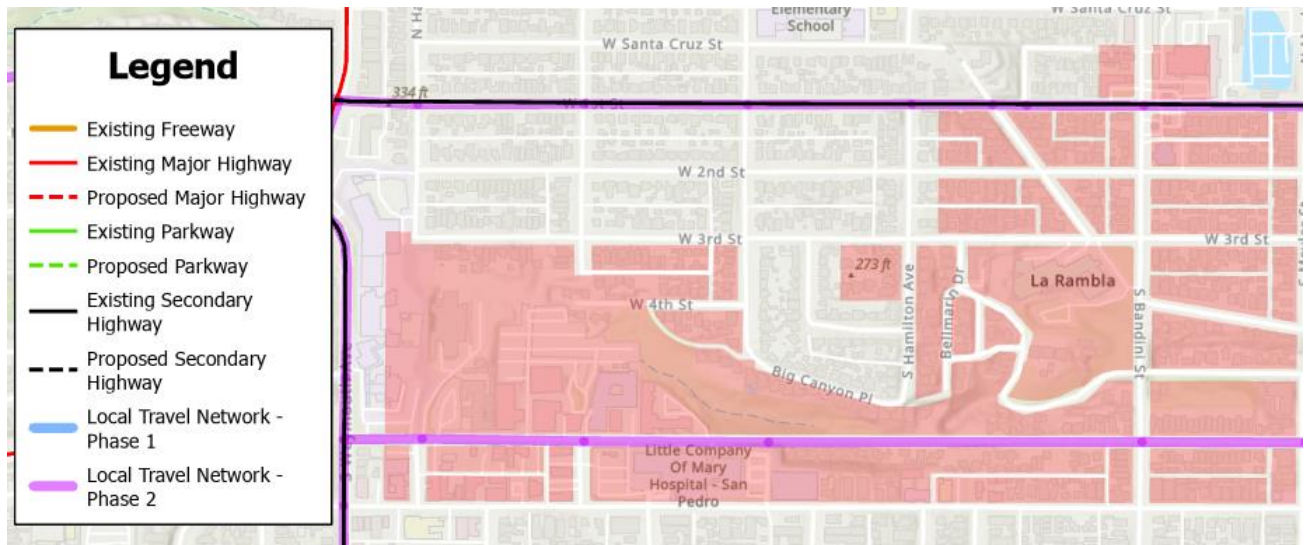
Notes:

¹ Roadway Classification per Los Angeles County Master Plan of Highways

² CLTL = Center Left Turn Lane

Figure 4-31 displays La Rambla's roadway classifications and LTN locations. As shown, the La Rambla community is only served by two secondary highways on the west and north boundary, with the remaining roadways as two-lane local streets. LTN Phase 2 roadways are proposed on Weymouth Avenue, 1st Street, and 6th Street, which all provide direct access to medical buildings

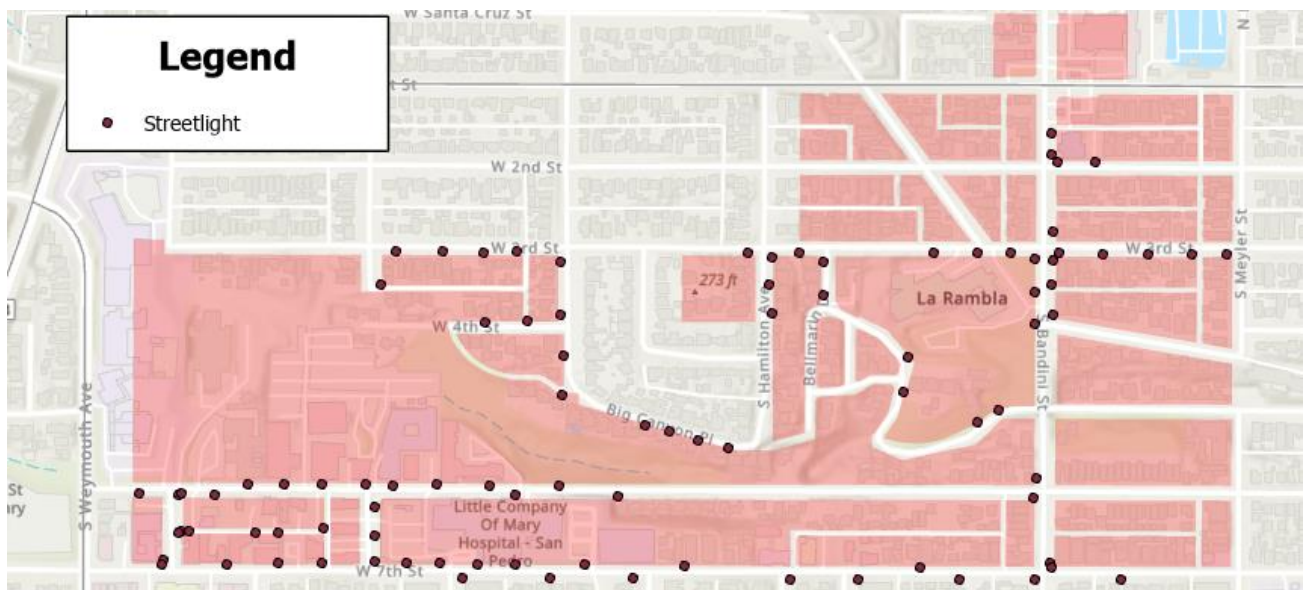
Figure 4-31: Westfield/Academy Hills Roadway Network



STREET LIGHTING

Figure 4-32 shows the streetlight coverage in the La Rambla community. The streetlight coverage is relatively consistent throughout the community, with the exception on the east side of the community. Gaps in streetlights exist on 2nd Avenue throughout the community, on Bandin Street between La Alameda Avenue and 7th Street, and on 6th Street between Providence Little Company of Mary San Pedro and Meyler Street.

Figure 4-32: La Rambla Street Lighting Map

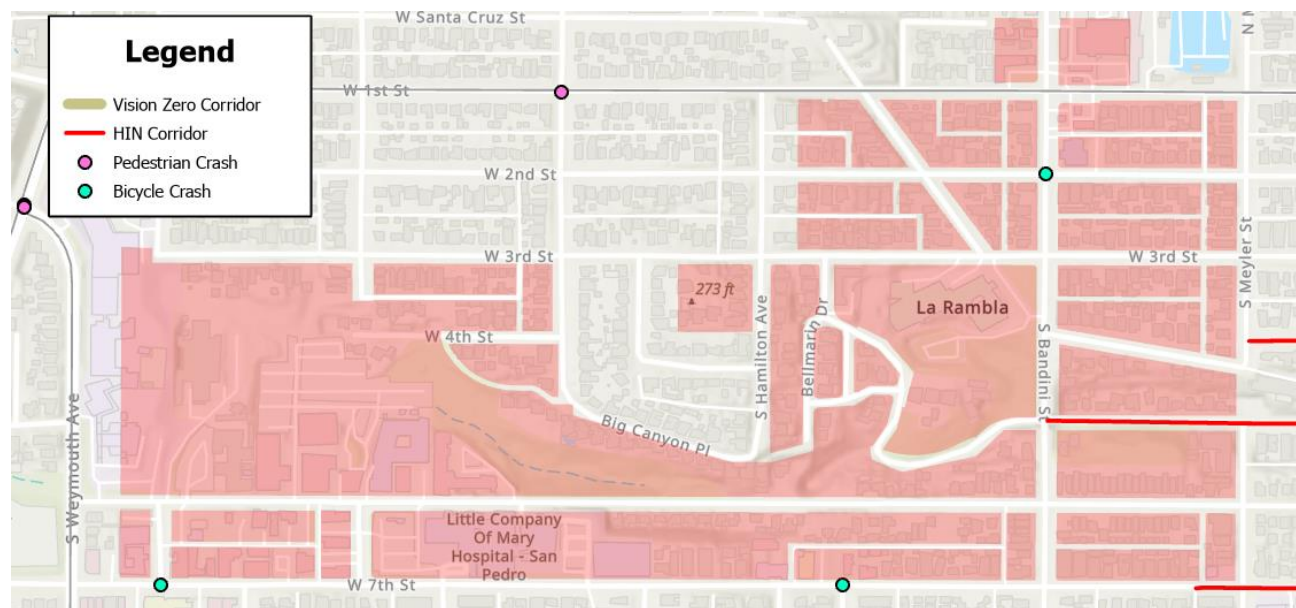


PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety was evaluated using collision data obtained from SWITRS data for the period of January 2017 to December 2022. Additionally, the Los Angeles Vision Zero Action Plan and LADOT HIN maps were reviewed to identify corridors as Collision Concentration Corridors of HIN corridors within the community. Los Angeles County's Vision Zero Plan aims to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. Consistent with this initiative, it is important to highlight these areas for potential safety improvements in future tasks of this project to ensure that active transportation improvements are planned to enhance the safety of bicyclists and pedestrians who already use these corridors and to encourage further travel by these modes.

Figure 4-33 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the La Rambla community.

Figure 4-33: La Rambla Hills Collision Map

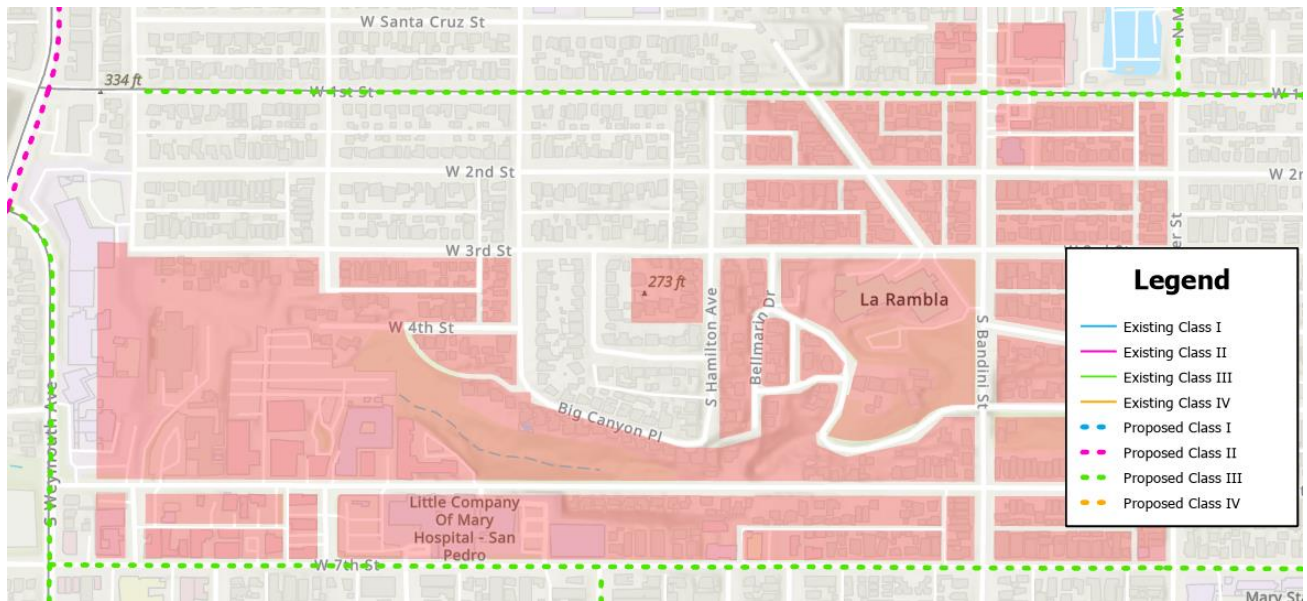


There are only a few bicycle crashes recorded in the La Rambla community, including two on 7th Street and one on South Bandini Street. Within the La Rambla area, 5th Street is identified as a HIN corridor. There are no Vision Zero Collision Concentration corridors in the community.

BICYCLE NETWORK

Figure 4-34 displays the existing and proposed bicycle network in the La Rambla area per the County's Bicycle Master Plan.

Figure 4-34: La Rambla Bicycle Network



There are currently no existing bicycle facilities within the La Rambla area; however, the County plans to implement facilities on a few roadway segments in the La Rambla community. Those proposed bicycle facilities include:

Proposed Class III

- 1st Street between Harbor View Avenue and Harbor Boulevard
- Weymouth Avenue between Western Avenue and Elanita Drive

Proposed Bicycle Boulevard

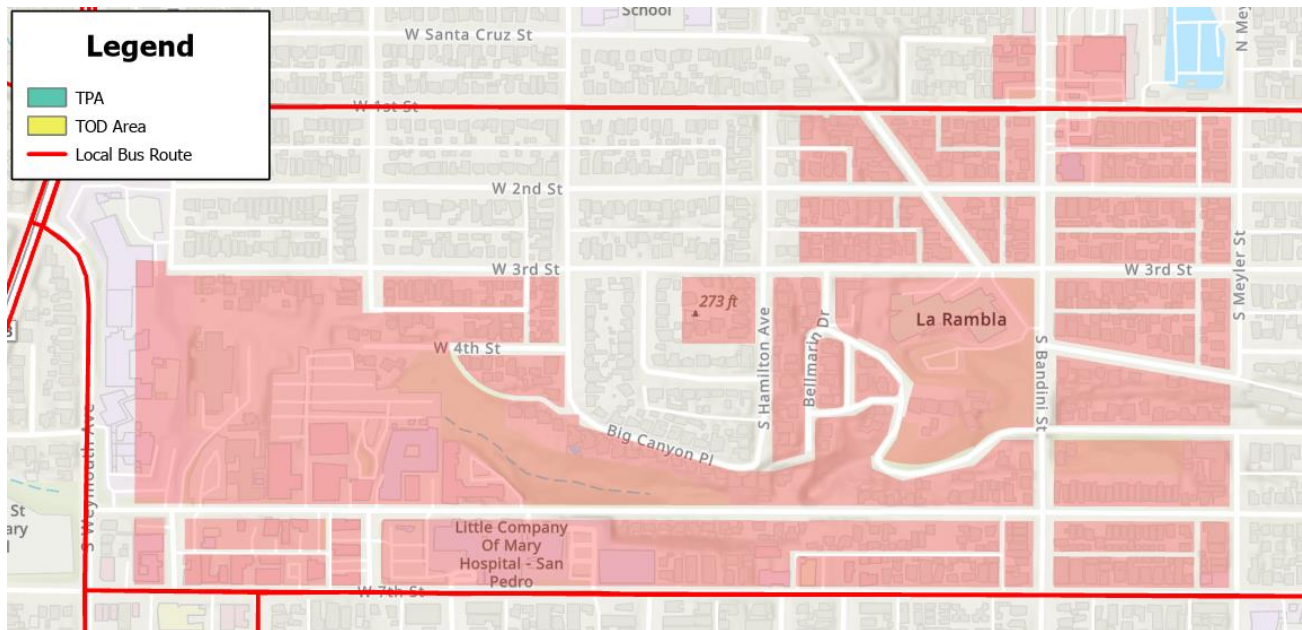
- 7th Street between Weymouth Avenue and Cabrillo Avenue

A gap in the proposed network includes a Class III facility of Bandini Street from 1st Street to 7th Street that would connect to the proposed Class III and Bicycle Boulevard facilities on those roadways, respectively.

TRANSIT NETWORK

Figure 4-35 displays the existing transit network in the La Rambla area.

Figure 4-35: La Rambla Transit Network



The La Rambla community is currently serviced by the following local bus routes:

- 7th Street — routes 205 and 225
- 1st Street DASH San Pedro
- Weymouth Avenue — route 225

Recommendations

The following mobility recommendations for the La Rambla community include:

- Due to the proposed upzoning on 6th Street, Bandini Street, and Meyler Street, a streetscape plan should be prepared on those corridors to determine appropriate treatments to enhance the pedestrian realm.
- Install pedestrian scaled lighting on 6th Street between the medical office buildings and Meyler Street. Pedestrian lighting is dependent on available grant funding.
- Minimizing future driveways and curb-cuts to minimize vehicular conflicts with pedestrians and bicyclists.