

LOS ANGELES COUNTY SOUTH BAY AREA PLAN

PRELIMINARY DRAFT GOALS AND POLICIES

February 2024

The following is a preliminary list of goals and policies anticipated for inclusion in the South Bay Area Plan (SBAP). These will subsequently be refined and formatted in accordance with our standard content and language practices.

- **Areawide Goals and Policies** are organized by topics such as land use, mobility, conservation, open space and the environment, etc. Considerations such as environmental justice, equity, and climate resilience are interwoven across these topics.
- **Community-Specific Goals and Policies** address individual unincorporated communities in the South Bay, including Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn.

The complete SBAP will include background information on the unincorporated area communities and the full list of goals, policies and programs. Release of the SBAP for public review is anticipated in Spring, 2024.

The following six guiding principles from the adopted County General Plan provided the foundation for the SBAP and informed the draft goals and policies contained in this document:

1. **Employ smart growth:** Shape new communities to align housing with jobs and services; protect and conserve the County's natural and cultural resources, including the character of rural communities.
2. **Ensure adequate community services and infrastructure is sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
3. **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs housing balance and a vital and competitive economy in the unincorporated areas.
4. **Promote excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.

5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.

6. **Promote strengths, community voice, and equity outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

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Area-Wide Goals and Policies

Goals identify the physical, economic, and social outcomes that the community wishes to achieve.

Policies articulate the desired outcome and establish a course of action for decision-makers to accomplish the community's desired vision.

A. Land Use

Goal LU 1 *Managed growth and development to meet the needs of existing and future community members.*

Policy LU 1.1: Managed growth. Focus growth/new development through infill and redevelopment of commercial corridors while supporting existing businesses, ensuring compatibility with existing neighborhoods, and preserving and encouraging new green spaces.

Policy LU 1.2: Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.

Goal LU 2 *Increased housing opportunities through mixed-use and residential developments that provide a variety of housing options.*

Policy LU 2.1: Missing Middle Housing. Promote diverse housing types that serve as “Missing Middle” housing, including duplexes, cottage courts, and townhomes, to support a diverse community across a mix of income levels and household sizes.

Policy LU 2.2: Medium-to-Higher Density Housing. Facilitate opportunities for medium to higher density, mixed-income residential development and/or affordable housing in key growth areas such as commercial corridors.

Policy LU 2.3: Complementary Design. Support development that is scaled and designed to complement existing neighborhood character to create more connected and pedestrian-friendly environments, particularly for new higher density development adjacent to existing single-family residences.

Policy LU 2.4: Residential Trees. Encourage drought-tolerant vegetation and trees in residential front yards to enhance greening, encourage low-impact development, and increase sidewalk canopies.

Goal LU 3 Support existing residents and businesses with equitable access to community-desired uses and equipped with tools to foster strong, resilient communities.

Policy LU 3.1: Community Serving Uses. Incentivize new development that promote community-serving uses and amenities, such as publicly accessible open/green spaces and amenities, and trees.

Policy LU 3.2: Diverse Food Options. Attract small and large commercial uses that offer diverse food options, including new grocery stores, restaurants, and cafés that provide fresh produce and healthy options, including produce and nutrient-dense foods.

Policy LU 3.3: Mobile Food Vendors. Support mobile food vendors, such as food trucks, offering fresh food in convenient, walkable, and appropriate locations on private property.

Goal LU 4 Industrial and commercial uses that are good neighbors and minimize negative impacts on the environment and proximate uses.

Policy LU 4.1: Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.

Policy LU 4.2: Landscape Buffers. Require landscaped buffers and screening for industrial uses abutting residential uses, including buffered landscape strip, trees, and/or walls.

Policy LU 4.3: Industrial Truck Access. Prohibit industrial uses from utilizing residential streets for truck access and parking.

Goal LU 5 Community engagement and enforcement that ensures the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.

Policy LU 5.1: Strategic Zoning Enforcement. Develop collaborative enforcement programs with other agencies targeting uses in violation of the permitting, licensing, and regulatory requirements of local and state agencies. Prioritize enforcement in industrial areas near residential uses.

Policy LU 5.2: Industrial Community Engagement. Encourage applicants proposing new or ongoing industrial uses to engage with community members and community-based organizations early in the permitting process.

Policy LU 5.3: Jurisdictional Collaboration. Partner with neighboring jurisdictions to address and mitigate negative impacts associated with industrial uses in areas adjacent to the unincorporated communities. Develop solutions for smart industrial growth in the future.

B. Mobility

Goal M 1 Connected communities with safe and seamless access to neighborhood services, recreation, and public transit from a variety of transportation modes.

Policy M 1.1: Sidewalk Enhancements. Promote ADA-accessible sidewalk repairs and widening throughout the Planning Area to ensure safe, continuous, and well-maintained sidewalks.

Policy M 1.2: Sidewalk Amenities. Encourage consistent placement of street trees, pedestrian-scaled lighting, and wayfinding signage along key corridors to enhance the pedestrian experience and create complete corridors.

Policy M 1.3: Neighborhood Greenways. Designate neighborhood greenways in each community with bike and/or multi-use paths and trails, wayfinding, and other clear distinguishers leading to transit stations/stops, commercial services, community amenities, and job centers.

Policy M 1.4: Shuttle Service. Support on-demand shuttle options to serve aging populations and community members who do not have access to transit.

Policy M 1.5: Public Art. Integrate public art and creative local expression, such as murals, sculptures, creative signage, into transit stations and bus shelters, as well as surrounding streetscape elements, including trash bins, bike racks, and streetlights.

Goal M 2 A complete and well demarcated active transportation network that provides safe and pleasant bicycle and pedestrian trips.

Policy M 2.1: Prioritized Improvements. Encourage and prioritize bicycle and pedestrian infrastructure improvements in locations with higher concentrations of bicycle and pedestrian collisions per the County's Vision Zero Action Plan and SCAG's High Injury Network (HIN).

Policy M 2.2: Pedestrian Connections. Promote improved pedestrian connections through high-visibility crosswalks, widened sidewalks, pedestrian-scaled street lighting, wayfinding signage, street trees, and other elements where needed to support safe and comfortable pedestrian trips.

Policy M 2.3: Bicycle Infrastructure. Support the implementation of new bicycle infrastructure in Planning Area communities that do not have existing bicycle infrastructure in alignment with the Bicycle Master Plan.

Policy M 2.4: Close Bicycle Network Gaps. Encourage new bicycle facilities to close active transportation gaps, creating a cohesive and continuous bicycle network.

C. Conservation, Open Space, and the Environment

Goal COSE 1 Compact development patterns that reduces urban sprawl and incorporate urban greening.

Policy COSE 1.1: Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation infrastructure to reduce automobile dependence.

Goal COSE 2 Enhance the availability and quality of parks in the Planning Area, focusing on equitable access and community engagement to preserve the unique characteristics of each community.

Policy COSE 2.1: Improve and Create Parks. Support the improvement and creation of parks and open spaces in the Planning Area as identified by the County's Park Needs Assessment (PNA) and PNA+.

Policy COSE 2.2: Community Engagement. Encourage local community involvement in planning and developing new parks and open space areas, ensuring that their needs and preferences are prioritized, and their cultural and socio-economic backgrounds are respectfully integrated into the design.

Policy COSE 2.3: Improved Access. Explore the removal of physical barriers to existing parks and spaces, ensuring improved access for the community.

Policy COSE 2.4: Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden.

DIVERSE OPEN SPACES

Goal COSE 3 A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.

Policy COSE 3.1: Versatile Open Spaces. Promote multi-purpose open spaces and small-scale mixed-use community gathering spaces throughout the Planning Area, associated with both public and private facilities.

Policy COSE 3.2: Publicly Accessible Open Space. Encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings).

D. Public Services and Facilities

Goal PS 1 Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy PS 1.1: Capital Projects and Infrastructure. Ensure new growth is closely coordinated with the demand for new or upgraded capital projects and infrastructure to support capacity needs for existing and new development, prioritizing disproportionately affected communities.

Policy PS 1.2: Adequate Utility Availability. Ensure adequate utilities are available for future development given constraints on water supplies and existing infrastructure.

Policy PS 1.3: Partnership with School Districts. Partner with school districts in the area to identify resources and ensure capacity and quality of service will be maintained with increased growth and future development.

Goal PS 2 Public services and facilities that are equitably invested in and distributed throughout the Planning Area, allowing access, amenities, and safety for all community members.

Policy PS 2.1: Accessible Public Facilities. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information and services in transit-accessible locations and along major corridors where there is a density of housing, a concentration of destinations, and high pedestrian activity and visibility.

Policy PS 2.2: Connectivity to Services and Facilities. Enhance the connectivity and safety of active transportation access to public services and facilities by prioritizing lighting, landscaping, sidewalk, and multi-use pathway improvements along routes to parks, open spaces, schools, and cultural facilities.

Policy PS 2.3: Conversion of Underutilized Spaces. Promote the conversion of underutilized spaces, including those within the public right-of-way such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Goal PS 3 Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment.

Policy PS 3.1: Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other “green streets” components within the public right-of-way to improve efficiencies and enhance climate resilience.

Policy PS 3.2: Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

Community-Specific Goals and Policies

Alondra Park/El Camino Village Goals and Policies

Goal 1 Crenshaw Boulevard functions as a complete corridor that supports a variety of uses, including small and legacy businesses, and features an enhanced streetscape.

Policy 1.1: Mixed Use Development. Support new mixed-use development along Crenshaw Boulevard to enable additional housing opportunities with commercial uses and amenities to serve residents.

Policy 1.2: Incremental Infill. Explore incremental infill development along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or integrate legacy businesses in new developments.

Policy 1.3: Streetscape Enhancements. Guide the transformation of Crenshaw Boulevard into a vibrant corridor through a corridor or streetscape plan that determines appropriate treatments to enhance the public realm.

Policy 1.4: Appropriate Scale. Establish height maximums for new mixed-use developments along Crenshaw Boulevard between Marine Avenue and Manhattan Beach Boulevard that are appropriate based on the existing building height and neighboring low-scale residences.

Goal 2 A community where arts and culture is celebrated and the public realm is vibrant and supportive.

Policy 2.1: Streetscape Infrastructure to Support Food Vending. Support and preserve existing food vending and trucks through new regulations and supportive streetscape infrastructure, such as wider sidewalks, benches, loose seating, small plazas, or the temporary activation of vacant lots.

Policy 2.2: Arts and Culture. Support new businesses that contribute to the cultural and artistic vibrancy of the neighborhood, including art galleries, performance spaces, and small studios.

Goal 3 An active transportation network that supports bicycle and pedestrian modes and safely connects community members to destinations.

Policy 3.1: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing at traffic signals with intersecting Class I, II, and IV facilities.

Policy 3.2: Agency Collaboration. Collaborate with the City of Redondo Beach on their Redondo Beach Boulevard Corridor Project for enhanced bicycle facilities along the roadway. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Lemoli Avenue and 154 Street.

Policy 3.3: Safe Connections to Laguna Dominguez Trail. Promote the evaluation of bicycle facility installation 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.

Goal 4 Community-accessible open space and amenities that serve residents.

Policy 4.1: Improved Access to Alondra Park. Enhance access to Alondra Park through improved bicycle and pedestrian infrastructure and the removal of the existing fencing around portions of the periphery of the park.

Policy 4.2: Facilities and Amenities. Support the integration of new additional locally serving facilities and amenities such as parks, recreational facilities, and playgrounds to serve all ages of the community.

Policy 4.3: Improved Access to El Camino College. Promote enhancements to active transportation facilities that connect to El Camino College to improve safety and access.

Policy 4.4: New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create more park and green space for the community.

Del Aire Goals and Policies

Goal 1 New residential and mixed-use opportunities that are in proximity to high frequency transit with supportive services and amenities.

Policy 1.1: Missing Middle Housing. Facilitate “Missing Middle” housing with triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.

Policy 1.2: Community Services. Encourage community services within new development to provide neighborhood amenities within walking distance for existing and future residents.

Goal 2 Improved access and connectivity within Del Aire, including to/from the LAX/Aviation station.

Policy 2.1: LAX/Aviation Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing LAX/Aviation Station and collaborate on infrastructure and amenities implementation supporting access and transit ridership at the station.

Policy 2.2: Multi-Use Path. Support the implementation of a Class I Multi-Use path on the west side of Aviation Boulevard along the abandoned BNSF rail line to provide safe and improved access to the Metro station.

Policy 2.3: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Aviation Boulevard, including high-visibility crosswalks, bulb-outs at intersections, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at traffic signals, and audible indicators to facilitate safe movements for all travel modes.

Goal 3 Improved paths and streets to support safer walking and biking.

Policy 3.1: Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for the Del Aire Elementary School.

Policy 3.2: Improved Safety along Judah Avenue. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for Judah Avenue south of 118th Street that would determine the appropriate roadway and intersections treatments to regulate vehicular speeds and improve safety for all travel modes.

Goal 4 Diverse open spaces that are accessible to the community.

Policy 4.1: New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community.

Hawthorne Island Goals and Policies

Goal 1 Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

Policy 1.1: Mixed-Use Development. Encourage mixed-use developments along Crenshaw Boulevard that prioritize housing through incentives, such as increased height maximums.

Policy 1.2: New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new developments along Crenshaw Boulevard to create more park/green space for the community.

Policy 1.3: Streetscape Enhancements. Explore grant funding opportunities for streetscape improvements along Crenshaw Boulevard to improve public realm and pedestrian access to existing businesses.

Goal 2 A safer 135th Street and Crenshaw Boulevard for active transportation modes.

Policy 2.1: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements at the 135th Street and Crenshaw Boulevard intersection, including high-visibility crosswalks, bulb-outs, landscaped buffers, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at signals, and audible indicators.

Policy 2.2: Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on the north side of 135 Street.

Policy 2.3: Bicycle Facilities. Explore grant funding opportunities, such as Caltrans planning or sustainability grants, to conduct a mobility study for bicycle facilities on 135th Street that will connect to the proposed class II facility on Crenshaw Boulevard.

Goal 3 Industries that positively contribute to the community are supported.

Policy 3.1: Industry Partnerships. Establish strategic partnerships with larger companies to foster a mutually beneficial environment and encourage economic growth and job creation within the community.

Policy 3.2: Workforce Development. Establish workforce development initiatives tailored to the needs of larger companies adjacent to Hawthorne Island.

La Rambla Goals and Policies

Goal 1 A community that creates opportunities for a mix of uses that benefit the community and create defined places.

Policy 1.1: La Rambla Focused Growth. Encourage mixed-use development at the intersection of 1st Street and Bandini Avenue with ground floor locally serving retail, businesses, community-serving uses and amenities in walkable proximity to existing residential.

Policy 1.2: Mixed-Use Medical Hub. Support a mix of uses that complement the existing cluster of medical-oriented uses along 6th Street.

Policy 1.3: Diverse Housing Types. Promote a variety of housing types in the community, including senior and workforce housing, that can benefit from the concentration of healthcare-related uses and jobs.

Policy 1.4: Community-Serving Uses. Encourage community-serving uses in new development to offer neighborhood services and amenities desired by the surrounding community.

Policy 1.5: New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community.

Goal 2 Vibrant corridors with an enhanced public realm to support safe pedestrian connections.

Policy 2.1: Streetscape Enhancements. Consider a vision or streetscape plan for 6th Street, Bandini Street and Meyler Street to determine the appropriate treatments to enhance the public realm.

Policy 2.2: Pedestrian-Scaled Lighting. Explore grant funding opportunities to install pedestrian-scaled lighting on 6th Street.

Policy 2.3: Minimize Conflicts. Minimize future driveways and curb-cuts with development to reduce vehicular conflicts with pedestrians and bicyclists.

Policy 2.4 Intersection Improvements. Explore intersection enhancements at 1st Street and Bandini Avenue through pedestrian improvements to facilitate safer crossings and connections.

Goal 3 A preserved employment base that supports existing job-generating uses and legacy businesses.

Policy 3.1: Medical Node. Explore employment preservation as the community contains many existing job-generating uses, including the cluster of medical-oriented uses along 6th Street oriented around Providence Little Company of Mary Medical Center.

Policy 3.2: Incremental Infill. Explore incremental infill development approaches that preserve existing businesses or integrate legacy businesses in new developments along 1st Street.

Lennox Goals and Policies

Goal 1 An enhanced Hawthorne and Lennox Boulevards that balances preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.1: Local and Legacy Businesses. Support small and legacy business along Lennox and Hawthorne Boulevards through exploring business retention strategies that aim to help preserve existing community assets, amenities, and jobs.

Policy 1.2: Community-Serving Uses. Integrate community-serving uses in new development to offer neighborhood services and amenities desired by the surrounding community.

Goal 2 Transit is a viable mode choice for residents and employees in Lennox due to improved mobility to/from the station.

Policy 2.1: Hawthorne/Lennox Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing Hawthorne/Lennox Station and collaborate on

implementation of infrastructure and amenities that support access and transit ridership at the station.

Policy 2.2: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard and Hawthorne Boulevard with measures like bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high visibility crosswalks.

Goal 3 Hawthorne Boulevard is a multi-modal, mixed-use, and complete corridor.

Policy 3.1: Streetscape Enhancements. Explore grant funding opportunities for the preparation of a streetscape plan to determine appropriate treatments to enhance the pedestrian realm and transform Hawthorne Boulevard into a multi-modal, mixed-use, and complete corridor.

Goal 4 Lennox Boulevard as a pedestrian-oriented “main street”.

Policy 4.1: Streetscape Enhancements. Explore grant funding opportunities for the preparation of a vision plan or streetscape plan to determine appropriate treatments to enhance and green the pedestrian realm with improvements such as planters, trees, benches, small green spaces, pocket parks, etc.

Policy 4.2: Bulbouts. Encourage bicycle and pedestrian safety improvements, including bulb-outs at intersections or at mid-block sections to provide additional landscaping and placemaking opportunities.

Policy 4.3: Minimize Conflicts. Minimize future driveways and curb-cuts with development to reduce vehicular conflicts with pedestrians and bicyclists.

Policy 4.4: Park Access. Improve access to/from Lennox Park along Lennox Boulevard and surrounding streets.

Goal 5 High quality open spaces, including parks and other recreational amenities, are provided throughout the community.

Policy 5.1: Placita. Explore creating a small public plaza, referred to as a “placita” for transit users at the intersection of Hawthorne Boulevard and Lennox Boulevard.

Policy 5.2: Support Community Facilities. Continue to provide programs, services, and maintenance to support existing community facilities, such as the Lennox Civic Center, library, and Lennox Park.

Policy 5.3: Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

West Carson Goals and Policies

Goal 1 Enhanced corridors that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.1: West Carson Focused Growth. Support new mixed-use development along major corridors to enable additional housing opportunities with community serving uses and amenities for residents.

Policy 1.2: New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to increase park/green space for the community.

Goal 2 Repurposed sites for community amenities, such as parks, open space, and community facilities.

Policy 2.1: Convert Contaminated and Underutilized Sites. Promote repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West Carson to create community facilities, sports fields, parks, walking paths, trails, and green spaces.

Goal 3 Existing industrial uses are good neighbors and minimize impacts on proximate uses.

Policy 3.1: Redirect Truck Traffic. 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.

Policy 3.2: Green Buffering. Encourage green spaces and vegetative buffers between industrial and residential uses.

Policy 3.3: New Uses. Consider opportunities to transition existing industrial uses to new commercial and residential land uses.

Goal 4 Address Legacy pollution issues

Policy 4.1: Brownfield Remediation. Explore opportunities to develop a brownfields inventory in the South Bay Planning Area to facilitate remediation and obtaining grant funding.

Policy 4.2: Collaboration with Local Community Organizations. Continue to engage with local community organizations to address legacy pollution issues in West Carson and support local community efforts to improve the local physical environment.

Goal 5 Improved access and connectivity to the West Carson Metro station.

Policy 5.1: West Carson First/Last Mile. Coordinate with Metro to prepare a West Carson station First/Last Mile Plan and collaborate on infrastructure and amenities that support access and transit ridership at the station.

Policy 5.2: Local Bus Connectivity. Coordinate with Metro to explore alternative local bus service stops closer to the West Carson station for better connectivity with the Metro J Line.

Policy 5.3: Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.

Goal 6 A safe active transportation network that supports bicycle and pedestrian modes.

Policy 6.1: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, Vermont Avenue, Sepulveda Boulevard, and 22nd Street through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within traffic signals that intersect Class I, II, and IV facilities.

Policy 6.2: Continuous Bicycle Network. Explore grant funding opportunities, such as Caltrans planning or sustainability grants, to conduct a mobility study for Sepulveda Boulevard to analyze opportunities to close the bicycle network gap between Normandie Avenue and I-110 to create a continuous network through the community and to external facilities.

Policy 6.3: Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street.

Policy 6.4: Agency Collaboration. Collaborate with SBCCOG for LTN Phase II improvements on Meyler Street, 220th Street, and 228th Street.

Goal 7 Strategic economic development of Alpine Village into a community destination.

Policy 7.1: Alpine Village Re-Envisioning. Facilitate redevelopment of Alpine Village site as a community destination with amenities and uses serving the community.

Westfield/Academy Hills Goals and Policies

Goal 1 Safe and improved conditions for active transportation modes, such as walking and biking.

Policy 1.1: Pedestrian-Scaled Lighting. Explore grant funding opportunities to install pedestrian-scaled lighting along Crenshaw Boulevard between Silver Spur Road and Palos Verdes Drive North to enhance pedestrian comfort.

Policy 1.2: Bicycle Safety Enhancements. Encourage the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within the traffic signals at the intersection of Crenshaw Boulevard and Palos Verdes Drive North which intersects with Class I and II facilities to improve bicycle visibility and safety.

Goal 2 A trails network that provides the community with improved access to existing amenities.

Policy 2.1: Improved Access to Existing Recreational Amenities. Explore grant funding opportunities to develop a comprehensive community/regionally focused trails plan that fosters robust connections to existing recreational amenities.

Goal 3 Revitalized underutilized spaces that provide community benefits.

Policy 3.1: Community-Serving Uses. Explore strategies to revitalize commercial properties to support community serving uses and provide community benefits.

Goal 4 A history of Westfield/Academy Hills that is celebrated and protected.

Policy 4.1: Potential Historic District. Conduct a study to assess the eligibility of Ranch and Contemporary Homes in the community for inclusion in a potential historic district.

Policy 4.2: Equestrian Preservation. Preserve and support the equestrian traditions in the Westfield community by enhancing existing infrastructure and promoting equestrian-focused development.

Wiseburn Goals and Policies

Goal 1 Context appropriate development that positively contributes to the existing community fabric and benefits community members.

Policy 1.1: Appropriate Scale. Establish height limitations for new mixed-use developments along Inglewood Boulevard that are appropriate based on the existing building height and neighboring low-scale residences

Policy 1.2: El Segundo Boulevard. Enhance El Segundo Boulevard by preserving its commercial character and promoting “gentle density” to foster well-designed, mixed-use environments.

Policy 1.3: Local and Legacy Businesses. Encourage the inclusion of small-scale commercial establishments in new developments and support and preserve local and legacy businesses.

Goal 2 An active transportation network that supports bicycle and pedestrian trips as safe and pleasant modes of travel.

Policy 2.1: Continuous Bicycle Network. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for El Segundo Boulevard that would evaluate opportunities to close the bicycle network gap between Aviation Boulevard and Isis Avenue to create a continuous network through the community and to external facilities.

Policy 2.2: Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for Wiseburn. A SRTS program would prioritize paths for safer pedestrian connections and routes to schools through infrastructure improvements, such as high visibility crosswalks and sidewalks, and the addition of crossing guards.

Goal 3 Inglewood Avenue as a Complete Corridor with an enhanced public realm and right-of-way.

Policy 3.1: Improved Safety and Connectivity. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for Inglewood Avenue to analyze the appropriate transportation improvements that could be implemented to improve connectivity and safety for all travel modes.

Policy 3.2: Agency Collaboration. Collaborate with the City of Hawthorne to implement consistent roadway median features along Inglewood Avenue. Collaborate with SBCCOG for LTN Phase I improvements on Ocean Gate Avenue and 135th Street in Wiseburn.