

SOUTH BAY AREA PLAN



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Intersecting Metrics

Glossary

Term	Definition
ACUs	Accessory Commercial Uses
CAP	Los Angeles County Climate Action Plan
Complete Corridors	Streets that are safe and accessible for all users
County	Los Angeles County
DPR	Los Angeles County Department of Parks and Recreation
Environmental Justice	Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Equity	Equity is when every individual, regardless of race, income level, or neighborhood, is given access to the resources they need to succeed and thrive. Closing the gaps so that race does not predict one's success, while also improving outcomes for all.
First/Last Mile	First/Last Mile connections focus on pathways to transit for people of all ages and abilities
General Plan	Los Angeles County General Plan
Gentle Density	Incremental development approach that focuses on integrating new development, including both mixed-use and housing, at a lower intensity and density to preserve existing character and promote development that complements the scale of the surrounding context.
GHG	Greenhouse gas
High-frequency Transit	High-frequency transit refers to public transit systems that have as service every 15 minutes or less
HIN	High Injury Network
HOLC	Home Owners' Loan Corporation
I	Interstate
LA County Library	Los Angeles County Library
LACoFD	Los Angeles County Fire Department
LAX	Los Angeles International Airport

LTN	Local Travel Network
Metro	Los Angeles County Metropolitan Transportation Authority
Multimodal	Various transportation modes (walking, cycling, automobile, public transit, etc). and connections among the different modes
Multi-Use Trail	Multi-use trails are those used by equestrians, cyclists, hikers, and runners.
MWD	Metropolitan Water District
Planning Area	South Bay Planning Area
PNA	Los Angeles Countywide Parks and Recreation Needs Assessment
Public Works	Los Angeles County Public Works
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RHNA	Regional Housing Needs Assessment
SRTS	Safe Routes to School Program
SBAP	South Bay Area Plan
SBAP Communities	Communities included in the South Bay Area Plan: Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, Wiseburn
SBCCOG	South Bay Cities Council of Governments
SCAG	The Southern California Association of Governments is an association of local governments and agencies that voluntarily convene as a group to address regional issues.
SoCalGas	Southern California Gas Company
Step by Step Los Angeles County	Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities
TOC	Transit Oriented Communities
TOD	Transit Oriented Districts
Vision Zero Action Plan	Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025

- 1.1 Overview
- 1.2 Organization of the Area Plan
- 1.3 Shaping the Area Plan



CHAPTER 1: INTRODUCTION

1.1 Overview

The South Bay Area Plan (SBAP) is a policy document intended to direct future development and achieve a shared vision in the unincorporated communities of the South Bay through 2045. The SBAP focuses on land use and policy issues specific to the unique characteristics and needs of the Planning Area and its communities. The South Bay Planning Area contains eight unincorporated communities, which are the focus of the SBAP and home to approximately 68,025 residents. See **Figure 1-1: South Bay Area Plan Communities** and **Figure 1-2: Planning Area and Vicinity** to see the geographic layout of the communities and adjacent cities of Los Angeles, Inglewood, Gardena, Hawthorne, El Segundo, Carson, Rolling Hills, and Rolling Hills Estates.

This area plan is applicable only to the following unincorporated communities of the Planning Area (SBAP communities):

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

The SBAP communities have a combined total area of approximately 6.84 square miles and are located in the southwest corner of Los Angeles County. The communities are each influenced by diverse geographies and proximity to key industries and transportation networks. Stretching from the Palos Verdes Peninsula and Ports of Los Angeles/Long Beach north to the Los Angeles International

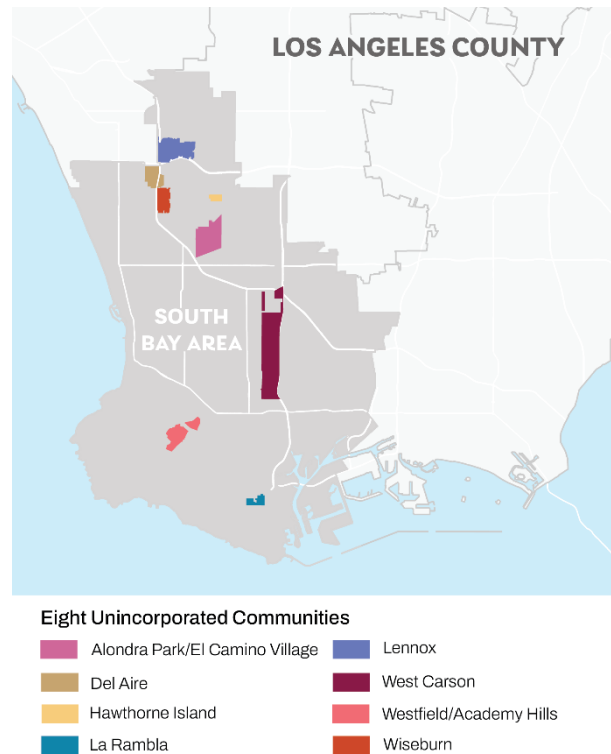
Airport (LAX), and intersected by major transportation highways, the Planning Area is home to a thriving economy anchored by a diverse mix of industries, including aerospace, technology, and the movement of goods, all which exert an impact on the SBAP communities.

The Planning Area consists of mostly developed urbanized land and faces traffic congestion, limited public transportation options, air quality and noise concerns. While the proximity to major transport hubs like LAX and the ports of Long Beach and Los Angeles contributes to the local economy, it also presents environmental and planning obstacles for the Planning Area. The increase in truck traffic necessitates infrastructure upgrades for freeways and streets, but the surge in cargo volume significantly impacts air quality in nearby communities. Additionally, petroleum refining in the area is a major air pollution source.

The Planning Area encompasses diverse communities and a wealth of rich cultural histories that contribute to the County's urban fabric and cultural development. Leveraging the cultural knowledge and shared experiences of community members through robust community engagement efforts will be key to guiding an equitable, sustainable, and healthy future for the Planning Area.

The design and land use patterns of Los Angeles County's South Bay affect how people currently live, work, recreate, and get around in the area. While most of the communities that will exist in the year 2045

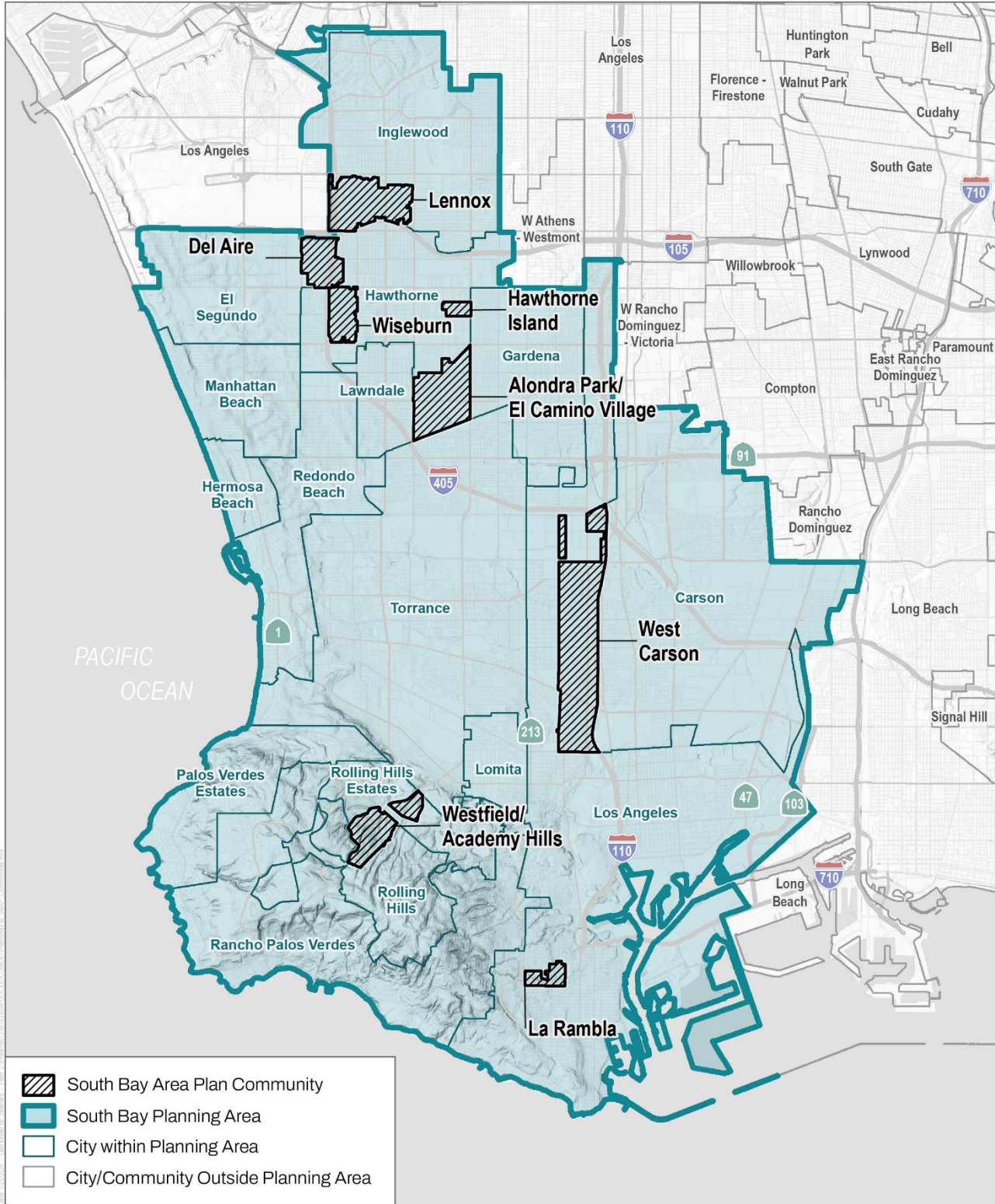
Figure 1-1: South Bay Area Communities



exist today, the South Bay communities can evolve in ways that will be more inclusive and sustainable.

It will take time to change established land use patterns. It took a long time for the area to change from being predominantly occupied by the land practices of the Indigenous people who still inhabit Los Angeles County (the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples), to agricultural land development and suburbanization that required increasing use of cars. The SBAP is developed in recognition of the need to encourage more sustainable land use practices and create a more resilient future for the unincorporated South Bay communities.

Figure 1-2: Planning Area and Vicinity



A. Vision

Looking forward to 2045, the following is the vision statement for the South Bay:

*The unincorporated communities of the South Bay will be **sustainable, resilient, inclusive, and forward looking**. This will be accomplished by being creative and strategic through developing a **diverse range of housing opportunities** and **preserving local community assets**, while **enhancing infrastructure**, including streets and open space opportunities. Local industrial land uses will be **good neighbors** that contribute not only to job opportunities but also minimize impacts to residential neighborhoods.*

The connective thread that links the eight communities together is captured in the following six guiding principles that work together to represent the full vision for the future. These guiding principles provide the foundation for the goals, policies, and implementation programs for the SBAP.

FOCUSED AND SUSTAINABLE GROWTH PATTERNS

Growth in the Planning Area will be focused along key corridors and around existing and future high quality transit opportunities. These growth areas will largely be along major commercial streets where everyday goods and services exist to serve the community and support future commercial activities. Encouraging future development along the selected corridors supports residents, employees and business owners by allowing for the integration of more neighborhood services that strengthen the local community and economy. Focused growth areas will be within a half mile of high-frequency transit stops to promote transit-oriented communities and to capture the economic value induced by the presence of transit stations and corridors. These focused growth areas largely serve to implement the Housing Element to enable housing and mixed-use development that can facilitate various housing opportunities in the Planning Area and allow the County to meet its

Regional Housing Needs Assessment (RHNA) allocation.

Sustainable growth within the Planning Area will be context sensitive, in recognition of existing communities, patterns of development, and character in place. Future development along key corridors will need to complement surrounding development and feature high-quality building design that enhances existing neighborhoods and helps create new, distinct community places.

Future growth will be coordinated with enhanced infrastructure and public facility investments to ensure sufficient capacity to sustain a high-quality level of service to meet the needs of the existing and future community.

CONNECTED AND ACTIVE CORRIDORS AND COMMUNITIES

The Planning Area will consist of walkable neighborhoods and communities, with safe and convenient access to transit, jobs, shopping, entertainment, health, and recreational services to support active, healthy lifestyles, and a clean environment.

Corridors will host a mix of uses that provide housing options, neighborhood services, and open space within walking distance of residents. Where appropriate, transit-oriented nodes will include a vibrant mix of uses, open spaces, and supportive infrastructure to safely access transit by any mode. The mobility network will provide safe pedestrian and bicycle infrastructure, as well as infrastructure to support more zero-emission mobility, such as electric shuttles, electric scooters, and others. Distinct signage will mark routes to key destinations and provide a sense of community identity. Community facilities and services, including parks and recreation facilities, will be equitably distributed to support the mental, physical, emotional, and social needs of all who live within the Planning Area.

THRIVING ECONOMY AND WORKFORCE

The Planning Area will thrive economically by fostering innovation and the expansion of existing industries, such as education, medical, aerospace, and industrial while considering environmental impacts. New industries will be ushered in to promote a healthy economy and support growing trends. Employment opportunities will be expanded through economic development strategies that support the needs of existing businesses and attract quality jobs that match residents' skillsets. Residents will be able to live and work in their own communities. Priority will be given to strengthening the workforce, with improved access to education and economic resources, to reduce economic and financial

stress and support the health and resilience of businesses and the workforce in the Planning Area.

DISTINCT COMMUNITY RESOURCES, IDENTITY, AND CHARACTER

Community identity will be reinforced through celebrating histories and preserving local cultural and historical resources, in addition to placemaking, compatible development, and design treatments. Community identity and character will be represented in public spaces and facilities, street beautification projects, community gateways, wayfinding signage, and other special places and destinations that are shared amenities for residents. Historic assets within the Planning Area are acknowledged and celebrated through collaboration with the community, promoting a sense of place and identity throughout the SBAP communities.

HEALTHY, SUSTAINABLE, AND RESILIENT BUILT ENVIRONMENT

The built environment across the Planning Area will reflect sustainability best practices, contributing to the goal of reducing greenhouse gas reductions and facilitating a cleaner environment. Infrastructure in the Planning Area, including sidewalks, streets, waterways, and street lighting will be enhanced to support sustainability while promoting safety and access. Undeveloped, vacant, and contaminated land will be enhanced, and restored for the continued benefit, safety, and health of the current and future population. The community will have access to a diverse range of open spaces that bring greening and recreation to

communities and promote health and well-being. Industrial uses will be good neighbors and minimize negative impacts on surrounding areas and over time, will transform into clean, new uses.

INFORMED, EMPOWERED, AND ENVIRONMENTALLY JUST COMMUNITY

The Planning Area residents will be informed, engaged, and empowered to participate in the planning and decision-making process. Land use decisions are made through the lens of environmental justice, considering the varied needs of all residents, especially those who are most vulnerable. Disadvantaged communities will be considered in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all residents.

B. Purpose

The purpose of the SBAP is to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and pleasant environment, balance growth and preservation, and promote diverse housing options to enhance quality of life and support vibrant, thriving, safe, healthy communities in the South Bay.

The SBAP includes areawide goals, policies, and implementation programs within six different elements. The area plan also includes changes to land use designations to increase residential density and locate commercial and mixed uses in areas near

transit. The SBAP provides a framework for the County, developers, business owners, and residents to shape future growth in the Planning Area.

The SBAP consists of written land use policies, maps, and figures which should be used together when making decisions about the built environment. State law identifies several methods available to local governments for implementation of such long-term plans, including a capital improvements program, a zoning ordinance, and a zoning map. In addition to these tools, the County creates plans in many areas, including transportation, water, and economic development, which support and implement the goals and policies of the SBAP.

1.2 Organization of the Area Plan

The SBAP is organized into the following five chapters.

- **Chapter 1: Introduction** provides the intent and purpose of the SBAP, along with the guiding vision and its relationship to other documents.
- **Chapter 2: Planning Area Snapshot** provides a brief overview of the Planning Area's rich history and summarizes key socioeconomic data for the Planning Area.
- **Chapter 3: Areawide Goals and Policies** outlines the shared goals and policies across all eight community areas. This Chapter is organized into six elements:

3.1 Land Use; 3.2 Mobility; 3.3 Conservation, Open Space, and the Environment; 3.4 Public Services and Facilities; 3.5 Economic Development; and 3.6 Historic Preservation.

- **Chapter 4: Community Specific Goals and Policies** provides background information on each of the eight SBAP communities, including the setting, key socioeconomic data, existing community context, and transportation infrastructure, followed by community-specific goals and policies.
- **Chapter 5: Implementation** contains a list of programs and tasks that will help implement the goals and policies presented in **Chapter 3 and 4**. **Chapter 5** also describes which County departments and agencies are responsible for implementation programs and sets a time frame for completion of those programs.

The SBAP outlines a vision, goals, policies, and programs that will shape the land, communities, neighborhoods, and places of the Planning Area. The SBAP will influence land use and planning decisions made through a horizon year of 2045 and serves several important roles: (1) Set direction for County administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work, and recreate in the SBAP communities; (2) Inform community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and

(3) Communicate the agreed-upon future form of the Planning Area communities to ensure accountability of decision makers in achieving the goals of this plan. **Table 1-1: User Groups and Intended Use of the South Bay Area Plan** outlines how the SBAP may be referenced by three main user groups.

Table 1-1: User Groups and Intended Use of the South Bay Area Plan

Main User	Intended Use of the South Bay Area Plan
County Staff, Commissions, and Elected Officials	<ul style="list-style-type: none"> ■ Provides direction regarding the long-range land use needs for those who live, work, and recreate in the Planning Area communities. ■ Communicates the agreed-upon future form of the Planning Area communities to ensure accountability of decision makers in achieving the goals of this plan. ■ Helps guide the County’s capital improvements program, zoning ordinance, and zoning maps for future improvements and developments. ■ Encourages alignment with other County planning documents including, but not limited to, the County Strategic Plan, the Vision Zero Plan, and the Park Needs Assessment. ■ Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.
Developers/Designers/Builders	<ul style="list-style-type: none"> ■ Informs the County’s future plans and development priorities.
Residents/Community Organizations/Business Owners	<ul style="list-style-type: none"> ■ Holds the County administration accountable for implementing the identified goals and policies. ■ Informs the County’s future plans and development priorities. ■ Identifies current trends and economic development opportunities.

1.3 Shaping the Area Plan

The SBAP aims to build off the character and existing assets of each of the Planning Area communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The SBAP drew insight from multiple sources, including a review of the General Plan, OurCounty Sustainability Plan, past planning studies, field surveys, and interviews with community groups, residents, business owners, and property owners. Community engagement efforts are summarized in **Section 1.3, B. Community Engagement**. A deeper dive into the elements that helped frame the SBAP, including background briefs and technical analyses prepared for the SBAP, can be found in the appendices.

In conjunction with the General Plan, the SBAP is the primary planning document for the SBAP communities.

A. Relationship of the Area Plan to Other Plans

GENERAL PLAN

The General Plan is the foundational document for all community-based plans that serve the unincorporated areas. To effectively plan and coordinate land development in unincorporated areas across a large geographic range, the County adopted a “Planning Areas Framework” in 2015 as part of the General Plan. 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 not only to countywide and regional concerns, but also to

communities’ unique and diverse character and circumstances. This framework identifies 11 Planning Areas, including the South Bay Planning Area. The General Plan provides goals and policies to achieve countywide planning objectives for unincorporated areas. From here, the County can develop area plans that balance countywide needs with more tailored local priorities based on any unique geographic, demographic, economic, and social concerns of each Planning Area. All area plans are components of and must be consistent with the General Plan goals and policies; see **Figure 1-3 Relationship of the General Plan to Community-Based Plans**. All General Plan goals and policies, including those in the Housing Element and Mobility Element, are also applicable to all the South Bay Area communities.

Figure 1-3: Relationship of the General Plan to Community-Based Plans



Along with the General Plan, the Area Plan serves as the primary planning document for the SBAP communities.

General Plan Guiding Principles

The General Plan provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of Los Angeles County will grow. It establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. As a component of the General Plan, the SBAP is guided by the six General Plan Guiding Principles, which provide the foundation of the SBAP and inform its goals, policies, and implementation actions. The General Plan's Guiding Principles include:

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

Furthermore, the SBAP correlates with and implements the Housing Element, as it reinforces Housing Element policies and designates the proposed general distribution, location, and extent of land uses for housing at a range of densities to support housing for all income levels.

The SBAP is closely related to other County planning efforts including relevant sustainability, park need, and transportation plans, discussed in the next subsection. The goals, policies, and actions contained within these various plans in combination with the community input received, helped to inform, support, align, and guide the goals, policies, and actions prepared for the SBAP, which also serve to further implement each plan.

CLIMATE ACTION PLAN 2045

In 2015, the County adopted the 2020 Community Climate Action Plan (2020 CCAP) as a sub-element of the **General Plan Air Quality Element** and set a target to reduce emissions by 11% by 2020. At the time of writing the SBAP, the document is being updated as the 2045 Climate Action Plan (2045 CAP).

The 2045 CAP sets new targets and goals beyond 2020, ties together existing climate change initiatives, and provides a blueprint for deep carbon-emissions reductions. The 2045 CAP builds upon the existing and ongoing efforts of the 2020 CCAP and focuses on actions to reduce greenhouse gas (GHG) emissions associated with community activities in unincorporated areas of the county. The 2020 CCAP aligns with General Plan goals, policies, and programs, as well as with several other emission-reduction existing programs in the County. The 2045 CAP includes a GHG inventory, projections for future emissions, and a roadmap for addressing emissions from transportation, stationary energy (used by buildings and other facilities), waste, and the industrial, agricultural, and land use sectors. GHG emission-reduction strategies, measures, and actions identified in the 2045 CAP will also yield community co-benefits, such as improvements in air quality, public health, mobility, and resilience. The 2045 CAP outlines a process for implementation and monitoring that integrates with these ongoing sustainability efforts in the County.

FRONTLINE COMMUNITIES

The definition of a “frontline community” can change based on the specific public policy, plan, or action being considered. In unincorporated Los Angeles County, frontline communities are in areas with the worst air and soil pollution and traffic congestion, with the least open space and smallest number of trees, and they are exposed to particulate matter from living near major freeways, ports, and industry. These communities also have the least access to nature, healthy food, and health care and suffer elevated rates of heart disease, asthma, and premature death, as well as reduced access to economic opportunities. Frontline communities could also include tribal communities, as well as other low-income households in rural and remote areas with limited access to resources and high exposure to fire and other hazards. Frontline communities are inequitably bearing the greatest burden of the climate crisis.

Because frontline communities also have fewer resources to prevent, adapt, or recover from climate disasters, the County prioritizes strategies that both invest in and support these communities. These strategies include providing specific incentives and subsidies for affordable housing developments, implementing building decarbonization measures in multifamily buildings and low-income housing, and implementing other initiatives.

The SBAP aligns with policies and programs of the 2045 CAP relating to the reduction of GHG emissions, the most significant being the increasing of densities and diversity of land uses near transit, encouraging active transportation, and expanding pedestrian infrastructure to facilitate walking, biking, and transit use in place of car travel.

The 2045 CAP is intended to be inclusive, accessible, and meaningful and prioritized frontline communities. The 2045 CAP's climate equity principles are consistent with the SBAP, notably reversing the trends of disinvestment and discrimination in certain communities by providing for priority investment in frontline communities, collaboration on programs and policies, and continual tracking and improvement in achieving equity goals, among other actions.

The County is committed to actively promoting equity throughout its policies and practices. The County's Racial Equity Strategic Plan provides a multi-dimensional definition of equity:

- Procedural equity – fair, transparent, and inclusive processes that lead to more just outcomes and opportunities for individuals impacted by inequity. Procedural equity can be achieved through processes that acknowledge power imbalances across stakeholders and aim to rectify them by recognizing diverse forms of power and expertise, namely expertise from lived experiences-integral to informing more equitable and effective public decision-making.

- Distributional equity – the most understood form of equity, achieved through fair allocation of resources such as goods and services, as well as societal benefits and burdens.
- Structural equity – addresses the root causes of inequities, including underlying systemic structures, policies, societal norms, and practices that contribute towards disparate population-level outcomes.

BICYCLE MASTER PLAN

The Los Angeles County Bicycle Master Plan (BMP) is a sub-element of the **General Plan Mobility Element**. The BMP provides direction for improving the mobility and safety of bicyclists and encouraging more bicycle ridership within the County. The BMP seeks to increase 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 BMP 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. Recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of Los Angeles County.

At the time of writing the SBAP, the County is updating the BMP which will be adopted by the Board in 2025. The updated BMP will

propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report.¹

The SBAP supports the BMP by providing goals and policies that support the closing of bicycle network gaps in the Planning Area, as well as supporting specific bicycle facilities by location by SBAP community.

STEP-BY-STEP LOS ANGELES COUNTY PEDESTRIAN PLANS

Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities (Step by Step Los Angeles County) was adopted by the Los Angeles County Board of Supervisors in 2019. Prepared by the Los Angeles County Department of Public Health, the plan outlines County actions, policies, procedures, and programs to enhance walkability and identifies potential pedestrian infrastructure projects for specific unincorporated communities. The plan serves as a critical step in reaching the County’s Vision Zero goal of eliminating fatal and severe injury traffic collisions, as previously discussed in the Vision Zero Action Plan.

The SBAP supports Step by Step Los Angeles County by providing goals and policies related to improving connectivity and

pedestrian activity and by locating new residential and mixed-use development in identified opportunity areas near existing commercial and active transportation corridors.

LOS ANGELES COUNTYWIDE COMPREHENSIVE PARKS AND RECREATION NEEDS ASSESSMENT AND PARK NEEDS ASSESSMENT PLUS (PNA+)

In 2016, the County adopted the Countywide Parks Needs Assessment (PNA), which details the scope, scale, and location of park needs across Los Angeles County, including both cities and unincorporated communities. Prepared by the Los Angeles County Department of Parks and Recreation (DPR), the PNA gathered data to determine the scope, scale, and location of park need in the County. Since its completion in 2016, the PNA has been used to inform planning, decision making, and resource allocation for parks and recreation. According to the PNA, all of the SBAP communities, except for Westfield/Academy Hills, have areas where the park need level is “High” or “Very High.” The SBAP includes goals and policies to support the need to create new parks and open space, as well as to improve existing facilities and amenities.

In 2022, the Board of Supervisors adopted the Parks Needs Assessment Plus (PNA+) which complements and offers new information not previously included in the 2016 PNA. Specifically, the PNA+ includes data about access to regional parks, open

¹¹ Los Angeles County Bicycle Master Plan.
<https://pw.lacounty.gov/tpp/bmp/>

space, trails, beaches and lakes, and local parks in rural areas, as well as maps and analyses related to population vulnerability and priority areas for environmental conservation, environmental restoration, regional recreation, and rural recreation. The PNA+ identified specific barriers residents experience to using parks and recreational facilities, including distance, lack of transit/parking, costs associated with parking and entrance fees, overcrowding, limited ADA accessibility, safety, park facilities and trails in need of maintenance or repairs, and lack of outdoor recreation areas.

The PNA + determined that there are high concentrations of vulnerable populations in the Planning Area, including in parts of Del Aire, Lennox, and West Carson. Additionally, portions of Del Aire and West Carson have been identified as priority areas for restoration due to their relatively poor environmental health. Consistent with the PNA+, the SBAP encourages improved access to existing park and recreation resources, and focuses on Del Aire, Lennox, and West Carson, given their high concentrations of vulnerability and opportunities for environmental restoration.

VISION ZERO LOS ANGELES COUNTY: A PLAN FOR SAFER ROADWAYS

In 2020, the County Board of Supervisors adopted the Vision Zero Action Plan to focus the County's efforts to eliminate traffic deaths on unincorporated County roadways by

2035.² Prepared by the Los Angeles County Departments of Public Health and Public Works, the 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 plan identifies several corridors within the Planning Area as Vision Zero Collision Concentration Corridors—areas for potential improvements to ensure the safety of people who bike and walk who already use these corridors and to encourage further travel by these modes.

The mobility-focused goals and policies in the SBAP align with the Vision Zero Action Plan, with the goal to facilitate safer bicycle and pedestrian trips within the Planning Area.

OTHER COUNTY-LED PLANNING DOCUMENTS

At the time of writing this plan, there is one Specific Plan applicable within the Planning Area—the **West Carson Transit Oriented District (TOD) Specific Plan**—and one County-led vision plan, **Vision Lennox**. A summary of these two plans is included in **Chapter 4 (Community-Specific Goals and Policies, Sections 4.6 Lennox and 4.7 West Carson)**. The community-specific goals and policies for West Carson and Lennox presented in **Chapter 4** of this SBAP are intended to support and complement the

² Vision Zero: Los Angeles County. <https://pw.lacounty.gov/visionzero/>.

goals and policies of these existing community focused plans.

SCAG'S CONNECT SOCAL

The Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with the economic, environmental, and public health goals of the region. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

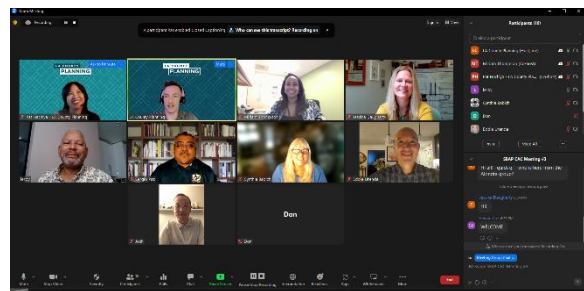
METRO'S ACTIVE TRANSPORTATION STRATEGIC PLAN

The Los Angeles County Metropolitan Transportation Authority (Metro) Active Transportation Strategic Plan (ATSP) was adopted in 2016. The ATSP explains how Metro plans to help cities encourage more walking and biking in the County. Metro's goal is to make it easier for people to walk and bike to transit stations and to help cities fund and build regional walk/bike paths that connect communities. As part of the County's plan to make it easier to use transit networks, Metro is working to advance active transportation initiatives and provide more travel options throughout the county. Metro is currently updating the 2016 ATSP, which will further their mission of providing a world-

class transportation system. The update will focus specifically on improving the regional active transportation network and first and last mile connectivity to transit.

B. Community Engagement

Stakeholder and community engagement was an important foundational backbone to the preparation of the SBAP. The process to develop the SBAP started in 2023 and included open houses, workshops, community surveys (online and hard copies), Community Advisory Committee (CAC) meetings, targeted meetings with community stakeholders and stakeholder groups, community pop-ups and information sessions, virtual meetings, and online engagement. A summary of all community engagement conducted for the SBAP project is listed in **Table 1-2: SBAP Community Engagement Summary**.





The open houses entailed two in-person community events that were conducted in summer 2023 at the Lennox Library and West Carson Community Office to introduce community members to the plan’s objectives and goals. To receive more in-depth feedback regarding the County’s efforts on the SBAP, a CAC was formed, made up of eight local community leaders. The CAC members volunteered their time to provide

guidance throughout the process, in addition to helping to disseminate information about the SBAP and advocating on behalf of their communities. The CAC met during the development of the SBAP, serving as a two-way conduit of information and ideas, bridging the broader community and the planning process. The County also hosted two workshops in winter 2024 at the Lennox Library and Carson Library to get community feedback on some preliminary draft goals and policies language.

In addition to virtual and in-person engagement, the County emailed information to a SBAP contact list made up of over 1,100 interested individuals or organizations. The County also maintained a SBAP project website to house project information and share draft documents and used the department’s social media to inform the public and encourage community

Table 1-2: SBAP Community Engagement Summary

Engagement Event	Number of Events	Type	Number of Participants
Open Houses	2	In-person	22
Community Workshops	2	In-person	36
Community Events/Meetings	17	Virtual	185
Survey	1	Online and Print (Hard Copies)	178
Other Meetings*	7	In-person	101
Virtual Meetings	3	Virtual	102
Community Advisory Committee (CAC) Meetings	4	Virtual	6-8**
Total	33	—	630-632

* Includes attendance and information sharing at Board of Supervisors-sponsored events, meetings led by other organizations, and meetings with adjacent jurisdictions.
 ** Number of attendees at each meeting.

participation. As part of early community engagement, the SBAP communities shared the following themes which served as one of the primary sources for developing goals and policies in the SBAP:

- Support for more housing opportunities, including mixed-use;
- Love of nature, trees, green space;
- Desire for more cultural and art opportunities;
- Desire for affordable healthy food opportunities;
- Need for civic forum to share County information;
- Land uses that build a sense of place and community;
- Concern for safety and more opportunities for walking and biking;
- Support for local businesses.



See **Appendix A (Community Engagement Summary)**, for a detailed description of the community engagement process and feedback received.

Concurrent to and as part of the development of the SBAP, the County prepared a Historic Context Statement (HCS) to inform and relate historical resources within the SBAP communities. Historic context statements provide the foundation for identifying and evaluating historical resources, future preservation and protection of historical resources, and establishment of a framework for grouping information about resources that share common themes and patterns of historical development. With such rich and storied histories for these communities, this effort provided context-specific background and history that helped to shape the goals, policies, and programs of the SBAP.

Community outreach efforts for the HCS included virtual public meetings and a historic resource mapper tool that allowed Planning Area community members to identify locations of historical interest onto a web-based map. The CAC and a technical advisory committee (TAC) were consulted to gather information and provide assistance in reviewing technical documents. The TAC was comprised of representatives from various Los Angeles County Departments, including Public Works, Public Health, Parks and Recreation, Economic Opportunity, Fire, and Arts and Culture. See **Appendix B (Historical Context Statement)**.

- 2.1 Brief History of the South Bay Planning Area
- 2.2 Planning Area Profile



CHAPTER 2: PLANNING AREA SNAPSHOT

2.1 Brief History of the South Bay Planning Area

The South Bay Planning Area (Planning Area) is geographically diverse and rich in history. There are eight unincorporated communities in the Planning Area (SBAP communities), which include Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn. Each has a distinct character and identity, with several sharing common socioeconomic features influenced by broader political, planning, and demographic factors. These factors have played a significant role in shaping both the built environment and current conditions within the Planning Area, along with influencing the demographic and cultural composition of the greater Los Angeles region.

This Chapter provides a high-level overview of the significant historical themes that have

shaped the Planning Area as a foundation for the vision, goals, and policies for the area as a whole and the SBAP communities. Additionally, this Chapter includes a timeline highlighting key historical events that have played an important role in the development of the Planning Area.

For the full SBAP Historic Context Statement (HCS), please refer to **Appendix B (Historical Context Statement)**. The HCS identifies important themes, events, and patterns of development, and describes the different property types, styles, builders, and architects associated with these important periods and themes, some of which is summarized in this Chapter.

Significant Themes

The development and history of the Planning Area has been shaped by major themes including inequality and the discriminatory origins of land use; agriculture and Japanese

internment; and the influences of education, transportation, infrastructure, industry, and pollution, as discussed in the following pages.

INEQUALITY AND THE DISCRIMINATORY ORIGINS OF LAND USE

Discriminatory housing practices, such as deed restrictions and the creation of “residential security maps” or redlining maps, had a profound impact on the Planning Area and shaped residential development patterns, contributing to long-term disinvestment, segregation, and inequities in many of the SBAP communities.

Redlining was the result of the Home Owners’ Loan Corporation (HOLC) creating color-coded maps in 1939 that graded communities from Green or “A,” the least amount of risk, to Red or “D,” the greatest amount of investment risk or credit worthiness for mortgages. According to HOLC, green equated to “Best,” blue equated to “Still Desirable,” yellow equated to “Declining,” and red equated to “Hazardous.” Communities graded as Red, referred to as redlined areas, were typically ethnically diverse, working-class neighborhoods with older housing stock and had no deed restrictions to limit construction types and residents’ race.

As shown in **Figure 2-1: HOLC grades within the Planning Area**, La Rambla, Alondra Park/El Camino Village, Del Aire, Wiseburn, and Lennox were graded as Yellow, Red, or Blue, while Westfield/Academy Hills, West Carson, and Hawthorne Island were

HOME OWNERS’ LOAN CORPORATION “RESIDENTIAL SECURITY MAPS”

To stabilize the housing market and homeownership following the Great Depression, the federal government established the Home Owners’ Loan Corporation (HOLC) and Federal Housing Administration (FHA). The HOLC conducted neighborhood appraisals to assess mortgage investment and creditworthiness risk. Areas were evaluated by the composition of the community’s race and/or ethnicity, income level, and housing and land use types, and were assigned an investment-risk grade on a color-coded “residential security” map. The grades ranged from Green (A) with the least amount of risk to Red (D), the greatest amount of risk—deemed not creditworthy.

Redlined communities were labeled as hazardous to invest in, and residents of these areas were often denied credit, insurance, and healthcare assistance. FHA also refused to provide mortgage guarantees in racially mixed neighborhoods or areas not conforming to deed restrictions.

Source: Nelson et al., “Mapping Inequality.”

ungraded in the HOLC redlining maps. The long-term effects of redlining can still be seen in the built environment, historic legacy, and resource distribution within these

communities. Specifically, evidence of redlining is still present today in the housing stock. For example, Wiseburn received a Red rating, and the northern portion of Del Aire was given a Blue rating. Today, Del Aire has larger homes, bigger lots and more street trees, while Wiseburn has smaller homes developed closer together.

AGRICULTURE AND JAPANESE INTERNMENT

Agricultural development shaped the culture, identity, and physical landscape of the Planning Area. Following the fall of the ranchos and the establishment of the railroads in the mid- to late nineteenth century, agriculture experienced significant growth in the Los Angeles region and the Planning Area, leading to an increased demand for farmworkers. Japanese immigrants were the predominant labor force for farming in Los Angeles County at this

time. The City of Gardena (located adjacent to Hawthorne Island to the east) became a central hub for Japanese and Japanese American farmers in the early 1900s. Many Japanese and Japanese Americans also farmed land in San Pedro and the Palos Verdes Peninsula, near the SBAP communities of La Rambla and Westfield/Academy Hills.

In 1913 California passed the Alien Land Law, which prevented “aliens ineligible for citizenship” from owning or leasing land. Although not explicitly stated, the law was intended to restrict property ownership among Asian immigrants, including the ownership of farms.

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. This led to a significant decline in agricultural production. Taking advantage of the lack of formal legal agreements due to the Alien Land Act, the government was able to easily reassign land that Japanese families had farmed for years or decades.

To address the labor shortage resulting from the incarceration of Japanese and Japanese Americans, Mexican laborers were permitted to return during and after World War II through the Bracero Program, which permitted Mexican nationals to work in the United States from 1942 to 1964. As a result, small farms continued to play an important role in Los Angeles County into the 1940s.

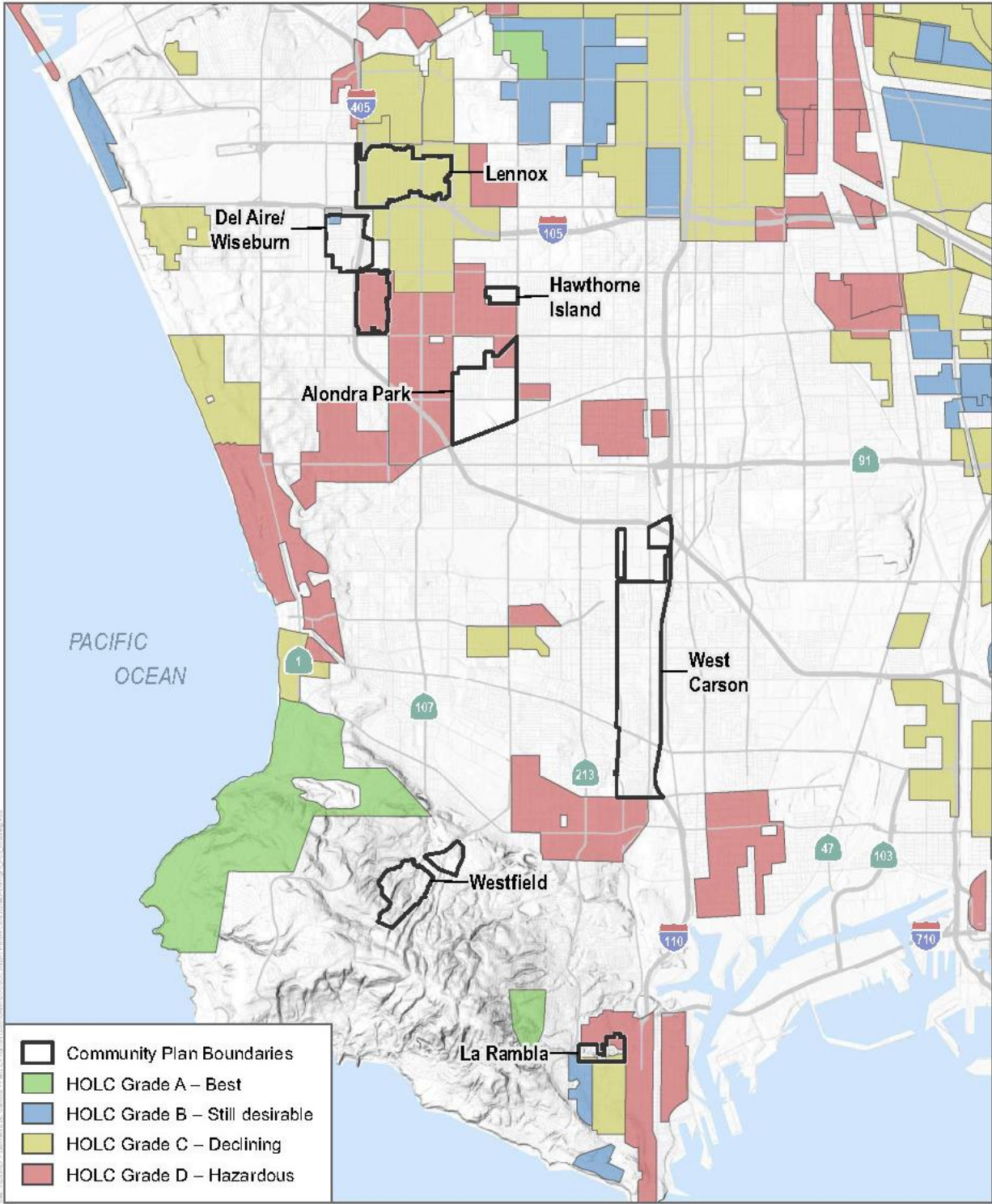


Japanese and Japanese American South Bay residents await transportation in San Pedro to an assembly center in Arcadia before being incarcerated at War Relocation Authority internment camps, 1942.

Source: UC Berkeley, Bancroft Library/War Relocation Authority Photographs of Japanese American Evacuation and Resettlement.

However, whether by choice or because they were unable to do so, many Japanese and Japanese American farmers did not return to their farms after World War II, contributing to the postwar decline of the agricultural industry in the South Bay.

Figure 2-1: HOLC Grades within the Planning Area



EDUCATION

Educational development within the Planning Area encompasses both the physical construction of schools and the creation of school districts within the SBAP communities, as well as the segregation practices and cultural environment that shaped California's education system.

The construction of educational facilities and formation of smaller school districts within the Planning Area began in the 1890s, due to a surge in residential, commercial, and industrial development. These school districts include Lennox School District (est. 1910), Wiseburn Unified School District (est. 1896), Lawndale Elementary School District (est. 1906), as well as the Los Angeles Unified School District (est. 1872).

After World War II, the Planning Area experienced a population boom leading to the construction of more school facilities, such as El Camino College, a higher education institution located within Alondra Park/El Camino Village and the El Camino Community College District (est. 1947).

Interwoven with the construction and operation of new educational facilities were segregation practices that separated minority students from white students. Frustrations with these policies often led to student-led protests such as the 1968 "East L.A. Blowouts," which protested the inequality within the public education system. The disparities between schools were often a result of discriminatory housing practices from the 1930s. Efforts to address this imbalance included busing students to different schools with better facilities. During the 1980s, busing programs became voluntary, and by the 1990s court



View of El Camino College's Campus Center, circa 1954.

Source: James H. Osborne Photograph Collection, South Bay History Collection, CSUDH Archives.

rulings released school districts from mandatory desegregation plans. However, many school districts today remain largely segregated based on the demographics of neighborhoods.

In addition to public schools, there are multiple charter and private schools within the Planning Area, including the Chadwick School in Westfield/Academy Hills and a public teaching hospital, Harbor-UCLA Medical Center, in West Carson.

TRANSPORTATION, INFRASTRUCTURE, INDUSTRY, AND POLLUTION

The aviation and aerospace industry have shaped the Planning Area's history, economy, and transportation infrastructure.

Industrial development experienced rapid growth both during and after World War II. The aviation and aerospace industries flourished in the Planning Area starting in the 1930s, bringing jobs and economic opportunities but also contributing to pollution, industrialization, and suburban development patterns. The

establishment of heavy industrial and chemical companies supporting these industries created the present-day Superfund sites of Del Amo and Montrose adjacent to West Carson.

The Los Angeles International Airport (LAX) also underwent expansion to support wartime needs and later to accommodate the rising demands of pedestrian and air freight traffic. The need for worker housing spurred the development of tract housing neighborhoods from the 1930s through the 1960s.

Major transportation infrastructure investments in the 1960s including the construction of the I-405 and I-110 freeways, resulted in the demolition of single-family residences within the Planning Area, especially in Del Aire, Wiseburn, and Lennox. The Interstate I-105 freeway was later constructed in the 1990s, further impacting the communities of Lennox and Del Aire.

Transportation infrastructure, both highways and the expansion of LAX, contributed to substantial air, noise, and groundwater pollution for many communities within the Planning Area, resulting in ongoing and pervasive health and environmental consequences.

COMMUNITY ACTIVISM IN WEST CARSON

Rapid industrial development, especially during and after World War II, created substantial pollution for communities in the Planning Area, particularly West Carson. The Del Amo Action Committee (DAAC) was formed to address community health issues resulting from two nearby Superfund sites and widespread soil and groundwater contamination, and to advocate for the buyout of residences on 204th Street in West Carson.

In 1996, an agreement was reached with Shell Oil Company (Shell) to fund the buyout and demolition of homes in a relocation zone and create a permanent relocation plan for displaced residents. Shell sold the relocation zone land to the LA Neighborhood Land Trust in 2015, and in 2018, ground was broken for Wishing Tree Park—West Carson’s first park. This effort was possible by the persistent efforts of the DAAC and community activists who advocated and lobbied for years.

Source: “About Us: Organizational History,” Del Amo Action Committee, accessed September 8, 2023, <https://delamoactioncommittee.org/about-us/>.

HISTORY

1850s-1870s:

Planning Area developed as ranch land and public land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868.



Aerial photograph looking north and showing Hawthorne's industrial center with major companies labelled, 1959

1920-1940:

Establishment and initial period of growth of the aviation and aerospace industry in and around the Planning Area, including the establishment of LAX (1928) and aviation manufacturing facilities in the vicinity, including Northrop (1940) located near Hawthorne Island.

1935:

Chadwick School founded in Westfield/Academy Hills.

1896-1912:

Educational districts established in the Planning Area, including the Wiseburn School District (1896) and the Lennox School District (1912).

1926:

Land of present-day Alondra Park seized through eminent domain which prevented the development of Gordon Manor, a planned middle-class residential subdivision for African-American residents.

1925:

San Pedro General Hospital (present-day Providence Little Company of Mary - San Pedro) opens in La Rambla.



Alondra Park under construction, 1935

1939:

The Home Owners' Loan Corporation creates a redlining map of Los Angeles, assigning La Rambla, Alondra Park/El Camino Village, Del Aire, Wiseburn, and Lennox investment risk grades of Blue ("older, still desirable"), Yellow ("in decline), or Red ("hazardous)," limiting residents' abilities to secure federally insured mortgages and loans in some parts of the Planning Area.

1942:

President Franklin D. Roosevelt issues Executive Order No. 9066 which forced the internment of Japanese and Japanese-American residents in the planning area, resulting in the loss of businesses and homes for those interned and the decline of agriculture in the region.



Station Hospital of the Los Angeles Port of Embarkation, 1943

1940-1945:

Development of industrial and manufacturing facilities and associated residential tract housing in support of World War II efforts accelerates. This development included the establishment of the Del Amo Synthetic Rubber facility near West Carson (1943) which contributed to decades of environmental and health consequences for communities in the Planning Area.

1943-1946:

Los Angeles Port of Embarkation Hospital (present-day Harbor-UCLA Medical Center) opened by the U.S. Army during World War II (1943). Following the conclusion of the war, the hospital was purchased by the County of Los Angeles which operated it as the Harbor General Hospital (1946).

1945-1972:

Extensive post-World War II development, including residential tract housing particularly in Westfield/Academy Hills, Alondra Park/El Camino Village, Del Aire, and Wiseburn. Institutions and industries also expanded, including the establishment of El Camino College in Alondra Park/El Camino Village (1947), the Montrose Chemical Corporation facility near West Carson (1947), the Lennox Civic Center and Library (1948), and widespread additional industrial and aerospace development in the region.



Lennox Civic Center dedication, 1948

Campus Center, El Camino College, 1954

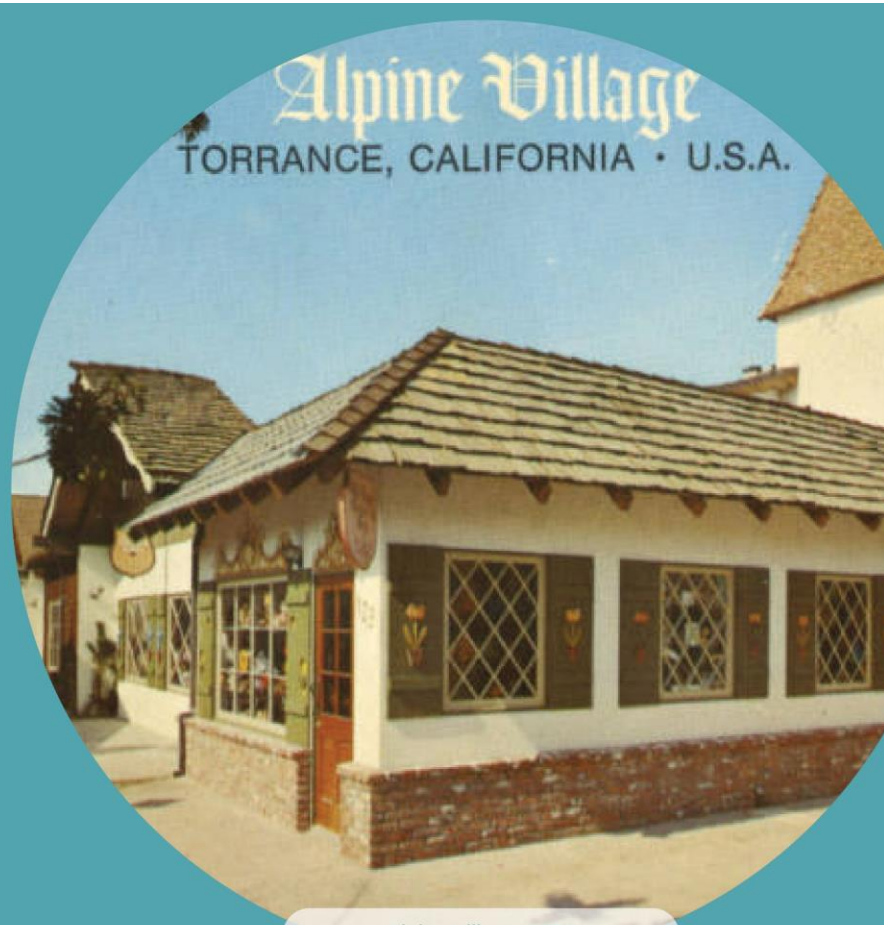


1956:

Present-day Harbor-UCLA Medical Center becomes associated with the University of California Los Angeles.

1970s-1980s:

The environmental and health consequences of decades of industrial development, freeway development, and air traffic becomes more apparent in the Planning Area. Congress passes the Comprehensive Environmental Response, Compensation, and Liability Act (1980) and the Montrose Chemical Company and Del Amo Synthetic Rubber sites near West Carson are designated Superfund Sites.



Alpine Village, 1970

1995:

Metro expanded the C Line.

2018:

Ground broke on Wishing Tree Park at the site of the demolished homes on West 204th Street in West Carson.

1960s:

Notable commercial, civic, and park development occurs in the planning area, including the South Coast Botanic Garden located on the former site of the Palos Verdes Landfill in Westfield/Academy Hills (1961), the San Pedro & Peninsula YMCA in La Rambla (1966), and Alpine Village in West Carson (1968).

1994-1996:

Del Amo Action Committee (DAAC) established in West Carson (1994) to advocate for the health of West Carson residents and advocate for the buyout of houses on West 204th Street with high level of toxic insecticide dichlorodiphenyltrichloroethane (DDT) in their yards from the nearby Superfund Sites.

1990s:

The end of the Cold War (1991) leads to the decline of the aerospace industry in the South Bay, including the closure of Northrop adjacent to Hawthorne Island (1997).

2020

Alpine Village designated as Los Angeles County Historic Landmark #7.

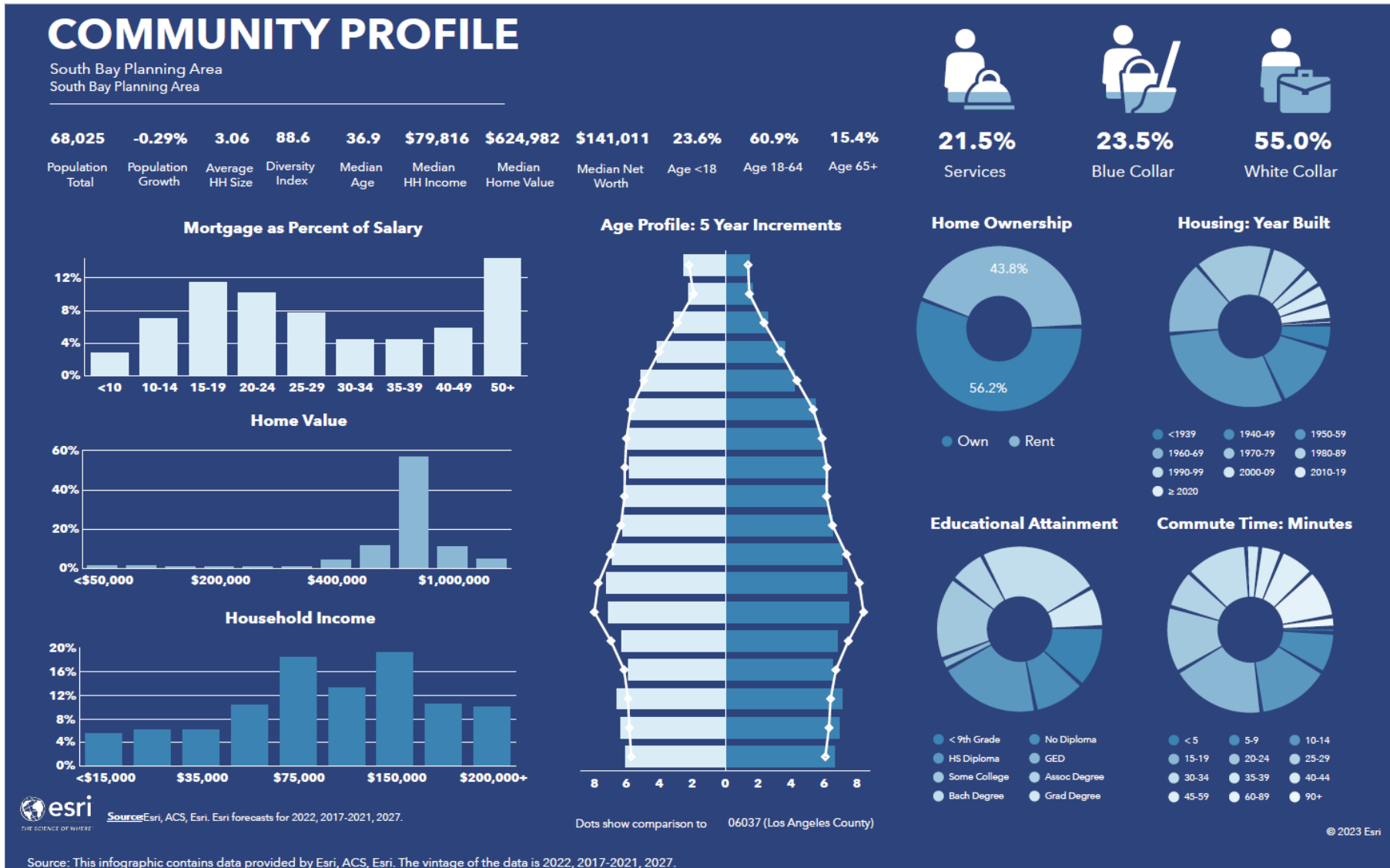
2.2 Planning Area Community Profile

Figure 2-2: Community Profile – South Bay Planning Area shows a graphic summary of key socioeconomic data for the Planning Area.

The Planning Area has a total population of 68,025 residents and a high diversity index score of 88.6. The predominate race/ethnicity of those that responded to the 2020 Census self-identified as Hispanic or Latino (56.3%); the remaining 43.7% is comprised of individuals who self-identify as Asian (16.7%), White (15.7%), Black (6.7%), Pacific Islander (0.8%), and Other (1%). 2.9% of those that responded to the survey were two or more races.

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).

Figure 2-2: Community Profile - South Bay Planning Area



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- 3.1 Land Use Element
 - 3.2 Mobility Element
 - 3.3 Conservation, Open Space, and the Environment Element
 - 3.4 Public Services and Facilities Element
 - 3.5 Economic Development Element
 - 3.6 Historic Preservation Element
-



CHAPTER 3: AREAWIDE GOALS AND POLICIES

Chapter 3 sets up a series of goals and policies that is applicable to all the communities of the South Bay Planning Area (Planning Area). The goals and policies are organized by topic or “element,” including:

- Land Use
- Mobility
- Conservation, Open Space, and Environment
- Public Services and Facilities
- Economic Development
- Historic Preservation

In addition, the area plan is guided by County policy priorities intended to help achieve the goal of providing healthy, livable, and sustainable communities. These include:

- Environmental Justice
- Sustainability

- Climate Change
- Equity

Each of these topics is discussed briefly below to provide context for the remainder of the plan.

ENVIRONMENTAL JUSTICE

The California Environmental Protection Agency and the General Plan defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”³ Senate Bill 1000, the Planning for Healthy Communities Act, was signed into law in 2016 and has advanced standards for how local jurisdictions address environmental justice in planning documents. The following are the seven pillars of environmental justice: pollution exposure and air quality, public facilities, food equity, safe and sanitary homes,

³ Los Angeles County. 2015. Los Angeles County General Plan 2035. <https://planning.lacounty.gov/generalplan/generalplan>.

physical activity, community engagement, and improvements and programs that address the needs of disadvantaged communities. Environmentally just communities should be actively working to address each of these seven pillars.

To better understand environmental justice concerns, the California Office of Environmental Health Hazard Assessment developed CalEnviroScreen. CalEnviroScreen is a mapping tool that can identify disadvantaged communities by presenting data on areas most impacted by economic, health, and environmental burdens. Areas are considered disadvantaged if they score in the top 25% statewide. Using this threshold, Lennox, West Carson (partially), Del Aire, Wiseburn, Alondra Park/ El Camino Village, and Hawthorne Island are considered disadvantaged. Additionally, the County worked with researchers at USC and Occidental College to develop the Environmental Justice Screening Method (EJSM). EJSM incorporates local data with CalEnviroScreen data to serve as a public resource and tool for policy work. EJSM also supports the Green Zones Program, a County program supported in the County's General Plan and intended to improve public health and quality of life for residents in vulnerable communities in the unincorporated areas of Los Angeles County. The Green Zones Program works toward this end through an ordinance that further regulates certain polluting land uses and uses sensitive to pollution.⁴ West Carson is considered a "Green Zone" community, which means that certain

industrial uses are prohibited within 500 feet of sensitive uses, and additional permitting requirements and development standards are placed on existing businesses. While most of the SBAP communities are considered disadvantaged according to Cal EnviroScreen, environmental justice issues have presented differently depending on the community. For example, legacy pollution issues are most present in Lennox, West Carson, and Alondra Park/El Camino Village while significant pollution concerns, such as high levels of fine particulate matter (PM2.5) pollution, are high in Lennox, West Carson, Del Aire, Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island.

EQUITY

The General Plan aims to promote sustainable, healthy, and well-designed environments that enhance the quality of life and well-being for people who live, work, and play in unincorporated LA County. To support this goal, the County created an Equitable Development Work Program that focuses on prioritizing policies, actions, and resources through an equity lens so that development brings community benefit rather than displacement and mitigates public nuisances and health hazards.

The County recognizes that planning decisions have far-reaching impacts, particularly regarding land use, housing, health, infrastructure, and environmental protections. The County seeks to address inequities; to this end, the County developed several tools and initiatives, including the Equity Indicators Tool,

⁴ Los Angeles County. 2021. "Green Zones Program." <https://planning.lacounty.gov/greenzones>.

I-105 CONSENT DECREE - HOUSING PLAN TO PRIORITIZE COMMUNITY-SERVING USES

The I-105 Consent Decree is an example of an initiative that guides environmental justice improvements to communities who have been impacted by freeway development, including those within the Planning Area.

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, notably for Lennox and Del Aire, 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 1-105 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.” California's Department of Housing and Community Development (HCD) is responsible for implementing the Housing Plan outlined in the I-105 Consent Decree.

Source: United States District Court Central District of California, Amended Final Consent Decree for I-105 Freeway.

which was used in developing the SBAP. Using this tool, equity concerns are most present in the communities of Lennox, West Carson, Del Aire, Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island.

SUSTAINABILITY AND CLIMATE CHANGE

The OurCounty Sustainability Plan guides sustainability with a focus on those communities that have been

disproportionately burdened by environmental pollution. The plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.⁵ The SBAP is aligned with this vision, which entails a broad and inclusive concept of sustainability that not only addresses climate

⁵ Los Angeles Countywide Sustainability Plan. <https://ourcountyla.org/wp-content/uploads/2019/07/OurCounty-Final-Plan.pdf>

change, but aims to focus on the social, health, and safety of community members.

3.1 Land Use Element

A. Introduction

The Land Use Element supports the vision of the SBAP to encourage sustainable growth patterns centered around destinations, services, and amenities. This includes creating communities with mixed-use development and diverse housing options for residents in targeted growth areas, while also supporting context sensitive development approaches along corridors. New development in the Planning Area should contribute to vibrant, walkable, and accessible neighborhoods through high quality design.

Within each community, there is a commitment to supporting and celebrating existing residents and local businesses to maintain cultural identity. The Planning Area recognizes the positive contribution of industrial uses to the economy while also ensuring industrial properties are good neighborhoods and that they do not impact surrounding neighborhoods adversely. It encourages continued engagement in the planning process between the County and residents within the Planning Area.

B. Background

As of 2023, Los Angeles County is the nation's most populous county, with over 10 million residents. Geographically, the County extends

from the Antelope and Santa Clarita Valleys in the north to the Palos Verdes Peninsula in the south, and from Malibu beaches in the west to the San Gabriel Valley in the east. More than 65% of the County area, or approximately 2,653 square miles, is unincorporated.⁶

To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a Planning Areas Framework in 2015. This framework identifies 11 Planning Areas, including the South Bay Planning Area.⁷

The South Bay Planning Area is in the southern portion of Los Angeles County and composed of eight distinct and geographically separate unincorporated communities, listed as follows and shown in **Figure 1-1: South Bay Area Plan Communities**:

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

The SBAP uses the General Plan Land Use Legend (See General Plan Land Use Element Table 6.2, Land Use Designations⁸) to organize all land use designations within these communities; refer to **Appendix C (Land Use**

⁶ County of Los Angeles. 2015. Unincorporated Areas. Accessed November 20, 2023. <https://lacounty.gov/government/about-lacounty/unincorporated-areas/>.

⁷ County of Los Angeles. 2015. Los Angeles County General Plan, p. 11. Accessed November 20, 2023.

https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf.

⁸ County of Los Angeles. 2015. Part III. General Plan Elements. Table 6.2 Land Use Designations, p. 77 – 83. Accessed November 20, 2023. https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch6.pdf.

Policy Maps) for the mapped land use designations of each SBAP community.

The General Plan Planning Areas Framework identifies Opportunity Areas, which are areas of cultural, historic, and/or economic significance, and these areas should be considered for further study when preparing community-based plans, such as the SBAP. Opportunity Areas relevant to the Planning Area that have guided both the Land Use Policy Maps (**Appendix C**) and the goals and policies in this Element include:

Transit Centers include areas that are supported by major public transit infrastructure. Transit Centers are identified based on opportunities for a mix of higher-intensity development and infrastructure improvements to support active transportation, to promote livable streets, and provide access to public services playing a central role within a community.

Neighborhood Centers include areas with opportunities suitable for community serving uses, including commercial only and mixed-use development that combine housing with retail, services, offices, and other uses. Neighborhood services also provide access to public services and infrastructure and play a central role within the community.

Corridors are areas along boulevards or major streets that provide connections between neighborhoods, employment destinations, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial, and provide access to public services and infrastructure.

Industrial Flex Districts include areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas provide opportunities for non-residential and mixed-uses, where appropriate, and light industrial or office/professional uses compatible with residential uses.

Housing Element Update

The Housing Element, 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. 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. The County is required to complete all rezoning efforts to meet its remaining RHNA shortfall by 2024.

The SBAP is considered a critical component of the Housing Element, in that it incorporates the proposed changes in the Housing Element's rezoning program on sites. 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. 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.

According to the Housing Element, 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, jobs-housing balance and transit-oriented development within the eight unincorporated SBAP communities.

Green Zones Ordinance

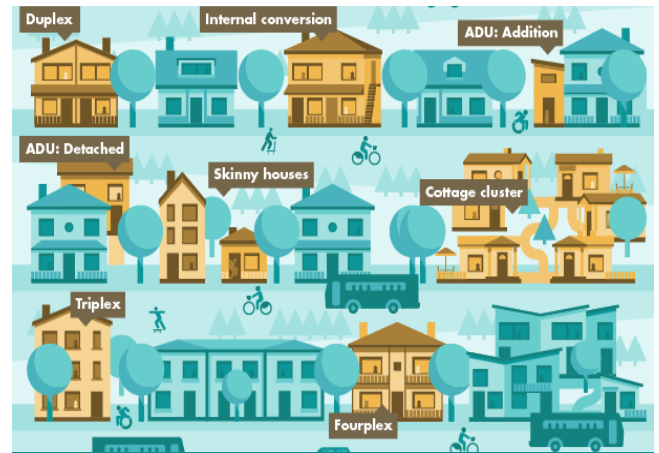
- The Green Zones Ordinance establishes 11 Green Zones Districts, including one within the Planning Area in West Carson. The ordinance intends to encourage patterns of development that protect the health of sensitive populations. The ordinance also adds definitions for sensitive uses, establishes additional permitting requirements and development standards for industrial and vehicle-related uses, among other items. Some of these additional requirements include screening and landscaping buffers between industrial and sensitive uses. The SBAP complements the Green Zones Ordinance.

C. Issues and Opportunities

DIVERSE HOUSING OPTIONS AND MIXED-USE DEVELOPMENT

One of the major goals of the SBAP, aligned with the Housing Element rezoning program is to enhance opportunities for a mix of housing through both residential-only and mixed-use development over the next 20 years. To implement this goal, the SBAP project involves General Plan Land Use Policy updates and rezoning, as well as community-focused policies to promote sustainable and inclusive growth in the Planning Area.

MISSING MIDDLE HOUSING



“Missing Middle” housing comprises multi-unit buildings, such as townhomes, duplexes, triplexes, fourplexes, cottage courts, courtyard housing, etc. These housing types are designed to fit seamlessly into existing residential neighborhoods.

Missing Middle housing is a potential solution to address housing affordability and support a variety of household sizes and income levels.

Source: Urban Logiq.

Enhancing housing opportunities within the Planning Area involves increasing the housing supply and offering diverse housing options for existing and future residents. Prioritizing a diverse array of housing options is the focus of what is referred to as “Missing Middle” housing.

Missing Middle housing includes multiple housing types that aim to bridge the gap between detached single-family homes and larger multi-unit buildings. The following lists some of the benefits of providing a diverse array of housing options:

- The scale and design of Missing Middle housing complements the existing character of single-family neighborhoods and supports walkability by creating a more connected and pedestrian-friendly environment.
- Missing Middle housing often includes more affordable options compared to single-family homes or large apartment buildings, allowing for a broader range of individuals and families to access housing.
- Missing Middle housing is designed to fit on smaller lots, which are commonly found within the Planning Area.
- A diversity of housing types accommodates different household sizes, income levels, and lifestyles, making communities more inclusive and diverse.
- Missing Middle housing provides options for aging populations, offering downsizing opportunities for individuals to remain in their neighborhoods.
- Mixed-use developments can integrate commercial and residential uses, promoting pedestrian-friendly environments and pedestrian access to stores, restaurants, and other businesses.
- Access to services close to residential uses promotes the potential for a more active lifestyle of walking, biking, or other active mobility to encourage healthy living.
- Encouraging services near residential uses decreases car dependency, reduces costs of car ownership, reduces air pollution, and makes areas more livable overall.
- Pedestrian-friendly environments promoted by mixed-use developments have social benefits, such as social interactions between neighbors. Car dependency in cities has a negative impact on physical and mental health⁹ and urban areas with better walking, biking, and public transportation report better overall health outcomes.
- The co-location of uses through mixed-use development offers parking efficiency for commercial and residential uses. Mixed-use development allows for the exploration of shared parking approaches and reduced parking requirements, which can help to make development more feasible to build and housing more affordable.

Looking toward the future of the South Bay, facilitating opportunities for mixed-use development that includes both housing and commercial uses is another approach to increasing housing supply. In addition, mixed-use development can offer considerable benefits to communities such as increased walkability to destinations, convenient access to green space, public transportation, and commercial and institutional uses. The following lists some of the benefits of mixed-use development in detail:

Focused Growth Opportunity Areas – Key Corridors

Key corridors in the Planning Area offer opportunities to provide housing, including Missing Middle housing and mixed-use development integrated into the existing urban

⁹ <https://today.uic.edu/causes-and-impacts-of-car-dependency-on-health-and-quality-of-life/>

fabric. Several of the SBAP communities have commercially zoned properties with an existing underlying General Plan Land Use designation of General Commercial (CG). This land use designation permits housing development on commercial properties at a density range of 20 to 50 dwelling units per acre.

Integrating housing on commercially zoned properties supports a “gentle density” approach to development. Gentle density is a term to describe an incremental development approach that focuses on integrating new development, including both mixed-use and housing, at a lower intensity and density to preserve existing character and promote development that complements the scale of the surrounding context. Gentle density can be achieved through horizontal mixed-use where a mix of uses are provided side-by-side. Examples of horizontal mixed-use include stand-alone commercial development, such as retail shops or restaurants, and stand-alone residential development, such as townhomes or apartments, located within the same parcel. Gentle density can also be achieved through certain Missing Middle housing types, such as townhomes and residential flats, which are at a complementary scale for low-to-medium intensity commercial development. Across housing types and building configurations, a gentle density approach to development aims to facilitate well-designed buildings that unify an area or corridor through human-scale building design treatments.

Portions of the Planning Area with an existing underlying General Plan Land Use designation of CG are located primarily along commercial corridors and include Crenshaw Boulevard in Hawthorne Island, El Segundo Boulevard in

Wiseburn, Inglewood Avenue and Hawthorne Boulevard in Lennox, and scattered parcels throughout West Carson. These corridors and areas within the Planning Area present opportunities to promote housing development that is of a “gentle density” to enhance commercial corridors and create mixed-use places.

Focused Growth Opportunity Areas –Transit Areas

The Land Use Element and Land Use Policy Map of the General Plan serve as a “blueprint” for how land will be used to accommodate growth and change and provide planning tools to facilitate and guide future development in targeted opportunity areas, such as transit-oriented districts (TODs). TODs, which are areas within a half-mile radius from a major transit stop, provide opportunities for a mix of higher-intensity development, including multifamily housing, employment, commercial uses, services, and public facilities. As discussed in the **Mobility Element**, TODs also include infrastructure improvements to promote walking, biking, and transit modes.

The Planning Area contains three TODs, including Aviation/I-105, Hawthorne, and West Carson. According to the General Plan, TODs will be implemented by a TOD Specific Plan, or a similar mechanism with standards, regulations, and infrastructure plans that are tailored to the unique characteristics of each community. At the time of writing this plan, the County has an adopted TOD Specific Plan for West Carson.

Developing housing and mixed-use development near high-frequency transit enhances accessibility, reduces reliance on personal vehicles for every trip, and lowers air pollution and greenhouse gas emissions. This proximity also promotes sustainable living by encouraging public transport use and efficient land use, while boosting local economies through increased foot traffic and other active transportation and increasing property values. Additionally, it fosters diverse, inclusive communities, aligning with sustainable urban development goals and improving overall quality of life.

The SBAP also includes updates to the West Carson TOD Specific Plan to facilitate housing and mixed-use development near high-frequency transit.

To better facilitate housing and mixed-use development in the Planning Area, lot consolidation incentives can be explored across focused growth areas, whether along key corridors or within transit areas. This is especially important for the Planning Area as there is a prevalence of small, underutilized parcels that can better accommodate new development once consolidated.

SUPPORTING EXISTING RESIDENTS AND BUSINESSES

In addition to land use and zoning updates to provide residents with more housing options and destinations within the Planning Area, the SBAP also seeks to balance the community revitalization that can come with new development with supporting existing residents and businesses. The SBAP aims to address this issue through identifying various policies and implementation programs aimed at mitigating displacement of existing residents and business owners.

Neighborhood transformation, driven by economic and demographic changes, can lead to gentrification and alter the makeup of residents or business owners, as well as possibly cause their relocation. Displacement threats are a negative byproduct of redevelopment and revitalization, but they can

GENTLE DENSITY

“Gentle density” is a term to describe an incremental development approach that focuses on integrating new development, including both mixed-use and housing, at a lower intensity and density to preserve existing character and promote development that complements the scale of the surrounding context. Gentle density can be achieved through horizontal mixed-use, certain missing middle housing types such as townhomes and residential flats, and the application of human-scale building design treatments.

potentially be avoided when changes in zoning and land use are paired with strategic policies and practices that protect and increase opportunities for existing residents and/or households and small businesses.

SBAP goals and policies to support existing residents and businesses include incentivizing community-desired uses, promoting context-sensitive development, encouraging community participation, and supporting legacy and local businesses.

ACCESSORY COMMERCIAL UNITS, COMMUNITY-SERVING COMMERCIAL USES, AND LEGACY BUSINESSES

There is an opportunity to enhance the Planning Area by introducing new commercial services and businesses and supporting local commercial activities.

Accessory Commercial Units (ACUs)

ACUs are defined as a small structure, built on a lot either adjoining or attached to the primary structure, which features a business as opposed to a residence. ACUs in residential zones have the potential to generate local job opportunities and promote local services and walkable neighborhoods. Some SBAP communities have existing commercial uses that were established within residential neighborhoods prior to current zoning laws, including Lennox, Del Aire, West Carson, Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island.

Allowing ACUs on corner lots complements these historic and existing patterns of use, provides area residents with access to everyday services and a diversity of food options, and creates small-business opportunities for additional family income. This

initiative is shaped by community feedback, which favors more local retail and dining options within walking distance in some of the SBAP residential communities. Additionally, the SBAP promotes the integration of community-serving uses and amenities in new developments. Community feedback identified a variety of community-desired uses and amenities, such as art galleries and bookstores, access to affordable healthy foods, and parks and open space.

Legacy Businesses

Another significant aspect of the SBAP is promoting the support and preservation of legacy and local businesses, recognizing their crucial role in neighborhood character and community culture. Existing businesses such as grocery stores and markets, restaurants, personal services, and pharmacies play important roles in communities and provide neighborhoods with access to goods, services, and amenities. In low-income, disadvantaged communities, which include some portions of the Planning Area, small businesses also tend to be owned by immigrants or individuals from minority groups and are often independent or family-owned operations that are more likely to employ residents. Through initiatives that aim to help preserve and support legacy and local businesses, the potential displacement of these important local assets can be mitigated.

INDUSTRIAL USES AS GOOD NEIGHBORS AND THE TRANSITION OF INDUSTRIAL LAND

The Planning Area contains clusters of industrial uses, notably in Lennox and West Carson. General Plan Land Use-designated Light Industrial (IL) parcels are primarily located along La Cienega Boulevard west of

the I-405 freeway in Lennox. Both IL and General Plan Land Use-designated Heavy Industrial (IH) parcels are located throughout West Carson. Industrial uses provide jobs and have important functions within the local and regional economy; however, when more impactful industrial uses are in proximity to sensitive uses, such as residential neighborhoods, schools, parks, and others, environmental and health issues can occur.

Industrial properties within the Planning Area can serve as good neighbors to adjacent sensitive uses by ensuring that design treatments are integrated to reduce their impacts, such as noise buffers, screening, landscape techniques, and green buffering to minimize noise and visual impacts on surrounding neighborhoods. In addition, future development proposals for industrial uses should engage with community members and community-based organizations early in the permitting process to discuss potential impacts and possible treatments.

Transition of Industrial Land

Over time, as the industrial sector and market conditions shift, industrial uses adjacent to sensitive areas can transition to other, more compatible uses. Through this longer-term transition, as well as through shorter-term incremental changes, such as renovations and expansions of industrial properties in the Planning Area, there is opportunity to improve physical transitions between industrial uses and other uses. For example, the West Carson TOD Specific Plan land use and zoning allowances support the integration of commercial and mixed uses in industrial areas to reflect changing development already occurring around the Harbor-UCLA Medical

Center, as well as the community's desire to transition away from industrial uses.

In addition, Alpine Village, a historically significant 14-acre site that serves as a critical asset in West Carson, has a General Plan Land Use designation of IL and currently serves as a buffer between industrial uses and residential neighborhoods. This property presents an opportunity to transition to other uses: the SBAP will update the General Plan Land Use designation and zoning to support the re-envisioning of the Alpine Village site to a commercial center with community services and amenities. The community's vision for Alpine Village involves the preservation of the historic landmark buildings on the property while transforming the rest of the area into a lifestyle retail center, potentially featuring a food hall with a mix of vendors reflecting local culture and identity, which is further discussed in the **Economic Development Element** and the **Historic Preservation Element**.

Additionally, the SBAP addresses community concerns regarding warehousing uses in West Carson, particularly air and noise pollution and truck traffic associated with existing warehouses. Goals and policies include transitioning and gradually phasing out industrial uses over the long term and leveraging the Green Zones Ordinance to establish buffer zones between industrial uses, sensitive areas, and other uses.

Oil Drilling and Extraction

In 2021, the Just Transition Task Force was established by the City and County of Los Angeles Chief Sustainability Offices to develop a Just Transition Strategy for workers and communities impacted by the proposed

phaseout of oil drilling and extraction activities in the City of Los Angeles and the unincorporated areas of Los Angeles County. The SBAP includes policy direction consistent with and in support of a just transition for workers and communities impacted by the phaseout of oil drilling and extraction activities, especially in West Carson, where most of the oil wells in the Planning Area are located.

ENHANCED BUILDING AND SITE DESIGN

Across land uses and building types, enhancing building and site design offers opportunities to support and complement community character, facilitate pedestrian-friendly design, and promote good neighbors. New development, whether it is mixed-use housing and commercial, commercial-only, or industrial, can integrate features that create a pleasant and comfortable sidewalk environment. Treatments such as landscaped setbacks, buffers, and trees can create transitions between the building and the sidewalk, as well as between adjacent uses, helping to promote greening and privacy and “soften” the edge between uses. These treatments are particularly necessary between industrial uses and sensitive uses, such as residential, to reduce the noise prevalent in some locations in the Planning Area. In addition, pedestrian-friendly ground floor design treatments, such as pedestrian-oriented entrances and storefront transparency, which can be integrated in mixed-use and commercial use buildings, can help to enliven the pedestrian experience, and create active places. In the Planning Area, where commercial corridors are widespread and a mix of uses can be integrated through

infill development, these design enhancements can help to improve the overall corridor character and aesthetics over time.

PLANNING ENGAGEMENT

Continued engagement between the County and the community is essential to the ongoing work to achieve the vision of the SBAP. The County values the input of residents, businesses, property owners, and community-based organizations to help guide the development of plans that will affect the future of neighborhoods and communities in the Planning Area. Engagement should be educational and focused on increasing public knowledge of the planning process and should continue to use inclusive strategies like multilingual communications to reach traditionally under-represented groups.

Land Use Element Goals and Policies

HOUSING TO SUPPORT DIVERSE COMMUNITIES

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.

Policy LU 1.3: Parking Management. Efficiently manage the supply and demand of parking through mixed-use development within focused growth opportunity areas, such La Rambla, Alondra Park/El Camino Village and West Carson to accommodate customer, commuter, and resident parking; encourage the use of shared parking whenever possible.

KEY CORRIDORS

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, ages, and education levels.

Policy LU 2.2: Encourage Middle Housing in Underutilized Space. Consider adaptive-reuse opportunities in existing underutilized industrial and commercial spaces to provide missing middle housing.

Policy LU 2.3: Gentle Density. Encourage medium-density housing development on existing General Plan Land Use General Commercial sites to enhance commercial corridors and locate residents near destinations and amenities.

Policy LU 2.4: Medium-to-Higher-Density Housing. Facilitate opportunities for medium- to higher-density, mixed-income residential development and/or affordable housing in key growth areas.

Policy LU 2.5: Complementary Design. Support development that is scaled and designed to complement existing neighborhood character and create more connected and pedestrian-friendly environments.

Policy LU 2.6: Lot Consolidation. Encourage the development of small and undersized parcels, through lot consolidation or other means on commercial corridors, to facilitate housing and mixed-use development on smaller lots.

ENHANCED AND RESILIENT BUILDING DESIGN

Goal LU 3 High-quality design standards across residential and mixed-use development that contribute to an attractive and resilient built environment and promote a complementary co-location of uses

Policy LU 3.1: Active Ground Floor. Promote high-quality urban design and active ground floors for mixed-use developments through design standards, such as transparency and pedestrian-oriented entrance requirements.

Policy LU 3.2: Building Scale and Design Buffering. Promote transitions in building height and scale through design and buffering standards, notably for new higher-density development adjacent to single-family residential areas to maintain the character of the adjacent low-scale neighborhoods.

Policy LU 3.3: Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.

Policy LU 3.4: Noise Barriers. Minimize noise impacts to residences along freeways by designing community-friendly and appropriately designed noise barriers. Near publicly visible areas, incorporate public art into the design whenever possible.

Policy LU 3.5: Residential Lighting. Provide for lighting standards that ensure that on-site lighting does not impact surrounding neighboring properties.

Policy LU 3.6: Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.

Policy LU 3.7 Underground Utilities in New Development. Explore incentives for developers to underground utility wires as part of new developments during the site design and planning phase of a project to improve aesthetics and infrastructure resilience.

SUPPORT EXISTING RESIDENTS AND BUSINESS OWNERS

Goal LU 4 Existing residents and businesses are supported through equitable access to community-desired uses and equipped with tools to foster strong, resilient communities

Policy LU 4.1: Community-Serving Uses. Incentivize new development that promote community-serving uses and amenities, such as publicly accessible open spaces and amenities, and trees.

Policy LU 4.2: 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.

Policy LU 4.3: Mobile Food Vendors. Support mobile food vendors, such as food trucks, that offer fresh food in convenient, walkable, and appropriate locations on private property.

Policy LU 4.4: Horizontal Mixed-Use. Support the exploration of horizontal mixed-use development to preserve existing businesses on a parcel by integrating new development through thoughtful site design.

Policy LU 4.5: Accessory Commercial Units. Enable local-serving accessory commercial uses for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods

in the form of small neighborhood retail, corner shops, and grocery stores. To further promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in appropriate residential neighborhoods, provided the lots meet the required zoning regulations.

Policy LU 4.6: Local, Small-Scale Commercial. Ensure that established commercial and mixed-use corridors continue to provide local small- and moderate-sized commercial spaces for neighborhood-serving uses.

INDUSTRIAL AND COMMERCIAL

Goal LU 5 Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.

Policy LU 5.1: Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.

Policy LU 5.2 Industrial and Commercial Design. Consider establishing standard street setbacks and height restrictions compatible with the adjacent community land use.

Policy LU 5.3: Landscape Buffers. Require landscape buffers and screening for industrial uses abutting residential uses, including buffered landscape strips, trees, and/or walls.

Policy LU 5.4: Industrial Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.

PLANNING ENGAGEMENT

Goal LU 6 Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.

Policy LU 6.1: Jurisdictional Collaboration. Partner with neighboring jurisdictions to mitigate the negative impacts associated with industrial uses in areas adjacent to the unincorporated communities and develop solutions for future smart industrial growth.

Policy LU 6.2: Oil Well Sites. Prioritize the remediation and redevelopment of oil well sites, ensuring proper cleanup of site prior to construction, in partnership with community and tribal engagement.

Goal LU 7 Community engagement and collaboration with the community, stakeholders, and County partners to realize the vision of the South Bay Area Plan .

Policy LU 7.1: Inclusive Public Engagement. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups in the planning process through inclusive and multilingual outreach.

Policy LU 7.2: Foster Youth Engagement. Collaborate with schools and local youth organizations and design meaningful opportunities for youth to participate in the planning process and shape the future of their communities.

3.2 Mobility Element

A. Introduction

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit within the SBAP communities. This element aims to improve access to a greater diversity of safe, convenient, and affordable mobility options to support the well-being of county residents.

B. Background

AUTOMOBILES AND TRUCKS

The Planning Area is served by a network of freeways that connect and facilitate movement within the Planning Area and region, including I-105, I-405, I-110, and State Route 91. With the Planning Area's proximity to the Ports of Los Angeles and Long Beach, as well as the Alameda Corridor, these freeways play an important role in logistics and the movement of goods for the region. This proximity, however, produces truck traffic that in turn creates environmental burdens for those communities that live along transportation corridors that connect between the Ports and supportive industrial uses, such as warehousing.

TRANSIT

Light-Rail and Bus Rapid Transit

The Planning Area has access to two Los Angeles County Metropolitan Transportation Authority (Metro) high-frequency transit lines, defined as public transit that has service every 15 minutes or less, including the Metro C (formerly Green) light-rail line and the J Line

HIGH-FREQUENCY TRANSIT

High-frequency transit refers to public transit systems that have service every 15 minutes or less. The more frequently a bus or train comes every hour, the less transit users must wait, and the more likely users can connect to other transit lines and arrive at their destinations on time. Light-rail and Bus Rapid Transit (BRT) lines are examples of high-frequency transit.

bus rapid transit line (formerly Silver), with transit stations located in the communities of Del Aire, Lennox, and West Carson. The County's General Plan identifies three Opportunity Areas—transit centers within a half-mile of these existing Metro stations.

Metro C Line is a 20-mile light-rail line with 14 stations that runs between Redondo Beach and Norwalk in the median of I-105. The C Line opened in 1995 and in 2022 had over 5.3 million annual boardings.¹⁰ Transit users within the Del Aire and Lennox communities can access the Metro C Line at the Aviation/LAX and Hawthorne/Lennox stations, respectively. Metro is working to extend the C Line from the Redondo Beach (Marine) Station to the new Torrance Transit Center, which will connect more of the South Bay.

Metro J Line is a 38-mile bus rapid transit line with stations that run between San Pedro, downtown Los Angeles, and El Monte. The J

¹⁰ "Metro Interactive Estimated Ridership Stats (CY 2022)" Accessed November 16, 2023.

<https://isotp.metro.net/MetroRidership/YearOverYear.aspx>.



Aviation/LAX Station

Source: Transit.Wiki

Line provides access to destinations that include Crypto.com Arena, Los Angeles Convention Center, University of Southern California, and Cal State Los Angeles. The J Line includes two service types: a full stop service (910) and the Express 950X, which makes fewer stops on the I-110 freeway to allow for faster service. Transit users within West Carson can access the J Line at the Carson Street Station.

The Planning Area contains one TOD Specific Plan for the Metro J Line Carson Street Station. The West Carson TOD Specific Plan establishes a vision for compact, infill development that supports the intensification and expansion of Harbor-UCLA Medical Center and increases housing opportunities and employment-generating uses, targeted adjacent to the Carson Street Station, to create a walkable and destination-rich transit-oriented district.

Local and Express Bus Service

While not every SBAP community has direct access to light-rail or bus rapid transit, many are served by local and express bus services. The City of Los Angeles, LA Metro, Torrance Transit, and other local service providers



Hawthorne/Lennox Station

Source: Flickr

operate local buses, shuttles, and circulators in the Planning Area.

ACTIVE TRANSPORTATION

Active transportation includes any form of mobility that is human powered and uses physical activity for movement. The most popular forms of active transportation are walking and bicycling, though other means of mobility, such as a skateboard, roller skates, or kick scooter, as well as electric scooters and electric bicycles, are also types of active transportation.

Safety for active transportation is critical, and this is a focus within the County across planning efforts, including Vision Zero: A Plan for Safer Roadways from 2019. The Vision Zero Plan identifies several corridors within the Planning Area as Vision Zero Collision Concentration corridors, including:

- Lennox Boulevard and Hawthorne Boulevard in Lennox
- 135th Street in Hawthorne Island
- Normandie Avenue, 22nd Street, Vermont Avenue, and Sepulveda Boulevard in West Carson

- Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard in Alondra Park/EI Camino Village

Relatedly, as noted in the **Land Use Element**, several corridors within the Planning Area are part of the Southern California Association of Government (SCAG) High Injury Network (HIN). The HIN is a network of designated corridor-level segments where the highest concentrations of serious and fatal collisions occur over the most recent five years of available collision data at the time of publishing (2015-2019).¹¹ These corridors are prioritized for bicycle and pedestrian safety improvements. The specific corridors in the Planning Area include:

- Lennox Boulevard and Hawthorne Boulevard in Lennox
- Crenshaw Boulevard in Hawthorne Island
- Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, and Sepulveda Boulevard in West Carson.

Walking

SBAP community residents use the existing pedestrian infrastructure, such as sidewalks and multi-use trails (Class I facilities), to travel to destinations, community services and facilities, and parks. Sidewalks are present in most of the SBAP communities, but the existing pedestrian network lacks consistent placement of street trees, pedestrian-scaled lighting, and wayfinding and signage to support complete corridors and pedestrian trips. Walking should be prioritized as a viable mode

¹¹ SCAG Transportation Safety.
<https://scag.ca.gov/transportation-safety>

FIRST/LAST MILE CONNECTIONS

First/last mile (FLM) connections focus on pathways to transit for people of all ages and abilities. Metro creates FLM plans for new transit projects and for existing stations to make it easier and safer for riders who walk, bike, or roll to and from their nearest station or bus stop. FLM plans include technical analyses and collaboration with communities and local agency partners. The result of FLM plans is a list of projects to prompt further collaboration to fund and implement station area improvements.

Source: Metro First/Last Mile.
<https://www.metro.net/about/first-last/>.

of transportation and opportunity for recreation through well-designed streets that support a safe and enjoyable walking environment.

Biking

The Planning Area contains existing Class I, Class II, and Class III bicycle facilities, each of which are defined below. However, the communities of Lennox, Del Aire, Hawthorne Island, La Rambla, and Wiseburn currently do not have existing bicycle facilities.

The County's 2012 Bicycle Master Plan (BMP), which is currently in the process of being updated by the County as noted in the **Land Use Element**, proposes additional bicycle facilities within the Planning Area in order to provide new bicycle infrastructure to

communities and close gaps in the bikeway network. There are four classifications of bicycle facility types included in the BMP, as follows:

Class I: Bicycle paths, also called shared-use paths or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or exclusive right-of-way. These facilities are often used for recreation but can also provide important transportation connections.



Class I: Bike Path

Source: LA County Public Works

Class II: Bicycle lanes are defined by pavement striping and signage used to allocate a portion of roadway for exclusive bicycle travel. Bike lanes are a striped and stenciled lane for one-way travel on a street or highway.



Class II: Bike Lane

Source: LA County Public Works

Class III: Bicycle routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bicycle routes provide continuity to other bicycle facilities or designate preferred routes through corridors with demand.

Class IV: Separated bicycle facilities, or separated bikeways or cycle tracks, are for the exclusive use of bicyclists and include a physical separation from vehicular traffic. Separations may include flexible or inflexible posts, inflexible barriers, or on-street parking.¹²



Class IV: Separated Bike Lane

Source: LA County Public Works

12 Highway Design Manual (December 30, 2015). <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000.pdf>.

C. Issues and Opportunities

FIRST/LAST MILE ACCESS AND CONNECTIVITY

As discussed in the **Land Use Element**, the General Plan Opportunities Areas – Transit Centers framework, which envisions higher-density development in proximity to transit, presents opportunities for the communities of Lennox and Del Aire to locate additional housing, community services, and amenities within walking distance of transit stations. With a potential increase in residents living within a half-mile of the high-frequency transit stations in the Planning Area, new transportation infrastructure should be provided to support first/last mile connectivity and access to the stations. Doing so can help to encourage active transportation trips to and from Metro stations and promote pedestrian safety. These improvements should be coordinated with Metro as part of a first/last mile plan.

BUS STOP IMPROVEMENTS

Given that many SBAP communities are served by local and express bus services, such as local buses, shuttles, and circulators, there is an opportunity to explore improved connectivity between services provided. To promote more seamless travel between service providers, transit users may need better shelters, bus stops, and other amenities at transfer sites.

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

To support walking and facilitate safer connections to community services and amenities, pedestrian infrastructure improvements are needed along key corridors. Examples of improvements include widened

sidewalks, Americans with Disabilities Act (ADA) upgrades, high-visibility crosswalks at key intersections, increased lighting, shade trees, and other streetscape improvements. The key corridors within the Planning Area recommended for pedestrian infrastructure improvements include Lennox Boulevard, Aviation Boulevard, Crenshaw Boulevard, Inglewood Boulevard, Torrance Boulevard, and 6th Street, as discussed in **Chapter 4 (Community-Specific Goals and Policies)** by relevant SBAP community. Pedestrian improvements can be part of larger visioning efforts and streetscape plans for specific corridors within the Planning Area to determine the appropriate treatments needed to enhance the pedestrian experience and public realm. In addition, as discussed in the **Conservation, Open Space, and the Environment Element**, walking for recreation should also be explored across the Planning Area, which would require supportive infrastructure such as Class I facilities and multi-use trails, referred to as neighborhood greenways. Neighborhood greenways can provide an alternative route to and from destinations.

BICYCLE NETWORK ENHANCEMENTS

In accordance with the BMP, the County plans to expand and enhance the bicycle environment within the Planning Area. Based on the BMP, the County will add new Class I, II, III, and IV bicycle facilities to provide all communities within the Planning Area with bicycle facilities. Neighborhood greenways are another type of Class III route, referred to as Class IIIB facilities, with further enhancements to reduce vehicular speeds and traffic volumes to make it more comfortable for people of all ages and abilities to walk, bike, and roll. These

NEIGHBORHOOD GREENWAYS

Neighborhood greenways or bike boulevards are Class III facilities on neighborhood streets with low vehicle traffic volume and low speeds that are designed to prioritize walking, biking, and scooting. Neighborhood greenways connect neighborhoods to key destinations such as parks, schools, and amenities, and work together with trails and protected bike lanes to create a complete network. They typically include traffic calming devices such as speed cushions, traffic circles, curb extensions, and “sharrow” pavement markings for wayfinding and visibility, as well as diverters to minimize cut-through vehicle traffic and improved crossings of arterial streets.



facilities will also close gaps within the existing bicycle network. In addition, the County is also exploring upgrading existing Class II bicycle facilities to Class IV to improve user access and safety. Specific bicycle treatments to improve the safety of bicyclists may require the reconfiguration of the public right-of-way to support bicycle facilities as well as transit. The integration of new bicycle facilities may require the reconfiguration of the public right-of-way to integrate additional transportation modes.

ACTIVE TRANSPORTATION SAFETY

As previously noted, several corridors within the Planning Area are part of the County’s HIN. Several other streets within the Planning Area are identified as Vision Zero Concentration Corridors, which are prioritized for potential improvements for active transportation to ensure the safety of bicyclists and pedestrians. The SBAP includes goals and policies to continue prioritizing these identified corridors for safety improvements. Community-specific

goals and policies related to bicycle and pedestrian safety improvements are included in **Chapter 4 (Community-Specific Goals and Policies)**.

SLOW SPEED NETWORK FOR ZERO EMISSION VEHICLES

The South Bay Cities Council of Governments (SBCCOG) has identified a Local Travel Network (LTN) of slow-speed, low-stress streets that, with relatively low-cost street treatments, could be improved to accommodate slow-speed sustainable vehicles. Examples of slow-speed sustainable vehicles include pedal bikes, e-bikes, e-scooters, neighborhood electric vehicles, 3-wheel e-trikes, and e-monoboarders. The intent of the LTN is to support short trips and encourage residents across the South Bay to use a sustainable choice of travel mode for neighborhood-based trips.

In the Route Refinement Study for a South Bay Local Travel Network, completed in 2021,

PEDESTRIAN AND BICYCLE SAFETY TREATMENTS

Pedestrian and bicycle safety improvements can include:

- **Lead Pedestrian Intervals (LPI)** gives pedestrian the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given green indication.
- **Lead Bicycle Internals (LBI)** gives cyclists the opportunity to proceed within an intersection 3-7 seconds before vehicles are given green indication.
- **High visibility crosswalks** use patterns, like a ladder, that are visible to both the driver and the pedestrian from farther away compared to traditional transverse line crosswalks.

Source: U.S. Department of Transportation
Federal Highway Administration
<https://highways.dot.gov/safety/proven-safety-countermeasures/>

several residential streets and commercial corridors within the Planning Area are identified as candidates for low-cost street treatments as part of Phase I and II of the LTN.¹³ Phase I of the LTN includes the beach cities within the South Bay, and Phase II includes inland cities, areas of unincorporated Los Angeles County, and the

communities of Wilmington, Harbor City, and San Pedro.

Chapter 4 (Community-Specific Goals and Policies) includes goals and policies for the following candidate corridors by relevant SBAP community. The corridors include:

- Phase I LTN is proposed on Lemoli Avenue and 154th Street in Alondra Park/El Camino Village.
- Phase I LTN is proposed on Isis Avenue, 120th Street, and 124th Street in Del Aire.
- Phase I LTN is proposed on Yukon Avenue in Hawthorne Island.
- Phase II LTN is proposed on Weymouth Avenue, 1st Street, and 6th Street in La Rambla.
- Phase II LTN is proposed on Firmona Avenue, Freeman Avenue, 104th Street, and 111th Street in Lennox.
- Phase II LTN is proposed on Meyler Street, 220th Street, and 228th Street in West Carson.
- Phase I LTN is proposed on Ocean Gate Avenue and 135th Street in Wiseburn.

Overall, the LTN Network will include 243 route miles, with 222 miles designated as routes through low-stress, slow-speed neighborhood streets. See **Figure 3-1: Local Travel Network: South Bay Cities**.

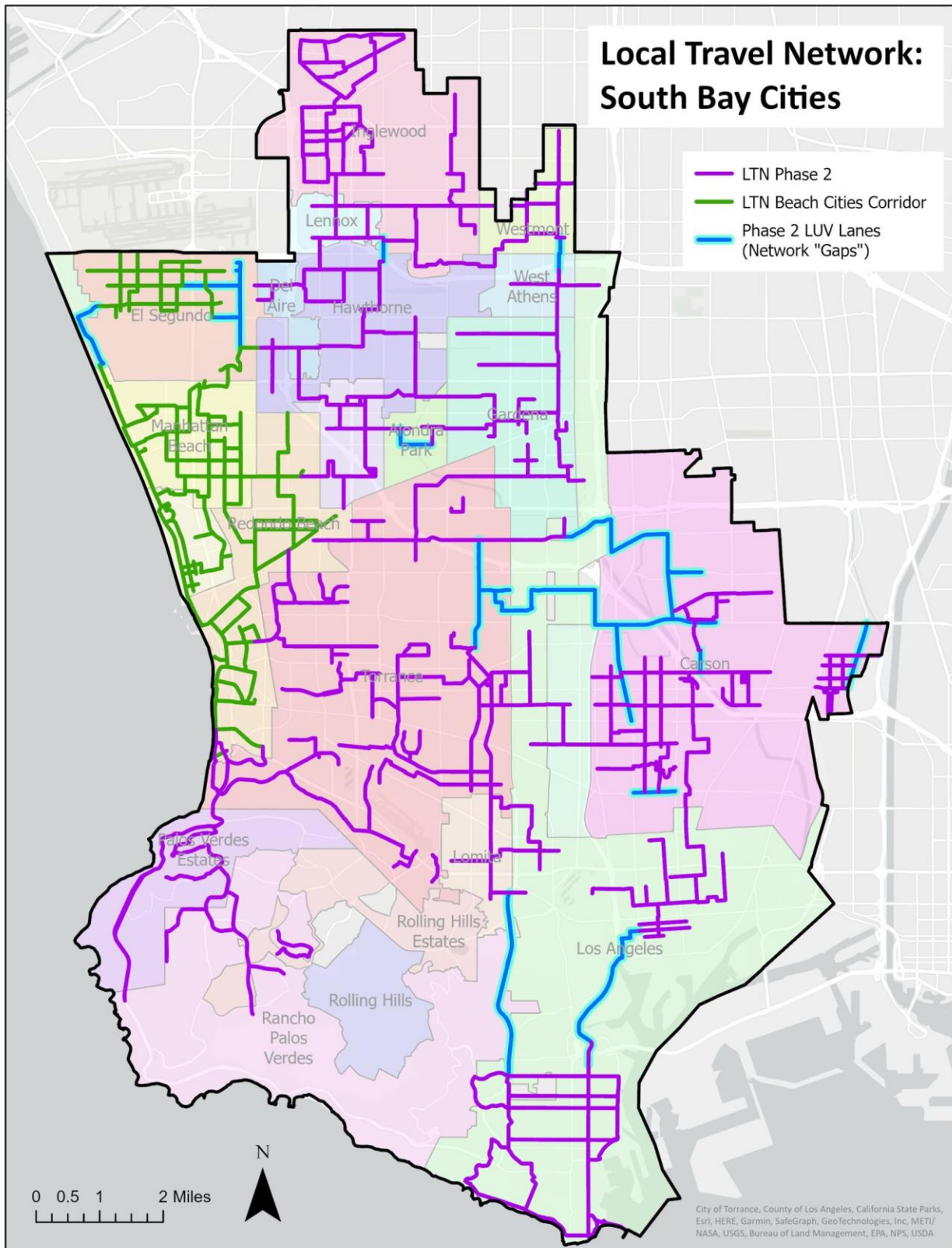
The LTN presents opportunities to support complete corridors along key neighborhood streets by aligning identified low-cost street treatments with the County's Bicycle Master

¹³ South Bay Cities Council of Governments' Route Refinement Study for a South Bay Local Travel Network (2021).

<https://southbaycities.org/sites/default/files/SBCCOG%20Route%20Refinement%20Study%20for%20a%20South%20Bay%20Local%20Travel%20Network.pdf>

Plan and Step-by-Step implementation efforts to further enhance bicycle and pedestrian infrastructure in the Planning Area. SBCCOG further envisions supportive infrastructure such as micro mobility hubs, either stand-alone or integrated as part of new mixed-use development or housing projects, as part of the LTN to provide access to private bike sharing and electric vehicle charging stations as well as mobility options for zero-emission trips. The SBAP supports the LTN and opportunities to support micro-mobility as part of new development.

Figure 3-1: Local Travel Network: South Bay Cities



COMPLETE CORRIDORS

The South Bay's suburban development patterns provide an opportunity to create “complete corridors” that accommodate various transportation modes and are surrounded by a mix of land uses to capture local trips through walking, biking, and non-motorized travel modes. The complete corridors approach expands upon the “Complete Streets” philosophy, which aims to create streets that are safe and accessible for everyone, marking a shift from car-centric design to a more inclusive, multimodal approach that seamlessly integrates transportation options with the built environment. Complete corridors take the concept of Complete Streets one step further, considering not only features within the public right-of-way, but also the composition of adjacent land uses. As discussed in the **Land**

Use Element, key corridors in the SBAP communities are envisioned to integrate a mix of housing in proximity to key existing destinations and amenities such as commercial, civic, and leisure uses. Complete corridors also feature infrastructure to support walking, cycling, and slow-speed, sustainable vehicles (e.g., pedal bikes and e-scooters) to ensure accessibility and convenience. Safety and accessibility are paramount, with well-marked crosswalks, bike lanes, and traffic calming measures. Complete corridors promote healthier lifestyles through active transportation and provide communal spaces, strengthening community ties. The goal of complete corridors is to create dynamic and accessible mixed-use corridors with a mix of land uses and travel modes so people can live along corridors and safely and conveniently walk, bike, scoot, and ride to their destinations.



Example conceptual rendering of a complete corridor

Source: NACTO

Mobility Element Goals and Policies

CONNECTED COMMUNITIES

Goal M 1 Connected communities with safe and seamless access to neighborhood services, recreation, and public transit using 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 support the creation of complete corridors.

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

Policy M 1.4: Network Identification. Clearly provide signage or other forms of identification for transportation routes within the unincorporated communities, including community identification, direction, distance markers, connections between networks, and general guidance along routes.

Policy M 1.5: Bus Stop Improvements. Support bus stop improvements to promote more seamless travel between service providers and enhance the transit users' experience.

Policy M 1.6: Shuttle Service. Support on-demand shuttle options to serve aging populations and community members who do not have access to transit.

Policy M 1.7: Public Art. Integrate public art and creative local expression, such as murals, sculptures, and creative signage, into transit stations and bus shelters and streetscape elements, including trash bins, bike racks, and streetlights.

Policy M 1.8: Rail Station Visibility and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations and by integrating amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.

ACTIVE TRANSPORTATION

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 the prioritization of bicycle and pedestrian infrastructure and 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 as needed and where appropriate, to support safe and comfortable pedestrian trips.

Policy M 2.3: Bicycle Infrastructure. Support the implementation of new high-quality bicycle infrastructure in communities within the Planning Area that do not have existing bicycle infrastructure, in alignment with the BMP.

Policy M 2.4: Close Bicycle Network Gaps. Encourage the implementation of new bicycle facilities that close active transportation gaps, creating a cohesive and continuous bicycle network between municipalities and unincorporated areas.

Policy M 2.5: Bicycle Facility Upgrades. Explore the conversion of existing or proposed Class II bicycle facilities to Class IV bicycle facilities, where feasible.

Policy M 2.6: First/Last Mile. Promote first/last mile access for all existing and future transit stations/stops in the Planning Area, ensuring access is clear, safe, and supported by seamless infrastructure.

Policy M 2.7: Coordinated Investments. Coordinate active transportation investments, including bicycle lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in focused opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.

SUSTAINABLE TRANSPORTATION AND THE ENVIRONMENT

Goal M 3 A mobility system that is supported by sustainable planning practices and Infrastructure investments that promote health and climate resilience, as well as innovative mobility options

Policy M 3.1: Sustainable Vehicles. Encourage the prioritization of slow-speed infrastructure improvements as part of SBCCOG's Local Travel Network to support short trips and encourage the use of sustainable modes for neighborhood-based trips.

Policy M 3.2: Agency Coordination. Support the implementation of the South Bay Cities Council of Government's Local Travel Network, Phases I and II, across the Planning Area, when and where feasible.

Policy M 3.3: Zero-Emission Transportation Modes. Support shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.

Policy M 3.4: Expanded Access to Micro-transit. Support expanded access to alternative transit modes, including micro-transit and other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.

Policy M 3.5: Truck Traffic Impacts. Support programs that mitigate health and environmental quality impacts of industrial uses and the goods movement industry, including trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.

COMPLETE NETWORKS AND CORRIDORS

Goal M 4 Complete and safe transportation networks and corridors that support walking, biking, and non-motorized trips to access housing, destinations, and amenities

Policy M 4.1: Safe Streets. Support efforts to increase safety for all roadway users through street design improvements and enforcement.

Policy M 4.2: Accessible Destinations. Prioritize mobility improvements that link housing, transit, schools, parks, and other key public facilities, amenities, and destinations within the Planning Area communities.

Policy M 4.3: Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of collisions as identified by the County's Vision Zero Action Plan.

Policy M 4.4: Micromobility Hubs. Explore the integration of micromobility hubs, either as standalone infrastructure or as part of new development, along corridors and near transit stations to promote alternative mobility options.

Policy 4.5: Pedestrian Networks. Consider how to integrate pedestrian networks with open spaces and urban greening.

3.3 Conservation, Open Space and the Environment Element

A. Introduction

The Conservation, Open Space and the Environment Element establishes goals and policies to address the conservation of land through increasing diversity of land uses and densities near transit and existing commercial services, as well as the enhancement of open spaces. Due to the highly urbanized nature of the Planning Area, open spaces are largely made up of County-owned parkland and open spaces that are provided as part of private development.

Underpinning this Element is a focus on the environment and opportunities to enhance sustainability and climate resilience in the Planning Area. More specifically, this Element is aligned with the 2045 Climate Action Plan (CAP) and supports the strategies, measures, and actions to mitigate greenhouse gas (GHG) emissions from community and municipal activities.

B. Background

LAND CONSERVATION AND SUSTAINABLE TRANSPORTATION

One critical component of conservation includes the reduced consumption of natural resources, which can be achieved through sustainable land use practices and transportation. The Land Use Element of the General Plan promotes the efficient

development and use of land to reduce consumptive land use patterns. Conserving land through promoting compact development and concentrating a mix of land uses (e.g., residential, commercial, civic, and leisure) along corridors and/or surrounding high-frequency transit centers (e.g., transit-oriented districts) can reduce the need for long-distance driving and in turn reduce traffic congestion and the need for extensive parking infrastructure. In turn, GHG emissions can be lowered, and existing infrastructure can be used more efficiently. According to the CAP, the transportation sector makes up 52% of countywide GHG emissions.¹⁴ By concentrating development in key opportunity areas, existing suburban environments, like much of the Planning Area, can be retrofitted over time to create walkable environments that decrease reliance on personal vehicles and promote sustainable transportation, such as public transit, walking, and biking, as discussed in the **Mobility Element** of this SBAP. Detailed opportunities to address land conservation through increasing diversity of land uses and densities near transit and existing commercial services is discussed in the **Land Use Element**.

OPEN SPACE RESOURCES

Parks

Due to the highly urbanized nature of the Planning Area, open space resources are largely made up of public parkland that consist of larger parks, community facilities, and recreational amenities. Parks are fundamental to creating socially vibrant and sustainable communities. Such spaces enhance the

¹⁴ Los Angeles County Climate Action Plan 2045 (Revised Public Draft – March 2023) <https://planning.lacounty.gov/wp->

content/uploads/2023/03/LA_County_2045-CAP_Rev_Public_Draft_March_2023_Chapters.pdf.

livability of neighborhoods and serve as community assets that encourage physical activity and social interaction, as well as provide access to nature. These spaces also play a role in climate resilience by reducing the urban heat island effect, discussed in the sidebar to the right.

Existing parks in the Planning Area include Alondra Community Regional Park and Bodger Park in Alondra Park/El Camino Village, Del Aire Park in Del Aire, Lennox Park in Lennox, and Wishing Tree Park in West Carson, which is under construction and scheduled to open in early 2024. Other recreational facilities within the Planning Area that serve the community include Alondra Park Golf Course in Alondra Park/El Camino Village, Laguna Dominguez Bike Path in Alondra Park/El Camino Village, Wiseburn Walking Path in Wiseburn, and South Coast Botanic Garden in Westfield/Academy Hills.



Lennox Park

Open Spaces in Private Development

Another type of open and green space includes pocket parks, plazas, and passive and active

recreation areas, which can be provided through private development. As new development projects add new residents to a community, they in turn increase the demand for open and green space, which is even more essential in communities that already lack adequate open space. As such, new private development can play a role in addressing the overall open and green space need in communities with high and very high park need. Focused growth areas in the Planning Area aligned with the County’s Housing Element serve as opportunities to integrate new open and green spaces as part of any new housing or mixed-use development project. In addition, new developments can also contribute to overall greening in a community through landscaping and trees, which can in turn help to reduce the urban heat island effect and create shade in communities.

C. Issues and Opportunities

NEW PARKS AND IMPROVED ACCESS TO EXISTING PARKS

As noted in **Chapter 1 (Introduction)**, according to the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2016),¹⁵ all the SBAP communities except for Westfield/Academy Hills have areas where the park need level is “High” or “Very High.” Notably, despite existing parks within Lennox and Alondra Park, these two communities have a “High” or “Very High” park need based on the Los Angeles Countywide Comprehensive Parks and

¹⁵ Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment.

<https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf>.

Recreation Needs Assessment Plus (PNA+),¹⁶ summarized in **Chapter 1**.

As noted in the PNA+ and based on field observation as part of the SBAP project, many of these community assets have portions that are fenced, limiting community access to certain times of day, and/or do not provide recreation uses and facilities that are needed by the community.



Park access to Alondra Community Regional Park in Alondra/El Camino Village is limited for pedestrians in some areas due to shared fencing with the Alondra Park Golf Course.

There is an opportunity to address these issues by creating more parks and recreational facilities and improving access to existing amenities within the Planning Area. However, community engagement and participation in identifying opportunities for these new resources and amenities is critical to ensure that new amenities include design features that reflect community desires and needs. This type of engagement is highlighted in community-based planning efforts, such as the Los Angeles County Department of Parks and Recreation Lennox Community Parks and

Recreation Plan from 2016 discussed in **Chapter 4 (Community-Specific Goals and Policies, Section 4.6: Lennox)**.

ENCOURAGING OPEN AND GREEN SPACE ON PRIVATE PROPERTY

Design and development standards can be pivotal in providing open and green spaces in private developments. Through open space requirements for new development, developers must provide a certain percentage of open space based on the total size of the development project and/or the number of bedrooms, depending on the land use. The result is the integration of open spaces, such as balconies, courtyards, plazas, and rooftop decks, in development projects.

One example of this is the West Carson TOD Specific Plan, discussed in **SPOTLIGHT – West Carson TOD Specific Plan**.

Offering incentives can encourage developers to integrate additional open and green space beyond the minimum requirements. The SBAP includes an implementation program, as discussed in **Chapter 5 (Implementation)**, that is focused on exploring appropriate incentives for developers to promote the integration of community-desired uses and amenities, such as publicly accessible open space and amenities, such as recreation rooms, plazas, public seating areas, and pocket parks that are directly accessible to pedestrians.

¹⁶ Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus (PNA+). <https://lacountyparkneeds.org/wp->

<content/uploads/2023/04/PNA-Plus-Report-Dec2022-2.pdf>.

SPOTLIGHT - INNOVATIVE OPEN SPACE AND GREENING STANDARDS: WEST CARSON TOD SPECIFIC PLAN

Integrating green space into urban environments through creative design and development standards offers numerous opportunities to enhance livability and aesthetics in the Planning Area. The West Carson Transit Oriented District (TOD) Specific Plan offers an example of open space regulations that encourage the creation of versatile and inviting outdoor spaces and that can be fulfilled through various forms such as outdoor dining areas, plazas, or other usable outdoor spaces. Such flexibility in the type of open space allows for a wide range of creative solutions that cater to different urban landscapes and community needs. Features such as public plazas, urban pocket parks, outdoor dining areas, promenades, public art, and other outdoor public amenities are designed not only to add greenery, but also to activate the ground floor environment and create lively, interactive urban spaces. The integration of these elements fosters a sense of community and encourages social interaction, making urban areas more vibrant and enjoyable.

The West Carson TOD Specific Plan also emphasizes the importance of incorporating features such as trees and other shade devices (e.g., umbrellas, awnings, trellises, and canopies) within open space areas, which not only provides relief from the urban heat island effect, but also enhances the aesthetic quality of spaces. When integrated into the building design or strategically placed over open spaces, greening can contribute to a cohesive and well-designed urban environment.

Overall, the West Carson TOD Specific Plan serves as a model for how open space and greening standards can promote high-quality and sustainable developments for other SBAP communities.

Source: West Carson Transit Oriented District Specific Plan.
https://www.municode.com/webcontent/16274/Revised_West_Carson_TOD.pdf

EXPANDED PARK AND RECREATIONAL OPPORTUNITIES

There are opportunities to provide parks and recreational amenities in the Planning Area through innovative, multi-benefit measures.

For example, contaminated sites can be cleaned up and restored as parks. The PNA+ highlights the need to restore degraded lands and identify priority areas to do so across Los Angeles County, including areas within the Planning Area. Priority areas for environmental

restoration are those with the most environmental burdens regarding groundwater threat, hazardous waste, poor air and water quality, and pollution burden. Examples include oil fields, brownfields, landfills, and other degraded lands that may be converted to parks and open space in the future. Wishing Tree Park in West Carson is a prime example, as the park, currently under construction, is situated on a now-remediated brownfield site. Details on this community-driven effort are

featured in **SPOTLIGHT – Wishing Tree Park in West Carson**.

In addition, as discussed in the **Conservation, Open Space, and the Environment Element**, there is an opportunity to explore walking for recreation across the Planning Area, which would require supportive infrastructure such as Class I facilities and multi-use trails, which are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or exclusive right-of-way. Another opportunity is the transformation of existing, underutilized public rights-of-way. An example of this opportunity is seen in the Wiseburn Walking Path project, which is a 0.6-mile walking path that was created from unused slope along the I-405 freeway on La Cienega Boulevard between 135th and 139th Streets in Wiseburn. The path features fitness equipment, children’s activity areas, native plants, trees, and other amenities.

RESILIENT DESIGN

A variety of design techniques can be used across building, site, and public right-of-way design to promote climate resilience and sustainability. Impacts of the climate warming, such as the urban heat island, can be mitigated through increasing tree and vegetive cover, installing green roofs and installing light pavements or surfaces to reflect the sun. Sustainability can be further promoted by using native landscaping that incorporates native trees and drought-tolerant plantings that have lower-water needs. Across areas and spaces, multi-benefit projects can be incorporated to promote clean water, groundwater recharge

and enhance greening. Multi-benefit projects typically use stormwater capture and filter techniques to achieve these goals.

SPOTLIGHT - WISHING TREE PARK IN WEST CARSON

Wishing Tree Park is West Carson’s only park, spanning 8.5-acres. In 2015, the Neighborhood Land Trust acquired the property, accelerating the park’s development. The project had been under development for decades and recently opened to the public in late 2021. A \$2,500,000 grant from California Climate Investments through the Urban Greening Program provides funding for carbon-sequestering native trees, drought-resistant landscaping, and a high-efficiency irrigation system.

The park was made possible largely through the efforts of residents and community partners such as the Del Amo Action Committee. For more than two decades, they advocated for the now-remediated brownfield to be turned into a safe and beautiful community park. Additionally, the support of the Los Angeles County Department of Parks and Recreation as well as Los Angeles County Supervisorial District #2 was important to the success of the project.

Source: California Climate Investments

Conservation, Open Space, and the Environment Element Goals and Policies

LAND CONSERVATION

Goal COSE 1 Compact development patterns that reduce urban sprawl and incorporates 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 and transit infrastructure to reduce automobile dependence.

NEW AND ENHANCED PARKS

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 given the number of “Very High” or “High” park need communities identified by the PNA and vulnerable communities identified by the PNA+.

Policy COSE 2.2: Community Engagement. Encourage the involvement of local communities in the planning and development process of new parks and open space areas, ensuring that their needs and preferences are prioritized, and their cultural and socioeconomic 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, as identified by the 2022 Parks Needs Assessment+ Final Report.

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 and associate 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).

Policy COSE 3.3: Open Space Design Guidelines. Explore developing guidelines for incorporating non-residential open spaces, such as outdoor dining areas, promenades, green alleys, plazas, or other usable outdoor spaces in mixed-use areas.

Policy COSE 3.4: Public Art in Open Spaces. Encourage the integration of public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces.

RESILIENT DESIGN

Goal COSE 4 A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment

Policy COSE 4.1: Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Goal COSE 4.2: Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.

Policy COSE 4.3: Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy COSE 4.4: Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Policy COSE 4.5: Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.

3.4 Public Services and Facilities Element

A. Introduction

The purpose of the Public Services and Facilities Element is to support the provision of equitable and high-quality public services and facilities for every community member in the Planning Area.

Public services and facilities play a critical role in supporting the health and well-being of communities and promoting economic development. Access to essential services, such as fire protection, law enforcement, educational facilities, parks, and libraries is fundamental to fulfilling the basic human needs of health, education, safety, and recreation. Ensuring that access to these services is distributed across the Planning Area and provided with the same high quality is critical to creating an equitable South Bay. As the Planning Area grows over time, the provision of public services and facilities is even more important to ensure that the needs of both existing and future community members are met.

Looking to the future, there are opportunities to further promote the provision of equitable and sustainable public services and facilities to not only meet the fundamental needs of existing and future community members, but also to create a resilient Planning Area.

B. Background

Existing public services and facilities in the Planning Area include fire, sheriff, parks and recreation facilities, schools, and libraries. In addition, the Planning Area supports existing

infrastructure, utility, and services systems (e.g., potable water, sewer, stormwater, energy, and waste management). A brief overview of each is provided below.

PUBLIC SERVICES AND FACILITIES

Fire Protection and Emergency Services

The Los Angeles County Fire Department (LACoFD) provides fire suppression and emergency medical services to the unincorporated areas of Los Angeles County. The LACoFD operates 177 fire stations within 9 divisions and 22 battalions, with Station 18 serving Lennox, Station 160 serving Del Aire and Wiseburn, Station 162 serving Hawthorne Island, Station 21 serving Alondra Park/El Camino Village, Station 85 serving West Carson, Station 106 serving Westfield/Academy Hills, and Station 36 serving La Rambla.



Fire Station 18 in Lennox

LACoFD is a special district that receives most of its revenue through a portion of the property tax paid by the owners of all taxable properties in the County, including the SBAP communities.

Sheriff Services

The Los Angeles County Sheriff's Department (Sherrif's Department) provides general-service law enforcement to unincorporated areas of the County as well as cities within the County that have contracted with the agency. In addition to enforcement of criminal laws, the Sheriff's Department also provides investigative, traffic enforcement, accident investigation, and community education functions. The Field Operation Regions are centered on 25 patrol stations that are dispersed throughout the County, including the Carson Sheriff's Station, Lomita Sheriff's Station, and the South Los Angeles Sheriff's Station serving the Planning Area.

Operational funding for the Sheriff's Department is derived from various types of tax revenue (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which is deposited in the County's General Fund. The County Board of Supervisors allocates the revenue for various County-provided public services, including Sheriff's Department services.

School Services

There are eight public school districts that serve the SBAP communities: the Centinela Valley Union High School District, Lennox Elementary School District, Wiseburn Unified School District, Hawthorne School District, Lawndale Elementary School District, Torrance Unified School District, Los Angeles Unified School District, and Palos Verdes Peninsula Unified School District.



Moffett Elementary School, Lennox School District

The County's role in developing and managing educational facilities and programs is limited. However, the Los Angeles County Office of Education, serving as an intermediary between the local school districts and the California Department of Education, provides a vision statement and strategic opportunities for educational facility development to coordinate the assessment of facility needs and the construction of schools that fall to individual school districts.

Parks and Recreational Facilities

The County owns and operates parks and recreational facilities in both unincorporated areas and cities in Los Angeles County, managed by the Los Angeles County Department of Parks and Recreation (DPR). The County's Park system includes local and regional parks, natural areas, special use facilities, and multi-use trails. Parks serving the SBAP communities are highlighted in the **Conservation, Open Space and Environment Element**.



Del Aire Park

DPR receives funding from various sources, with a significant portion coming from Measure A. Measure A is administered by the Los Angeles County Regional Park and Open Space District, a separate entity from DPR. This measure involves the collection of a parcel tax to support park development and maintenance. Measure A is designed to provide long-term funding for parks, with an estimated total annual funding of \$96.8 million across the County.

Libraries

The Los Angeles County Library system provides library services to over 3.4 million residents living in unincorporated Los Angeles County and to residents of 44 cities in Los Angeles County. The SBAP communities are within Library Planning Areas 5 (Southeast) and 6 (Southwest). Specific libraries serving the SBAP communities include Carson, Hawthorne, Lennox, Masao W. Satow, and Wiseburn Libraries.

To minimize the impact of residential projects on library services, the Los Angeles County

Library collects a one-time Library Facilities Mitigation Fee prior to the issuance of building permits for all new residential dwelling units located within the unincorporated County, including the SBAP communities. The current (Fiscal Year 2023/2024) fees applicable to the SBAP communities are \$1,137 per dwelling unit in Planning Area 5 and \$1,145 per dwelling unit in Planning Area 6.



Lennox Library

Source: Los Angeles County Library

Capital Project Program¹⁷

The Los Angeles County Department of Public Works (Public Works) manages the planning, programming, design, and construction of capital improvement projects. Capital projects include repair, renovation, and/or expansion of existing building facilities and construction of new building facilities for many County departments, including, among others, Animal Care and Control, Beaches and Harbors, Fire, Health Services, Mental Health, Parks and Recreation, Probation, Public Health, and Sheriff.

¹⁷ Los Angeles County Department of Public Works. Capital Projects. <https://pw.lacounty.gov/building-and-safety/capitalprojects>.

INFRASTRUCTURE, UTILITIES, AND SERVICE SYSTEMS

Stormwater Service and Quality

The Los Angeles County Flood Control District is responsible for regional flood control protection within the County. Drainage facilities in the SBAP communities are provided and maintained by the Los Angeles County Flood Control District and the California State Department of Transportation.

The quality of stormwater is the purview of the Public Works.

Wastewater Service

The Los Angeles County Sanitation Districts provide wastewater treatment services for the Planning Area. The Los Angeles County Sanitation Districts own, operate, and maintain the large trunk sewers that form the backbone of the wastewater conveyance system in the Planning Area. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The wastewater generated by the Project area is treated at the Joint Water Pollution Control Plant, located in the City of Carson, and the Los Coyotes Water Reclamation Plant, located in the City of Cerritos.

Water Supply and Quality

The Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Planning Area, MWD provides water to the West Basin Municipal Water District, which in turn wholesales potable water to local retail water purveyors servicing all the SBAP communities.

Each SBAP community derives a portion of its water supply from groundwater, specifically, the West Coast groundwater basins, which are adjudicated basins.

The quality of water is the purview of the Public Works.

Solid Waste

Los Angeles County Public Works (Public Works) manages the collection of solid waste for residents and businesses in the SBAP communities. Currently, permitted landfill capacity will be enough for the current volume of waste generated for at least the next 15 years. Increases in population and economic activity in the Planning Area will require the County to continue the development of waste reduction and diversion efforts to avoid shortfalls in landfill capacity and to meet applicable goals to reduce solid waste generation in unincorporated areas.

Electrical Service

Electricity in the SBAP communities is provided by Southern California Edison, a private franchise utility company and subsidiary of Sempra Energy. All standards, development requirements, and improvement strategies are set directly by Southern California Edison, with oversight by the California Public Utilities Commission. Electricity is transmitted by a network of aboveground and underground power lines to supply sufficient power to all locations, including streetlights and traffic signals.

Natural Gas

Natural gas currently serving the SBAP communities is provided by Southern California Gas Company (SoCalGas), which owns and operates two natural gas storage

fields in Southern California. These storage fields help meet peak seasonal demand and allow Southern California customers to secure natural gas supplies more efficiently. SoCalGas also owns and operates four underground storage facilities located around Southern California. In addition, SoCalGas owns and operates all transmission mains, distribution pipelines, and service laterals in the SBAP communities.

C. Issues and Opportunities

GROWING SERVICE AND FACILITY DEMANDS

The expansion of public services and facilities is required to keep pace with growth in the Planning Area over time. As discussed in **Chapter 1 (Introduction)** and the **Land Use Element** of this chapter, future long-term growth and development in the Planning Area is focused within the communities of Alondra Park/El Camino Village, Del Aire, La Rambla, Lennox, West Carson, and Wiseburn, largely associated with the implementation the Housing Element. Over time, land use intensification in focused opportunity areas within these communities will exert pressure on existing public services and facilities, necessitating strategic planning, investment, and innovation. There is a need to adapt and expand existing public services and facilities, including infrastructure and utilities, to meet both current and future needs in a sustainable and effective manner. For example, as discussed in **Chapter 1 (Introduction)** and the **Conservation, Open Space, and the Environment Element** of this chapter, according to the Los Angeles Countywide

Comprehensive Parks and Recreation Needs Assessment (2016),¹⁸ all the SBAP communities except for Westfield/Academy Hills have areas where the park need level is “High” or “Very High.” As growth in the Planning Area occurs over time, meeting the needs of existing and future community members regarding parks and other public facilities and services, will be critical to addressing health, education, safety, and recreation in the Planning Area.

EQUITABLE INFRASTRUCTURE

The SBAP underscores the importance of ensuring all residents, regardless of socioeconomic status, have access to essential public services and facilities. This equitable and inclusive approach is vital for addressing the needs of the growing population and fostering vibrant, resilient communities.

Equitable infrastructure aims to benefit all community members with a special focus on those that are disproportionately affected communities, which are discussed at the beginning of this Element.

SUSTAINABLE AND RESILIENT INFRASTRUCTURE

With growing demands over time, there is an opportunity to further promote sustainability and climate resiliency in infrastructure. The Los Angeles County Public Works Department (Public Works) is one department within the County who is at the forefront of this opportunity. Public Works’ core services include water resources, transportation, environmental services, construction management, and municipal services.

¹⁸ Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment.

<https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf>

Throughout these core services, Public Works is prioritizing sustainability, resilience, and equity, among other focus areas, resulting in efforts such as:

- **Green street projects**, which are improvements within the transportation corridor designed to reduce greenhouse gas (GHG) emissions and energy consumption, promote recycling of natural resources, provide source control of stormwater and limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology (to the greatest extent possible), and provide environmentally enhanced roads. Effectively incorporating green street design into the existing transportation network can help achieve multiple benefits, such as improved water quality and reduced GHG emissions in support of more sustainable communities. Green streets can incorporate a wide variety of design elements including street trees, sustainable pavements, bioretention, and bioswales.
- **Low-impact development**, or LID, is a design strategy focused on integrating natural, on-site techniques to lessen the impacts of development on stormwater quality and quantity. These techniques are called best management practices. The goal of LID is to mimic the undeveloped runoff conditions of the development site with the post-development conditions. The

County has LID requirements for development.¹⁹

- **Multi-benefit projects**, as mentioned in the Conservation, Open Space and the Environment Element, includes those that promote clean water, groundwater recharge and enhance greening. Multi-benefit projects typically use stormwater capture and filter techniques to achieve these goals.

The County of Los Angeles Sustainable Infrastructure Guidelines published in 2021 provides a framework for implementing sustainable, resilient infrastructure for Public Works; the SBAP supports these guidelines.²⁰

CONVERTED UNDERUTILIZED SPACES

Converting underutilized spaces, such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways into walking paths, parks, community gardens, and other green spaces can provide vital spaces for community interaction and promote healthier lifestyles. This conversion also increases opportunities for climate resiliency through integrating landscaping, trees, permeable paving, and other features, which can reduce the urban heat island effect and improve stormwater quality.

FUNDING OPPORTUNITIES

Revenue From New Development

New development in the Planning Area will be required to pay applicable Library Mitigation Fees based on dwelling unit count, which will help address resource limitations related to

¹⁹ Los Angeles County Public Works. Low Impact Development (LID). https://dpw.lacounty.gov/wmd/dsp_LowImpactDevelopment.cfm.

²⁰ LA County Sustainable Infrastructure Guidelines. <https://dpw.lacounty.gov/adm/sustainability/docs/LA%20SIG%20v2.pdf>

libraries. New developments will also contribute to the tax base, which funds essential services such as fire and sheriff protection. Together, these revenue streams will help to address the growing population in the Planning Area over time and ensure public facilities and services meet the needs of the community.

Public-Private Partnerships

The potential for increased development activity in focused opportunity areas in the Planning Area creates opportunities for new public-private partnerships. A public-private partnership involves collaboration between a government agency and a private-sector company. These partnerships can be pivotal in funding and expediting improvements in public services and facilities, offering innovative solutions and additional resources.

Public Services and Facilities Element Goals and Policies

SERVICE AND FACILITY DEMAND

Goal PS 1 Growth 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 for adequate capacity with increased growth and future development.

EQUITABLE AND SUSTAINABLE INFRASTRUCTURE

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, services, and community gathering space 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 trailway 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 and improving aesthetics.

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.

Policy PS 3.3: Multi-benefit Projects. Encourage the development of multi-benefit projects as part of new public facilities and services or upgrades to existing areas to improve water quality and support resilience while also enhancing communities.

Policy PS 3.4: Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.

Policy PS 3.5: Trees. Protect existing mature street trees, avoid over-pruning and promote additional tree plantings within County-led and funded projects.

Policy PS 3.6: Underground Utilities in Roadway Improvements. Consider the undergrounding of utility wires as part of applicable public roadway improvement projects to improve aesthetics and enhance resilience.

3.5 Economic Development Element

A. Introduction

The Economic Development Element supports the vision outlined in the SBAP by underscoring the importance of major employers within the Planning Area, particularly by establishing medical nodes around the Harbor-UCLA Medical Center and Providence Little Company of Mary – San Pedro. The West Carson TOD Specific Plan and focused growth areas in La Rambla further reinforce these medical nodes by providing opportunities for mixed-use development with housing, including senior and workforce housing and community-serving uses.

The Economic Development Element envisions repurposing large, underutilized sites, like Alpine Village into a lifestyle retail center and community amenity, fostering economic growth in the Planning Area.

Recognizing the evolving employment landscape, workforce development initiatives are supported to build a resilient workforce and support existing industries.

To address potential commercial displacement risks along key corridors, where small businesses are integral to community life, SBAP incorporates legacy business programs, aimed at preserving the unique identity of communities.

B. Background

The Planning Area emerged as a central hub for the aerospace and defense industries, including the establishment of LAX and

ECONOMIC DEVELOPMENT

Economic Development encompasses programs, policies or activities that seek to improve the economic well-being and quality of life for a community, bolster jobs, the local tax base, environmental sustainability, and social equity.

aviation manufacturing facilities like Northrop, located near Hawthorne Island. The aerospace and defense industries were supported by industrial and manufacturing facilities. This industrial growth, coupled with the area's proximity to major ports and the Alameda Corridor, gave rise to a strong logistics sector.

During the post-World War II and Cold War periods, the Planning Area underwent significant transformations. The decline of the aerospace industry led to a transition from a center of aerospace and defense to a more diversified economic landscape.

The medical and healthcare industries within the Planning Area were spurred by the early establishment of the San Pedro General Hospital (present-day Providence Little Company of Mary – San Pedro) in 1925 in La Rambla. Harbor-UCLA Medical Center, a public teaching hospital located in West Carson, also contributed to the Planning Area's health care and medical focus. Education remains a prominent focus of the Planning Area, which has several established educational districts, such as the Wiseburn School District and Lennox School District.

Notable institutions like El Camino College in Alondra Park/El Camino Village and Chadwick School in Westfield/Academy Hills provide employment opportunities.

Today the Planning Area contains numerous offices for company headquarters, research and development facilities, manufacturing, health care institutions, telecommunications, financial services, and international trade businesses.

KEY INDUSTRIES

Altogether, the SBAP communities employ 15,331 workers, based on 2020 data. Key employment sectors include educational services (23.1%), healthcare and social assistance (18.6%), accommodation and food services (9.1%), retail trade (8.1%), and construction (7.9%). Together, these sectors account for more than half (66.8%) of total employment in the Planning Area.

The majority of these jobs are concentrated in the eastern portion of the Planning Area, west of I-110, with significant economic activity centered in West Carson. Additionally, a density of employment is clustered in the northwestern portion of the Planning Area, near the I-405 and I-105 freeways in Del Aire, Wiseburn, Lennox, and Alondra Park/El Camino Village.

Major employers in the Planning Area include Harbor-UCLA Medical Center and El Camino College, among others. The southern portion of the Planning Area, specifically in La Rambla, includes a high concentration of jobs, primarily within the healthcare sector, facilitated by existing organizations such as Providence Little Company of Mary Medical Center. Lennox and Westfield/Academy Hills also

PLANNING AREA TOTAL JOBS BY COMMUNITY

- West Carson (8,384)
 - Alondra Park/El Camino Village (2,313)
 - Lennox (2,032)
 - Del Aire/Wiseburn (1,514)
 - La Rambla (498)
 - Westfield/Academy Hills (444)
 - Hawthorne Island (146)
- Total jobs (15,331)**

serve as job-rich areas in the educational services sector, due to the Lennox School District and Chadwick School.

The northwest portion of the Planning Area is notable for its concentration of transportation and warehousing sector jobs, a result of the historic presence of aviation, aerospace, and defense industries and supportive general manufacturing sectors. Intensive industrial land uses and warehousing along the I-110 and Alameda Corridor in West Carson serve as vital industrial and goods movement corridors, linking the Ports of Los Angeles and Long Beach to regional distribution centers in the Inland Empire and markets throughout Los Angeles County.

The communities of West Carson, Alondra Park/El Camino Village, and Lennox collectively represent 83% of total employment across the Planning Area. Additionally, job-rich areas can also be found in Del Aire and Wiseburn.

Employment Protection District Overlays

The Planning Area contains two Employment Protection Districts within the communities of West Carson and Lennox, established by the General Plan Land Use Element. 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. The SBAP is aligned with the General Plan and seeks to support these important employment areas.

RESIDENT WORKFORCE

A total of 30,015 Planning Area residents were employed in 2020, primarily within the fields of healthcare and social assistance (4,724 employed residents), education services (2,299), accommodation and food services (2,991), retail trade (2,898), manufacturing (2,630), and transportation and warehousing (2,434).

Compared to the wider South Bay (including incorporated cities), employed residents within the Planning Area have a relatively stronger presence in the retail trade industry (9.7% versus 8.8%), transportation and warehousing (8.1% versus 7.7%), and accommodation and food services (10% versus 8.2%). However, there are fewer Planning Area residents employed in the fields of professional, scientific, and technical services (6.5% versus 7.6%) and educational services (7.7% versus 8.1%) compared to the South Bay as a whole.

Educational attainment for residents in the Planning Area mirrors the employment landscape and diverse range of jobs offered. Of the residents within the Planning Area, the majority have higher-level education (43.7%),

including a college or an associate degree or have a bachelor's degree or advanced degree. This reflects the high percentage of "white collar" jobs within the Planning Area, in management/business/financial, professional, sales, and administrative support positions. Meanwhile, 35% of residents have attained a high school diploma or have education levels below high school.

REAL ESTATE MARKET CONDITIONS

Job-generating uses in the Planning Area are generally associated with three types of land uses –retail, office, and industrial.

Recent shifts toward remote work and the growth of e-commerce, as well as evolving lifestyle patterns, have decreased the demand for traditional office and retail spaces. The pandemic has significantly accelerated these changes in the commercial property sector, and the duration of this downturn remains uncertain.

Future commercial space, both retail and office, 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.

RETAIL

On a per capita basis, the South Bay (including incorporated cities), has more retail development compared to the broader County retail market and most national locations. This is due to the size of shopping centers, such as the Del Amo Fashion Center, South Bay Galleria, and Carson Outlets. The vast majority of retail shopping centers are not located with

the SBAP communities, and retail within the SBAP communities is corridor based and locally serving. However, the retail market has recently experienced some softening in rent prices and an increase in vacancies. When compared to the Los Angeles County retail market, the Planning Area slightly underperforms, with higher vacancy rates and average asking rents about 13% lower than the overall market.

Based on these shifts and behavioral changes during the COVID-19 pandemic, retail development in its current form will fundamentally change in the future. A current and evolving trend is reducing or even eliminating retail space.

OFFICE

The office market faces challenges, with rising vacancy rates and a decline in demand for traditional “Class A” office spaces. In contrast, there is a growing interest in creative office spaces, which frequently utilize industrial or repurposed buildings, suggesting new directions for development in the SBAP communities.

INDUSTRIAL

The Planning Area has a robust industrial sector, with one of the largest clusters of industrial space in the County. Its proximity to the Ports of Los Angeles and Long Beach makes it an ideal location for warehousing, distribution, and trade-related activities. The growing trend of online shopping continues to bolster the significance of the logistics sector in this region.

C. Issues and Opportunities

WORKFORCE TRAINING

A large share of Planning Area residents is employed in the manufacturing and transportation and warehousing (17.6% of total employment in 2020). There are several trends that are driving the transition from heavy and light industrial uses to cleaner industries, including more stringent environmental regulations to adopt cleaner practices to minimize environmental impact and automation.

Many of the manufacturing and transportation and warehousing jobs are in West Carson and Lennox and within the Planning Area’s two Employment Protection Districts. Within the Planning Area, these two industries have started to slightly decline in local employment (16.6% of total employment as of 2021).

A total of 35% of residents within the Planning Area have lower educational attainment, with at least a high school diploma. The communities of Lennox, West Carson, and portions of Alondra Park/El Camino Village and Del Aire/Wiseburn have higher instances of residents with limited education beyond a high school diploma.

Workforce development such as vocational training, professional advancement programs, and partnerships with local schools such as El Camino College and medical facilities can help the workforce adapt to the changing economy.

EMPLOYMENT CENTERS NEAR TRANSIT

The Planning Area includes major concentrations of employment near existing, high-frequency transit. These job clusters are

in West Carson near the West Carson station and in Del Aire and Lennox near the Aviation/I-105 and Hawthorne stations. The SBAP includes land use and zoning changes that encourage growth in these areas, allowing for more employment opportunities through commercial and mixed-use development.

Locating employment opportunities near transit can offer a variety of benefits including:

- Accessibility to job opportunities for a broad pool of potential employees, reducing transportation barriers.
- Transit-oriented employment hubs can stimulate economic development by fostering a concentration of businesses, services, and amenities.
- High-frequency transit networks can create stronger links between businesses, fostering collaboration, innovation, and knowledge sharing.
- Creates more livable and walkable communities, supporting local businesses and enhancing the overall quality of life for residents and workers.

SPOTLIGHT - ALPINE VILLAGE - RE-ENVISIONING INDUSTRIAL LAND

Alpine Village is a 14-acre property within 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 east. The 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. Alpine Village was recently sold and is now vacant, with the potential for redevelopment.

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. As a site with an existing General Plan land use of Light Industrial (IL), the property can be redeveloped as an industrial use. However, through community outreach for the project, the public shared feedback that there is no desire for the site to be redeveloped with an industrial use.



The Point, El Segundo, CA -Lifestyle Retail Center



SPOTLIGHT - LA RAMBLA - HOUSING NEAR COMMUNITY-SERVING AND MEDICAL USES

La Rambla includes a significant medical node along 6th Street anchored by Providence Little Company of Mary Medical Center. The medical campus is a key employment hub, attracting over 561,000 visits annually. Based on the market and existing development, there appears to be opportunity to enhance the area with new mixed-use development that encourages healthy lifestyles through design and programming.

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. Medical campus planning may have a passive recreation element (e.g., trail systems), fitness center, senior housing, and other public amenities to encourage wellness uses. RHNA sites targeted by the SBAP for redesignation/rezoning could potentially support this redevelopment.

REIMAGING RETAIL IN THE PLANNING AREA

A shift in the retail market creating underutilized retail spaces provides an opportunity for potential redevelopment. An emerging strategy is to promote lifestyle retail centers with a focus on creating a mix of complementary uses that can improve economic development and serve community needs.

While vacant land in the Planning Area is scarce, underutilized sites and vacant properties, such as Alpine Village, offer unique development opportunities for community amenities. The 14-acre property includes seven vacant buildings and over 65,000 square feet of commercial space.

To support the revisioning of the site as a new community amenity, the SBAP project facilitates updates to the General Plan Land Use and zoning of the Alpine Village site from IL to commercial and establishes a vision for redevelopment of the property as a lifestyle retail center with the adaptive reuse of the existing commercial buildings for new

commercial uses. The lifestyle retail center has the potential to be anchored by a traditional full-size or mini food hall, reflecting the legacy use of food and beer consumption on the property, as well as a creative office space component and various open space amenities.

MEDICAL EMPLOYMENT NODES

The concentration of medical and healthcare employment in the Planning Area is primarily attributed to the Harbor-UCLA Medical Center in West Carson and Providence Little Company of Mary – San Pedro in La Rambla.

The West Carson TOD Specific Plan (2019) identifies opportunities for transit-supportive infill development that supports the intensification and expansion of the Harbor-UCLA Medical Center and includes increased housing opportunities and employment-generating uses. In addition, the expansion of the 72-acre Harbor-UCLA Medical Center includes 550,000 square feet of medical services, warehouse space, laboratories, and various supporting facilities, providing additional employment opportunities to West Carson and the Planning Area.

Housing Element sites identified for La Rambla, particularly around the Providence Little Company of Mary Medical Center, present opportunities for mixed-use developments that promote healthy lifestyles. These developments could include diverse retail, medical office, hotel, and residential offerings.

La Rambla includes a significant medical node along 6th Street anchored by Providence Little Company of Mary Medical Center. 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. Medical campus planning may have a passive recreation element (e.g., trail systems), fitness center, senior housing, and other public amenities to encourage wellness uses. RHNA sites targeted by the SBAP for redesignation/rezoning could potentially support this redevelopment.

COMMERCIAL DISPLACEMENT

Throughout the Planning Area, there are numerous corridors that largely consist of older commercial development. The SBAP envisions new mixed-use places along corridors and surrounding key transit nodes where people can live, work, and play in the same area. This strategy involves land use and policy changes to guide future slightly higher-intensity residential and commercial development in strategic mixed-use locations, while preserving existing community character by maintaining compatible densities and land use patterns in the surrounding areas.

However, the displacement of existing commercial businesses in the SBAP communities along corridors due to market shifts and new development is a concern given the variety of existing neighborhood businesses such as groceries, restaurants, personal services (e.g., hair salons), and pharmacies that play important community roles. These businesses provide neighborhoods with goods, services, and amenities that residents rely on. In low-income, disadvantaged neighborhoods, small businesses also tend to be owned by immigrants or minority groups and to be

independent or family-owned operations, which are more likely to employ local residents.

The SBAP includes tools to support existing neighborhood businesses, such as a legacy business preservation program. These types of programs are designed to preserve older, established businesses that contribute to neighborhood character. Potential program elements include providing businesses with grants, technical assistance, or other marketing and branding services.

Economic Development Element Goals and Policies

DIVERSE INDUSTRIES AND ADAPTABLE WORKFORCE

Goal ED 1 A thriving economy in the South Bay with a resilient and adaptable workforce.

Policy ED 1.1: Diverse Industries. Promote the continued growth of existing industry sectors within the Planning Area to maintain employment diversity. Facilitate regular engagement with existing industry sectors to understand their needs and growth potential.

Policy ED 1.2: Workforce Training. Support programs and training that enhance the skills and capabilities of the local workforce to align with the needs of diverse industries.

Policy ED 1.3: Education and Training Partnerships. Coordinate the activities of key regional workforce development system stakeholders, community colleges, businesses, K–12 institutions, and philanthropic partners.

Policy ED 1.4: Continuing Education. Promote continuing education and higher education opportunities for workers already in the workforce.

TRANSIT ACCESSIBLE EMPLOYMENT

Goal ED 2 Maximize the advantages of the strategic regional location and proximity to a well-connected transportation network to enhance access to job opportunities.

Policy ED 2.1: Transit. Promote the location of key industry clusters and employment hubs near transit-rich areas.

Policy ED 2.2: Employment Hubs. Enhance the attractiveness of transit-accessible employment hubs by incorporating amenities such as cafes, retail spaces and recreation areas, to create a more desirable work environment.

Policy ED 2.3: Collaboration. Facilitate collaboration between public transit agencies and businesses to jointly invest in the development of transit-centric employment hubs, contributing to infrastructure and amenities.

COMMUNITY FOCUSED DEVELOPMENT

Goal ED 3 Cultivate vibrant, inclusive, and purposeful spaces that enhance the overall well-being and connectivity of the community.

Policy ED 3.1: Community Destinations. Facilitate the redevelopment of large opportunity sites to support a mix of uses that provide community destinations and amenities.

Policy ED 3.2: Community Outreach. Support the re-envisioning of large sites through outreach with the community to understand the desired uses for the sites.

Policy ED 3.3: Mixed-Use Development. Enhance the Planning Area with new mixed-use development that seeks to maintain community-serving uses while encouraging healthy lifestyles through design and programming.

LOCAL BUSINESS SUPPORT

Goal ED 4 Support existing local and legacy businesses who contribute to the community identity of the Planning Area and provide local jobs.

Policy ED 4.1: Resources. Provide legacy businesses in focused growth areas with a variety of resources to ensure their continued presence and success.

Policy ED 4.2: Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.

Policy ED 4.3: Development Transparency. Ensure transparency in the development process through outreach by providing local businesses with clear information about upcoming projects.

3.6 Historic Preservation Element

A. Introduction

The Historic Preservation Element aims to identify goals and policies to guide the Planning Area's historic and cultural resources to help improve the built environment and encourage an appreciation of the Planning Area's identity, history, and culture.

B. Background

The history of the Planning Area begins with its native people, the Gabrielino or Tongva, who have occupied the region for thousands of years. The following background describes the historical development of the Planning Area, beginning with the Spanish period established in the late eighteenth century, the ranchos and agricultural development during the Mexican period (1821–1848), and residential, commercial, industrial, and institutional development during the American period (1848–present).

AGRICULTURAL DEVELOPMENT

The agricultural history of the Planning Area began with the division of ranchos under Spanish rule, shaping the land use and development patterns in Los Angeles County. This era saw the rise and fall of the hide and tallow cattle industry, a cornerstone of Southern California's economy until the 1860s. The collapse of this industry, hastened by natural disasters and the California Lands Act of 1851, led to the subdivision of the ranchos. Agriculture evolved, with the introduction of vineyards, citrus orchards, walnut trees, and other crops. The South Bay region became

known for its strawberries, hay, barley, lima beans, celery, and poultry farming. From the early twentieth century, this region transformed into a hub of commercial agriculture, with Los Angeles County becoming the top agricultural county in the United States between 1909 and 1949.

COMMERCIAL DEVELOPMENT

Commercial development in the Planning Area coincided with residential and industrial growth, particularly in Alondra Park/El Camino Village, Lennox, and West Carson. The expansion of major commercial thoroughfares was driven by the growing population and the construction of single-family residential tracts during the 1940s through the 1960s. The advent of the car brought about a decentralization of commercial properties, leading to a landscape dominated by small, locally owned businesses despite the presence of big-box stores and supermarket chains. However, areas like Del Aire, Hawthorne Island, La Rambla, Westfield/Academy Hills, and Wiseburn experienced a dearth of commercial properties, forcing residents to travel outside their community for basic needs.

INDUSTRIAL DEVELOPMENT

The Planning Area's industrial development over the last 150 years has been significantly influenced by railroads, oil and gas, and manufacturing sectors like chemicals, rubber, and aviation. Key infrastructures like the Port of Los Angeles, LAX, and major freeways facilitated the movement of goods and spurred job creation. However, this industrial boom also embedded a legacy of environmental

injustice, particularly impacting communities of color.



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 (indicated with red arrow). Lennox is to the west of Imperial Highway (1-405) but is not visible in this photograph.

Source: USC Digital Library. Los Angeles Examiner Photographs Collection.

RESIDENTIAL DEVELOPMENT

The residential landscape of the Planning Area is characterized by post-World War II single-family tract developments. Unlike more centrally located areas in Los Angeles County, this region's development predated the railroad but didn't see significant growth until later. The architecture predominantly reflects postwar styles. However, the Planning Area is also marked by a history of discriminatory housing practices, including the impacts of redlining. Perhaps one of the most noteworthy characteristics of the current SBAP communities is the small number of public housing or large-scale multifamily residential developments.

EDUCATION

Educational development in the Planning Area spans the construction of schools and the prevailing segregation practices. The area houses various school districts, including the Lennox School District, Wiseburn Unified School District, Lawndale Elementary School District, and El Camino Community College District. Throughout the twentieth century, primary and secondary school designs and layouts focused on natural light, fresh air, and outdoor spaces in school design. The presence of El Camino College has been a significant educational landmark since 1947. The history of civil rights and social justice movements deeply intertwines with educational development, reflecting the ongoing struggle against systemic racism.



The "Make Love not War" mural, painted by Laura Medrano, is located 11048 South Inglewood Avenue in Lennox.

CIVIL RIGHTS AND SOCIAL JUSTICE

The Planning Area's development has been linked with civil rights and social justice movements, with African Americans, Latinos, and Asian-Americans playing crucial roles in shaping its history. Events that had a countywide impact, like the Watts Uprising and the Chicano Moratorium, highlight the community's response to racism and inequality. Although specific sites of protest within the SBAP communities are not well documented, their impact on broader Los Angeles County is undeniable.

PUBLIC HEALTH AND MEDICINE

The history of public health in the Planning Area mirrors the broader inequities in healthcare access. Hospitals like the Harbor-UCLA Medical Center have been pivotal in addressing these disparities. However, the area still faces challenges in healthcare accessibility and equality.

CIVIC DEVELOPMENT

The Planning Area has limited civic development, with few libraries, police stations, and fire stations. This scarcity reflects a broader trend in the area's development, where civic facilities are often located just outside community boundaries.

PUBLIC ART, MUSIC, AND CULTURAL CELEBRATIONS

Public art, music, and cultural celebrations, unlike many other themes of the Planning Area's development, have functioned as a direct and often immediate reflection of the community. Art, music, and cultural events have often been directly created by community members and can thus function as visual representations of a community's culture, history, and identity. Public art can be made in any media form, and it is created with the intention of being visually and physically accessible to the public. Within the Planning Area, public art often takes the form of murals reflecting religious or cultural figures, or those important to community members. Cultural celebrations within the SBAP communities have historically included parades, art shows, music concerts, and other cultural events. Frequently, these events encouraged community unity and often were grassroots

SPOTLIGHT - LENNOX COMMUNITY

Lennox has the widest array of resource types across SBAP communities. Lennox is situated among major transportation arteries, such as the I-405 freeway, I-105 freeway, and LAX, which makes it a desirable location for development. Annexation efforts by neighboring cities over the years have decreased Lennox's land area and changed its community borders. New adjacent development, such as So-Fi Stadium in Inglewood to the north, have also impacted affordability and congestion in the community. As a result of these factors, Lennox appears to be experiencing rapid change, and a historic resources survey would be a valuable planning tool to address the preservation of historic resources in the face of these changes. In addition, during the development of "Our Community Vision" in Lennox in 2010, members of the community identified the preservation and restoration of historic buildings as a primary community goal in public workshops. A Historic Resources Survey would aid in the identification of specific sites associated with environmental injustice and community activism, civil rights and social justice, legacy business, and other potentially eligible properties. The survey would ensure that potential historical resources are documented and that recommendations are made for their preservation.

events funded and organized by community members.

CURRENT STATUS OF HISTORIC PRESERVATION

Overall, the Planning Area has a lack of designated landmarks, with only one County-designated landmark located within the SBAP: Alpine Village (833 West Torrance Boulevard) in West Carson. There are also two buildings at El Camino College in Alondra Park/El Camino Village that are listed in the California Register of Historical Resources (since demolished). In addition, the residence at 175 West 204th Street in West Carson was identified in the Office of Historic Preservation's Built Environment Resources Directory (BERD) as requiring reevaluation using current professional standards because it was designated prior to January 1998. Additional research, however, did not identify any existing documentation or registration of this property as a California Point of Historical Interest. Issues and Opportunities

The Planning Area has several opportunities and challenges regarding historic preservation. Many of these are not unique to the Planning Area and are applicable countywide. Countywide challenges include high County nomination fees and limited financial resources for covering these fees, as well as costs associated with the Certificate of Appropriateness and compliance with the Historic Preservation Ordinance (HPO) for maintaining designated properties. To alleviate this, the Mills Act Program, established in 2013, helps offset the maintenance and restoration costs of qualified historic properties through property tax savings. The HPO, adopted in 2015, is designed to ensure the

SPOTLIGHT - LA RAMBLA

La Rambla, which has the greatest concentration of properties pre-dating World War II, and West Carson, which also has a wide variety of property types and continues to face the impacts resulting from environmental injustice and industrial development on its built environment, may also be prioritized. Further, to streamline the nomination process, focused historic context statements, which may group resources that share common themes or geographies, may also be conducted. These focused historic context statements may include storefront churches (Planning Area); sites associated with the legacy of environmental injustice, including sites of community activism (Planning Area, particularly Lennox and West Carson); and Ranch and Contemporary homes (Westfield/Academy Hills).

preservation of Landmarks and Historic Districts within the County. However, there are increasing pressures from redevelopment and a notable absence of a demolition notice provision in the HPO.

Within the Planning Area, there is a lack of communitywide historic resource surveys, making it difficult to ascertain which resources are eligible for protection. However, **Appendix B (SBAP Historic Context Statement)** establishes the groundwork for future surveys and identifies priority survey areas and sites (i.e., the Study List) for evaluation for designation eligibility.

Historic Preservation Element Goals and Policies

Goal HP 1 Preserved historic resources in the Planning Area that support community character and identity.

Policy HP 1.1: Property/District Nomination and Evaluation. Increase County designations by encouraging community stakeholders in the Planning Area to nominate properties/districts and provide technical assistance to help them through the nomination process with special attention to properties identified in the South Bay Area Historic Context Statement Study List and properties identified through stakeholder input.

Policy HP 1.2: Historic Resources Survey. Prioritize historic resources survey efforts in Lennox as it is experiencing the most rapid change and with the greatest number of resources that may be at risk for demolition.

Policy HP 1.3: Focused Historic Context Statements. Streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements.

Policy HP 1.4: Steward Existing Historic Resources. Work with owners of designated or eligible properties in the Planning Area, particularly Alpine Village, to best accommodate new land uses while maintaining integrity and character-defining features.

Goal HP 2 A Planning Area with a sense of place, identity, and history.

Policy HP 2.1: Sense of Place. Encourage a sense of place in the Planning Area through prioritizing initiatives for signage programs and design standards that bolster community identity and communicate historic significance based on the results of the stakeholder input.

Policy HP 2.2: Historical Interpretation. Through public outreach, identify commercial or industrial corridors, residential streets, and individual sites that may not retain sufficient integrity or garner enough owner support to warrant designation as individual landmarks or historic districts but may still warrant historical interpretation.

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- 4.1 Alondra Park/ El Camino Village
 - 4.2 Del Aire
 - 4.3 Hawthorne Island
 - 4.4 La Rambla
 - 4.5 Lennox
 - 4.6 West Carson
 - 4.7 Westfield/Academy Hills
 - 4.8 Wiseburn
-



CHAPTER 4: COMMUNITY-SPECIFIC GOALS AND POLICIES

Chapter 4 presents a community-specific vision for the South Bay Planning Area (Planning Area). This Chapter provides targeted goals and policies that build upon the six elements of this plan for each of the eight unincorporated communities (SBAP communities), which include Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn.

Acknowledging that each SBAP community has its own unique sense of character and set of challenges and opportunities, this Chapter provides an overview of each SBAP community, including the location, setting, and key socioeconomic data. A summary of issues and opportunities is presented by SBAP community as context for the vision, goals, and policies that speak individually to each of the communities. This Chapter

should be reviewed in conjunction with **Chapter 3 (Areawide Goals and Policies)**.

In addition, this Chapter builds upon the policies in the General Plan, the Park Needs Assessment, the Southern California Association of Governments Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Community Strategy, and other applicable County and regional plans that address community level planning concerns as discussed in **Chapter 1 Introduction**.

4.1 Alondra Park/El Camino Village

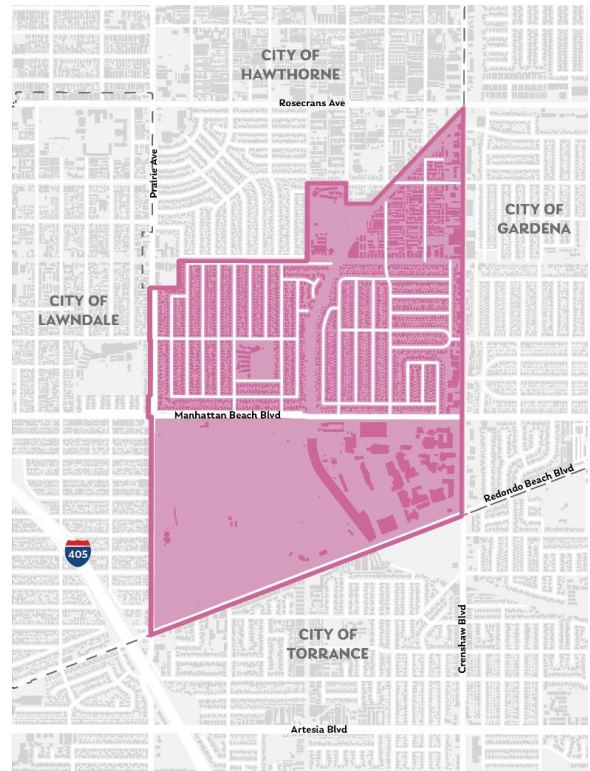
Community Snapshot

LOCATION AND SETTING

Alondra Park/El Camino Village is an approximately 1.14 square mile unincorporated community situated between Rosecrans Avenue and Redondo Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard, as shown in **Figure 4-1: Alondra Park/El Camino Village**.

The community is surrounded by four cities: Hawthorne to the north, Gardena to the east, Torrance to the south, and Lawndale to the west. The I-405 freeway runs south of the community demarcating a boundary with the City of Torrance.

Figure 4-1: Alondra Park/El Camino Village



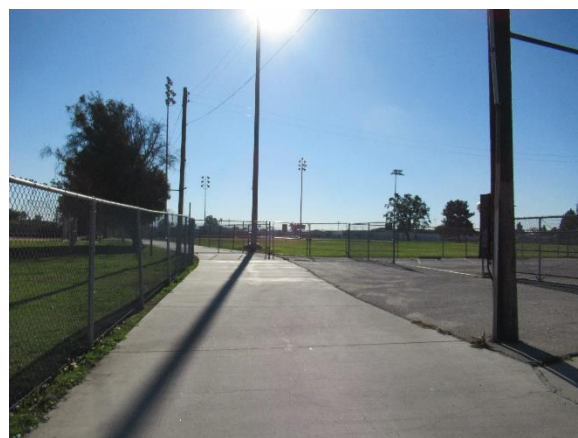
Residential Neighborhood in Alondra Park/El Camino Village

Alondra Park/El Camino Village is a primarily residential community with Crenshaw Boulevard as the community's primary commercial corridor. The bulk of the single-family residential uses are centrally located within the community (north of Manhattan beach Boulevard and South of Marine Avenue). A significant portion of these homes, particularly those constructed between 1939 and 1964, are recognized as World War II and Postwar tract housing. The northern corner of Alondra Park/El Camino Village, historically graded as Red "D" (hazardous) by the Home Owners' Loan Corporation (HOLC), discussed in depth in **Chapter 2 Planning Area Snapshot**, showcases larger parcel sizes and denser, multifamily residential uses constructed in the post-1950s era. Overall, the blend of architectural styles and land uses in Alondra Park/El Camino Village reflect the community's unique history and development, which was influenced by housing trends and urban planning decisions in the mid-twentieth century.

El Camino Community College, a major educational institution is located south of Manhattan Beach *Boulevard*, along with Alondra Community Regional Park, a 53-acre park and golf course. The Laguna Dominguez Bike Path is a paved off-street bicycle trail that runs north/south through the center of the community atop the Dominguez Channel levee. Other notable community facilities include Mark Twain Elementary School and Bodger Park.



Alondra Community Regional Park



Bodger Park



Mark Twain Elementary School

COMMUNITY PROFILE

Figure 4-2: Community Profile – Alondra Park/El Camino Village shows a graphic summary of key socioeconomic 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, Native American, and Asian population, reflected in its high diversity index score of 89.5. The total estimated population of this community is approximately 8,520 people,²¹ 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 Native American, and 0.2% self-identify as Pacific Islander.²²

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%). The median household income is \$72,886, somewhat lower than the County median of \$79,329.

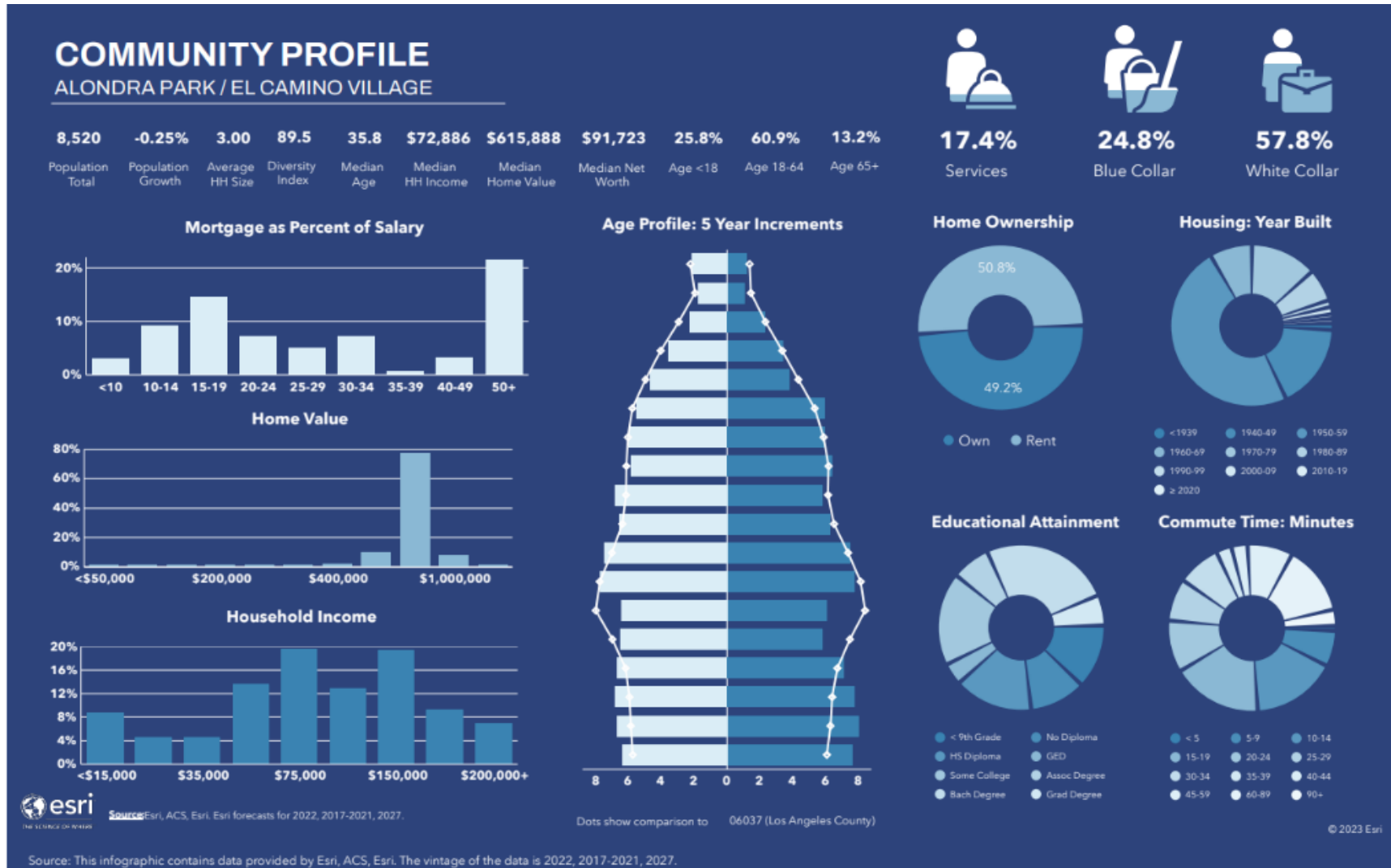
Approximately half of the residents of Alondra Park/El Camino Village are homeowners (49.2%) while the other half are renters (50.8%). Over 20% of homeowners spend more than 50% of their income toward their mortgage; however, most homeowners spend under 30% of their income toward mortgage.

²¹ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

²² Los Angeles County Department of Public Works (2021). “Community Profiles and District Maps

Catalog.” <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>

Figure 4-2: Community Profile - Alondra Park/El Camino Village



Alondra Park/El Camino Village Issues and Opportunities

Land Use

- The County's Housing Element identifies parcels for General Plan land use and zone changes to mixed-use along Crenshaw Boulevard. Crenshaw Boulevard is an existing commercial corridor where there are opportunities to bring in mixed-use, gentle density to support the local businesses.
- With the potential for new mixed-use development along Crenshaw Boulevard, there are opportunities for context specific development standards along Crenshaw Boulevard south of Marine Avenue to respond to the surrounding lower density residential neighborhood.

Mobility

- Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard have been identified as Vision Zero Concentration corridors due to high rates of pedestrian and bicycle collisions.
- Existing pedestrian and bicycle infrastructure in Alondra Park/El Camino Village needs expansion to improve walking and biking environment for pedestrians, especially along Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard. The County is proposing additional Class II and Class III facilities on Prairie Avenue, Manhattan Beach Boulevard, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue.
- Opportunity to collaborate with agencies, such as City of Redondo Beach and SBCCOG for active transportation infrastructure improvements.
- Additional infrastructure to provide sufficient streetlight coverage is needed on the eastern side of El Camino College on Crenshaw Boulevard to facilitate safe pedestrian connections.

Conservation, Open Space, and the Environment

- Alondra Park/El Camino Village is a very high park need community, despite the presence of Alondra Community Regional Park, a 53-acre park and golf course. Access to this existing community amenity should be improved, including the removal of fencing along certain portions of the park.

Public Services and Facilities

- Access to the Laguna Dominguez Trail, a paved off-street bicycle public facility that runs north/south through the center of the community atop the Dominguez Channel levee, needs improvement to provide additional recreational opportunities for the community.
- Alondra Park/El Camino Village includes focused growth areas. It will be important to coordinate public services and facilities with development over time.

Economic Development

- Food trucks and vendors on Crenshaw Boulevard provide jobs for the community. The community is supportive of these vendors and wants to ensure these informal and active uses remain. Streetscape infrastructure and the temporary activation of vacant lots would help support vendors.
- The addition of new small businesses can provide new cultural and artistic opportunities for the community.

- Existing and legacy businesses can be preserved along Crenshaw Boulevard through approaches like incremental infill development or the integration of legacy businesses into new development.

Alondra Park/ El Camino Village Vision

*Alondra Park/El Camino Village is a thriving community with **focused growth** along Crenshaw Boulevard that provides additional housing opportunities with commercial amenities, while also **preserving small and legacy businesses**. New development is **appropriately scaled** to respect the character and scale of the surrounding residential community. New businesses contribute to the **cultural and artistic vibrancy** of the neighborhood and a vibrant public realm **supports small businesses**, including vendors. A robust active transportation network prioritizes bicycle and pedestrian modes, and ensures **safe connections** to destinations, parks, and open spaces.*

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 approaches along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or facilitate the integration of legacy businesses in new developments.

Policy 1.3: 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.

Policy 1.4: 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.

Goal 2 *A community where arts and culture are 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, small studios, etc.

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: Bicycle Facility Expansion. Support the expansion of Class II and Class III facilities on Prairie Avenue, Manhattan Beach Boulevard, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue.

Policy 3.3: 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.

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 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 smaller, accessible parks and green spaces for the community, such as along Crenshaw Boulevard.

Policy 4.5: 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.

4.2 Del Aire

Community Snapshot

LOCATION AND SETTING

As illustrated in **Figure 4-3: Del Aire**, Del Aire lies directly southwest of the I-405/I-105 freeway interchange, east of Los Angeles Air Force Base, and northwest of the Wiseburn community. Major corridors within the community include Aviation Boulevard, La Cienega Boulevard, and El Segundo Boulevard. Del Aire is served by the Metro C Line (formerly the Green Line) via the Aviation/LAX Station and by several bus lines.

Del Aire is made up of predominantly residential uses, with some mixed-use development located primarily on the east side of Aviation Boulevard. One portion of the community, located west of La Cienega

Figure 4-3: Del Aire



Boulevard and south of the I-105 freeway, includes National University and high-density



Residential Neighborhood in Del Aire

residential development. Del Aire Park, the only park in the community, is located along Isis Avenue, north of El Segundo Boulevard.

Del Aire is characterized by clusters of similarly aged buildings. The northern part of the community, particularly north of 122nd Street and west of the I-405 freeway, between Tahoe Avenue and the western boundary, predominantly features residential buildings constructed in the 1940s. This pattern of uniformity in building age and style in Del Aire is closely linked to historic “redlining” practices and the 1939 grades given by the HOLC, with the area receiving Blue “B” (still desirable) grades. Del Aire’s Blue grading, which equated to a “still desirable” neighborhood, influenced the development of larger homes, bigger lots and more street trees than redlined communities like Wiseburn, which is located south of Del Aire, which features smaller homes developed closer together.

There’s a general lack of new post-1970 construction in Del Aire, except for a cluster of development in the northeast portion of the community adjacent to the I-105 and I-405 freeways, which includes a business center, a County courthouse, and a dense multifamily development.

COMMUNITY PROFILE

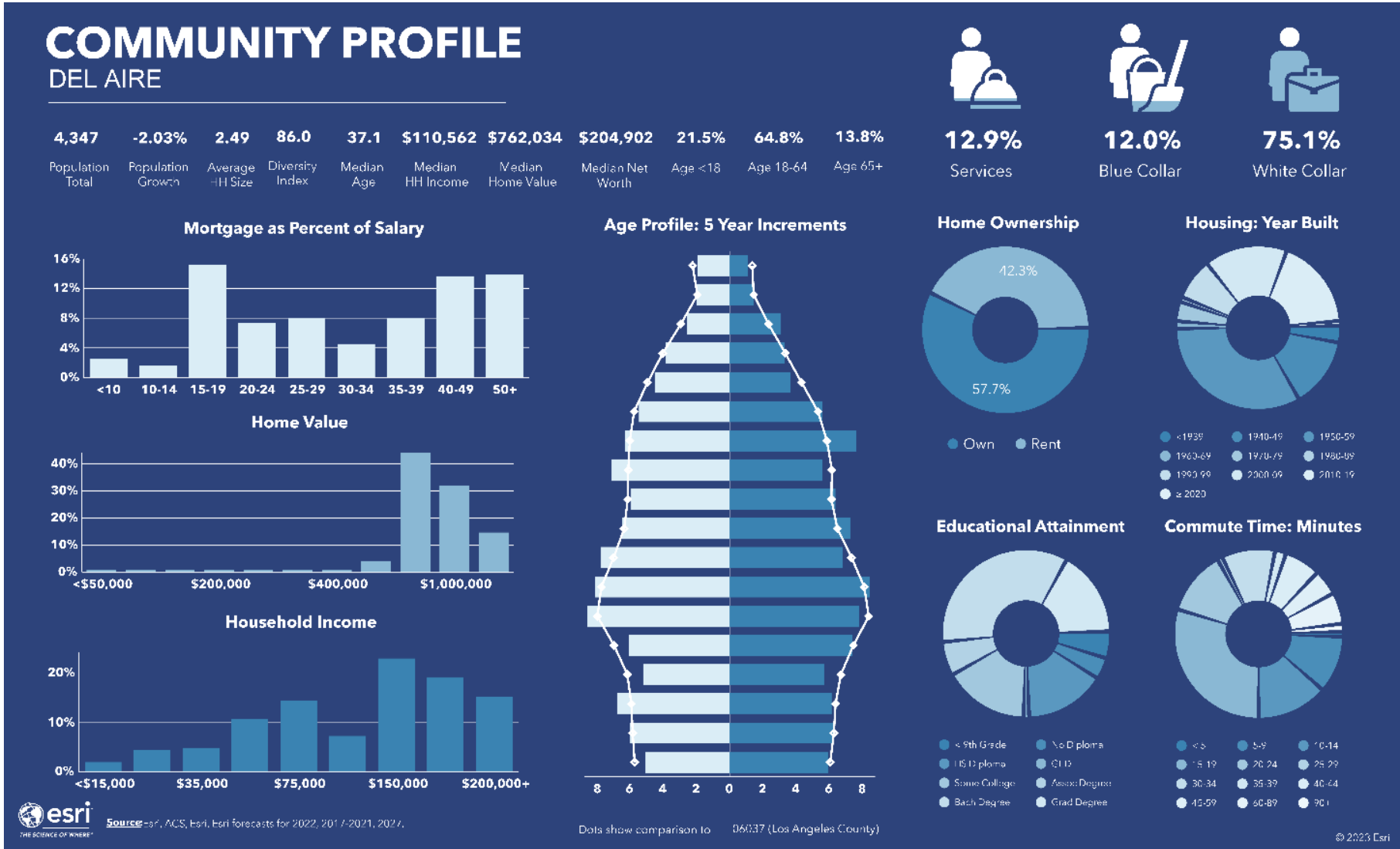
Figure 4-4: Community Profile – Del Aire shows a graphic summary of key socioeconomic data for the community of Del Aire. Based on American Community Survey (ACS) estimates in 2021, Del Aire has a population of about 4,347 and a population growth rate of -2.03%, meaning its

population is steadily declining. The racial/ethnic composition of Del Aire is predominantly White (40.3%) and Hispanic/Latino (37.9%) with smaller proportions of Asian (14%), Black (6.5%), Pacific Islander (1%), and Native American (0.3%) residents. The median age in Del Aire is 37.1 years and 21.5% of the population is under the age of 18. The average household size is 2.49 people which is significantly smaller than the average household size of unincorporated Los Angeles County at large (3.30).

The five primary sectors in which Del Aire residents are employed are service industries (47.9%), government (20.6%), manufacturing (9.1%), retail trade (6.9%), and transportation and utilities (5.1%). Just over 3/4 of Del Aire residents are considered white-collar workers while 12% are considered blue-collar and 12.9% are service workers. The median household income is \$110,562 which is significantly higher than the countywide median of \$79,329.

More than half of Del Aire residents own their home (57.7%) and about 37% of these homeowners spend 35% or more of their income on mortgage payments, meaning they are cost-burdened. The remainder of Del Aire residents rent their home (42.3%), but data on rental housing costs in Del Aire is limited.

Figure 4-4: Community Profile - Del Aire



Del Aire Issues and Opportunities

Land Use

- The County's General Plan – Planning Areas Framework identifies the northwest portion of Del Aire as a Transit Center Opportunity Area for focused growth due to the Aviation/LAX C Line station. There is an opportunity to explore the potential for more commercial development and housing, including diverse housing types and Missing Middle housing types in proximity to high-frequency transit.

Mobility

- Based on community outreach, pedestrian and bicycle safety is a concern among residents, particularly for children, and safer routes to schools are needed. There are no existing bicycle facilities within Del Aire; however, Class I, II, and III facilities are currently proposed in the northwestern area of Del Aire. Gaps in the proposed bicycle network will be present in the southeastern area of the community, as well as a Class II gap on El Segundo Boulevard and Rosecrans Avenue.
- Del Aire is one of the few communities in the Planning Area with high-frequency transit served by the Metro C Line and Aviation/LAX Station. To improve multimodal connections to and from the Aviation/LAX station, first and last mile connections need to be improved. The City of El Segundo's Aviation Corridor Plan identifies opportunities to improve safety and accessibility to the station and schools along Aviation through a north/south multi-use trail.
- Judah Avenue south of 118th Street is significantly wide for a four-lane undivided roadway, which causes unsafe travel speeds along the residential corridor. Appropriate roadway and intersection treatments should be identified to regulate vehicular travel speeds and improve safety for all travel modes.
- The I-405 freeway divides the community and limits east-west access and connections.

Conservation, Open Space, and the Environment

- Del Aire Park is the only park in the community along Isis Avenue, north of El Segundo Boulevard. Improve community access to Del Aire Park and identify additional opportunities for green and open space within the community.
- There is an opportunity to support the reuse of excess land originally acquired for the I-105 freeway project but was not used in the final project for housing, schools, parks, open space, community facilities, or economic development, per the I-105 Consent Decree Housing Plan.

Public Services and Facilities

- Safe Routes to School Program (SRTS) for the Del Aire Elementary School would promote safer walking and biking to school through infrastructure improvements, enforcement, and education.

Economic Development

- The community expressed a lack of accessible retail within walking distance. Select parcels fronting Aviation Boulevard have a Mixed Use (MU) General Plan Land Use designation. There are opportunities to promote small retail establishments and small-scale development through mixed-use development.

Del Aire Vision

*Del Aire is an inclusive community that seamlessly **integrates housing options and mixed-use development** with high frequency transit, community-services, and amenities. Missing middle housing options are provided, which foster community diversity. The community has a strong **network of safe walking and biking infrastructure** to connect residents to amenities such as the Aviation/LAX station, schools, and commercial businesses. **East/west connections are reestablished** for the community, enhancing connectivity, and mitigating access barriers originally created by the I-405 freeway.*

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 in the form of 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: Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on existing building height and neighboring low-scale residences.

Policy 1.3: Community Services and Facilities. Encourage community services and public accessible community gathering spaces as part of new development and existing County or Metro properties to provide neighborhood amenities within walking distance of existing and future residents.

Policy 1.4: Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers against freeways and industrial uses along the following areas:

- Along Aviation Blvd.
- Along 116th Street
- Between Aviation/LAX station and residential community
- Between industrially zoned areas and residential community

Policy 1.5: Mixed-Use Development. Encourage mixed-use development along Aviation Blvd. with ground floor locally serving retail, restaurants, grocery, businesses, and community-serving uses.

Policy 1.6: Light Industrial Area Visioning. Explore future visioning for the transformation of the light industrial area in northeast Del Aire as properties become vacant or underutilized over time, including introducing new uses and improving connectivity to the surrounding residential community.

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

Policy 2.2: Multi-Use Trail. Prioritize the implementation of a Class I Multi-Use trail on the westside 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 through the installation of 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.

Policy 2.4: Park Access. Improve access to/from Del Aire Park, as well as future open spaces in the community.

Policy 2.5: Improved Connectivity. Explore opportunities to reestablish east/west connections within the community given the presence of the I-405 freeway.

Policy 2.6: Agency Collaboration. Collaborate with the City of Los Angeles and City of El Segundo to implement improvements to the Aviation/Imperial Station and along Aviation Blvd.

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 proximity to the LAX/Aviation Station to create more park/green space for the community. New development should be encouraged to integrate green spaces that may be enjoyed by new and existing community members.

Policy 4.2: I-105 Freeway Buffer Parks. Explore implementation of the I-105 Consent Decree by partnering with County departments and Caltrans to jointly pursue grants to plan for and construct parks and open space within the I-105 freeway buffer.

4.3 Hawthorne Island

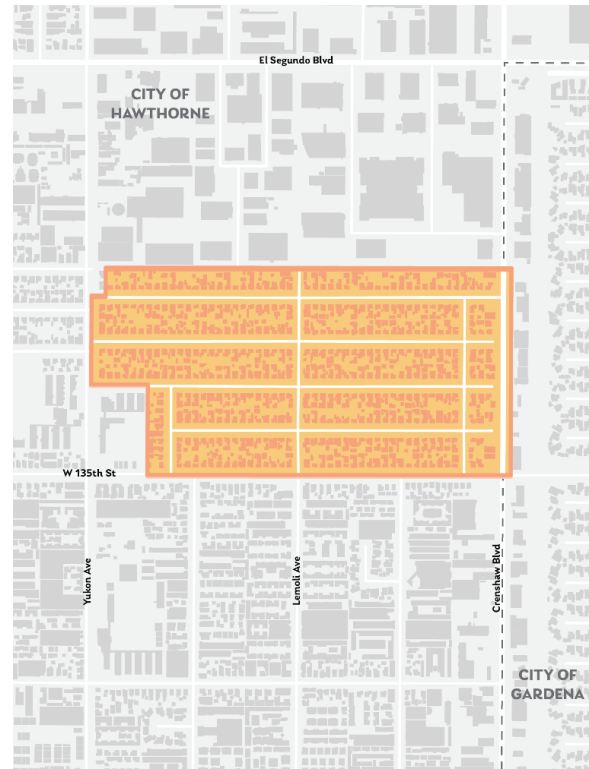
Community Snapshot

LOCATION AND SETTING

Hawthorne Island is located directly west of Crenshaw Boulevard between West Rosecrans Avenue and West 135th Street as shown in **Figure 4-5: Hawthorne Island**. 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.

Hawthorne Island is a predominantly residential community, developed almost entirely as a residential tract development.

Figure 4-5: Hawthorne Island



Single-family residential neighborhood in Hawthorne Island

Buildings were constructed between 1939 and 1964, which are recognized as World War II and Postwar tract housing. A thin strip of commercial uses front Crenshaw Boulevard along the eastern border of the community, built mostly in the 1950s. There has been very little new development in Hawthorne Island since the 1980s, with only a few newer buildings scattered throughout the community.

COMMUNITY PROFILE

Figure 4-6: Community Profile – Hawthorne Island shows a graphic summary of key socioeconomic 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.²³ Residents have a 53.7% rate of homeownership, of which the majority spend less than 30% of their income toward their mortgage. Average gross rent is \$1,783 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 service 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 between 25%–29% of their income toward their mortgage.



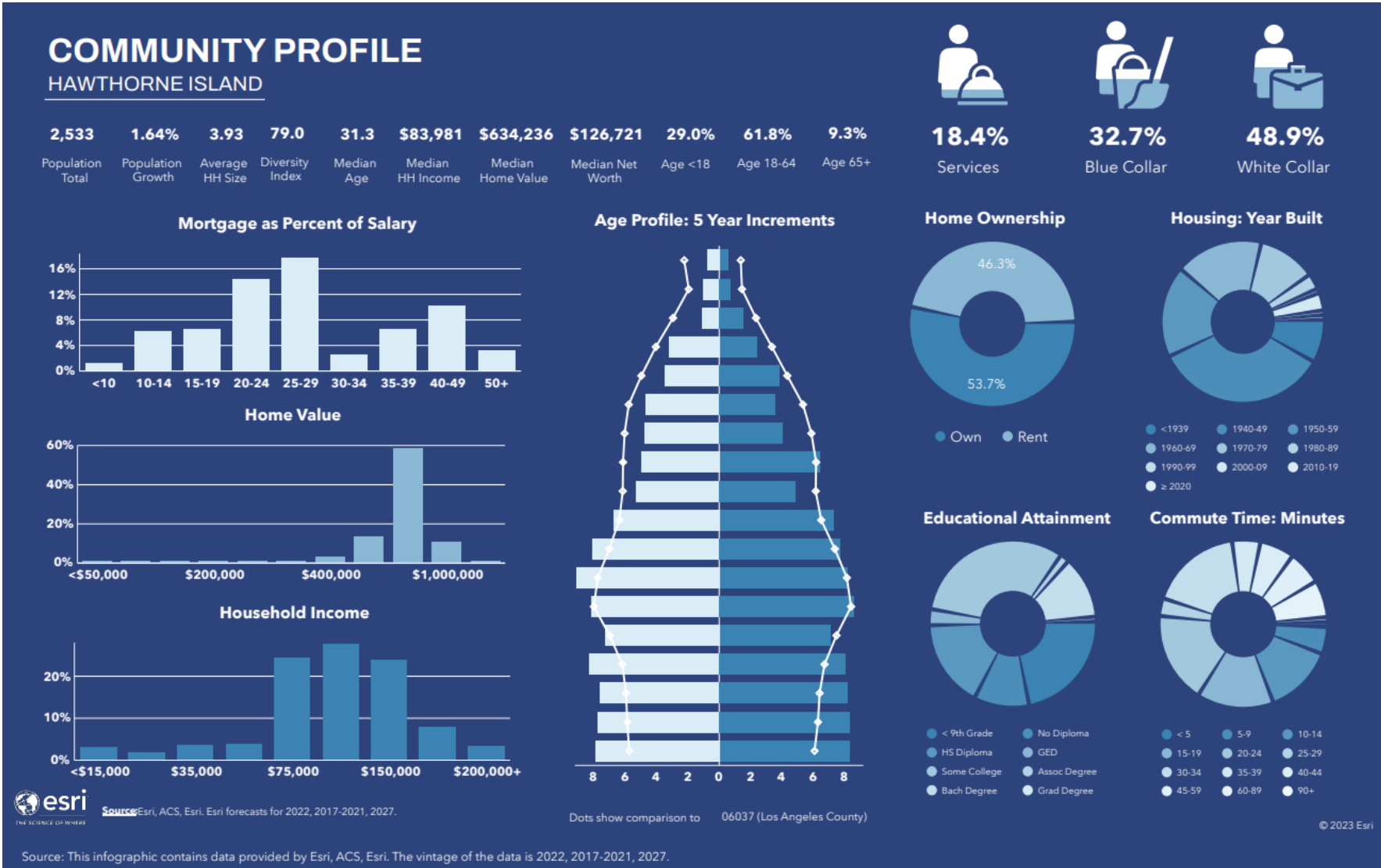
Multi-family residential in Hawthorne Island



Commercial use in Hawthorne Island

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

Figure 4-6: Community Profile - Hawthorne Island



Hawthorne Island Issues and Opportunities

Land Use

- Existing commercial corridors along Crenshaw Boulevard offer opportunities to introduce new uses, such as housing, to supplement the existing range of commercial services to facilitate mixed use places.
- Introducing housing and other uses at lower densities can help to preserve existing character and promote development that complements the scale of the surrounding context, referred to as gentle density in this SBAP.
- Existing and legacy businesses should be preserved along Crenshaw Boulevard to maintain the corridor's identity.

Mobility

- Hawthorne Island currently has a limited transit network, relying on local and express buses on Yukon Avenue and Crenshaw Boulevard. SBCCOG's Phase 1 LTN is proposed on Yukon Avenue, which is identified as a slow-speed corridor.
- Crenshaw Boulevard has been identified as a High Injury Network corridor, and 135th Street is designated as a Vision Zero Collision Concentration corridor due to a high concentration of pedestrian collisions in this intersection. Opportunities to enhance pedestrian safety include high-visibility crosswalks and mid-block crossings.
- While there are no existing bicycle facilities within the community, the County has proposed facilities (Class II) along Crenshaw Boulevard.
- Street light coverage is not present along 135th Street, and pedestrian lighting should be added to facilitate safe connections.

Conservation, Open Space, and the Environment

- There are no existing parks within the community. Nearby parks such as Hollyglen Park and Glasgow Park to the west are important resources for residents.

Economic Development

- Industries and aviation companies surrounding the Hawthorne Municipal Airport are influential on the community.
- Crenshaw Boulevard has historically been the center of commercial development on Hawthorne Island and remains occupied by commercial businesses. To support these businesses, the streetscape along Crenshaw Boulevard can be improved to increase pedestrian activity.

Hawthorne Island Vision

*Hawthorne Island is a vibrant community with a **well-designed, mixed-use Crenshaw Boulevard** that retains its commercial character and **integrates housing through a gentle density** approach to development. Crenshaw Boulevard has an engaging public realm with **community accessible open spaces** and streetscape enhancements. A safer active transportation network along 135th Street and Crenshaw Boulevard includes pedestrian scaled lighting, improved crosswalks, and bulb-outs. **Existing industries are supported** and positively contribute to the community through strategic partnerships and workforce development, **encouraging economic growth and job creation.***

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 development 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 development 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 through the installation of 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 135th Street.

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

Policy 2.4: Agency Collaboration. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Yukon Avenue, which connects to 135th Street.

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

Policy 3.1: Industry Partnerships. Establish strategic partnerships with companies to create a mutually beneficial environment to 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.

4.4 La Rambla

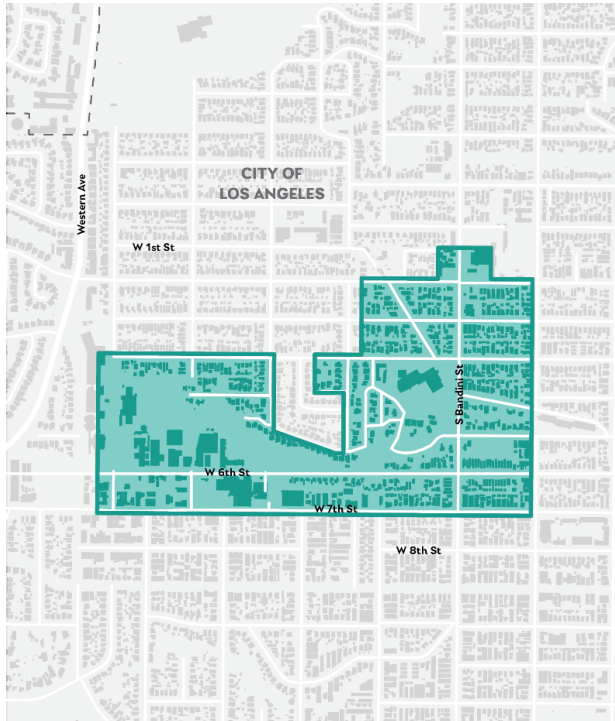
Community Snapshot

LOCATION AND SETTING

La Rambla covers approximately 0.21 square miles and is situated in the center of San Pedro, directly west of the Port of Los Angeles, as shown in **Figure 4-7: La Rambla**. Major corridors include West 7th Street, West 6th Street, West 3rd Street, West 1st Street, and South Bandini Street. La Rambla is primarily served by bus lines along West 7th Street.

La Rambla's community includes a mix of low-to-medium-density residential and commercial land uses. The bulk of lower-density residential uses are located in the eastern portion of the community between South Hamilton Avenue and South Meyler Street, predominantly consisting of single-family houses. Medium-density residential uses are centrally located. Commercial uses include San Pedro Hospital north of West 6th Street, as well as public/semi-

Figure 4-7: La Rambla



public uses, such as the Ann and Steven Hinchliffe San Pedro and Peninsula YMCA west of South Bandini Street.



Residential neighborhood in La Rambla

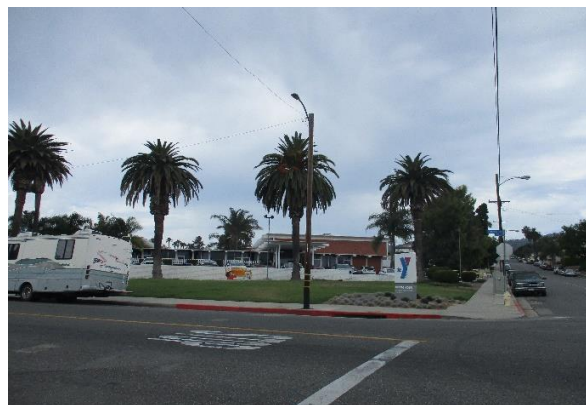


Providence Little Company of Mary
Medical Center – San Pedro

La Rambla displays a high degree of variation in the age of its buildings, lacking distinct patterns of similarly aged constructions. This diversity in building ages is attributed to the mixed grades it received from the HOLC in 1939: Red “D” (hazardous) for the area ending at 3rd Street and La Alameda Boulevard; Yellow “C” (definitely declining) for the region including West 5th, 6th, and 7th Streets; and an ungraded section in between. Although small parcel sizes are common throughout La Rambla, the medical cluster along 6th Street, featuring buildings from the 1960s, is an exception.

The area features a number of buildings dating back to the early twentieth century, between 1904 and 1919, marking the initial phase of residential development. There is also a noticeable presence of newer structures along 6th Street and west of Hamilton Avenue and south of 3rd Street. Furthermore, such buildings are scattered throughout various parts of La Rambla, contributing to the eclectic architectural landscape of the community.

²⁴ U.S. Census Bureau. (2021). American Community Survey 5-Year Estimates. Retrieved from



YMCA



Lower Density Residential

COMMUNITY PROFILE

Figure 4-8: Community Profile – La Rambla shows a graphic summary of key socioeconomic data for the community of La Rambla. With a total estimated population of 2,005 people,²⁴ La Rambla has the lowest population among the eight 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

https://pwgis.blob.core.windows.net/smpm/Community_Profiles/Unincorporated%20La%20Rambla.pdf

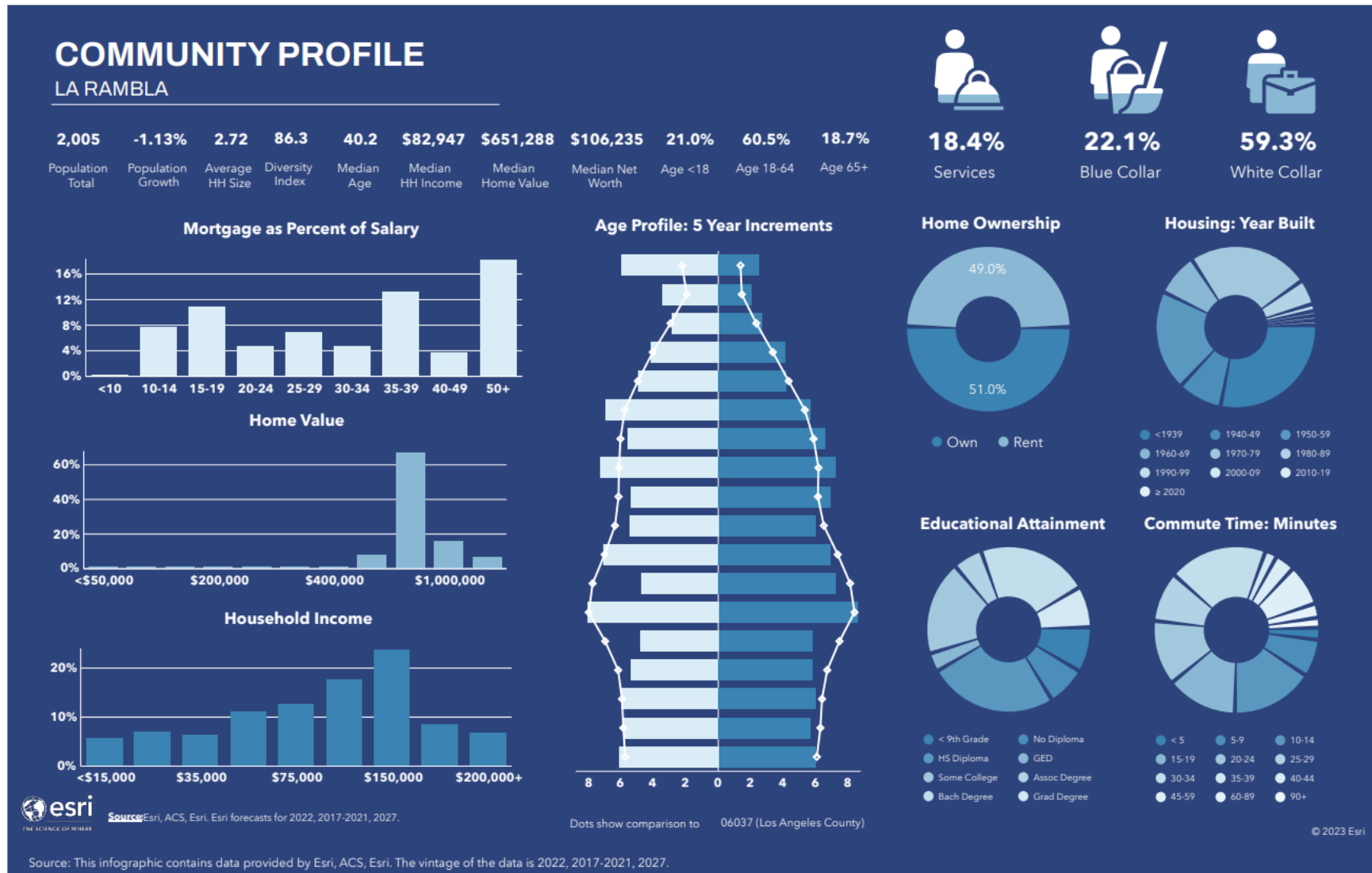
Islander, and 1% self-identify as Native American.²⁵

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 in 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, transportation, and services (18.4%). Thus, La Rambla's jobs breakdown is similar to the community of West Carson. 86.7% of workers are in white-collar occupations in fields such as business, management, finance, science, and healthcare, 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 toward their mortgage and another 12% spend between 35 and 39% of their income toward a mortgage, pointing to a potential housing affordability issue. However, most homeowners spend under 34% of their income on mortgage. The 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.

²⁵ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>

Figure 4-8: Community Profile - La Rambla



La Rambla Issues and Opportunities

Land Use

- The County's Housing Element identifies parcels for General Plan land use and zone changes in La Rambla. These focused growth areas are located along 1st Street, North Bandini Street, 6th Street, 7th Street, and Butte Street are opportunities for mixed-use development in destination rich areas.
- Establishing development adjacent to Providence Little Company of Mary Medical Center along 6th Street 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.

Mobility

- With the potential addition for more community-serving uses and amenities due to new development along 6th Street, streetscape improvements and pedestrian infrastructure should be enhanced to facilitate more walking trips within the community.
- Streetlight coverage could be improved on 6th Street to facilitate safer pedestrian connections to destinations along these key corridors.
- There are no dedicated bicycle facilities within the community; however, the County has proposed facilities (Class III) on 1st Street, 7th Street, and Weymouth Avenue. A gap in the proposed network will exist on Meyler Street.
- Phase 2 of SBCCOG's LTN is proposed on Weymouth Avenue, 1st Street, and 6th Street, which have been identified as slow speed corridors to facilitate local trips.

Conservation, Open Space, and the Environment

- Through community outreach, the community expressed a need for more green space. Publicly accessible open space can be provided as part of new mixed-use development.

Public Services and Facilities

- La Rambla has several public facilities that serve as community amenities, including San Pedro Hospital northwest of 6th Street, the Providence Little Company of Mary Medical Center along 6th Street, and the Ann and Steven Hinchliffe San Pedro and Peninsula YMCA, west of South Bandini. Community access via active transportation modes to these amenities should be facilitated.
- La Rambla includes focused growth areas. It will be important to coordinate public services and facilities with development over time.

Economic Development

- Given the presence of numerous job-generating entities within the community, strategies should be explored to preserve and enhance employment, specifically focusing on the medical-oriented uses around Providence Little Company of Mary Medical Center along 6th Street.

La Rambla Vision

*La Rambla is a dynamic, mixed-use community that **integrates housing, jobs, services, and amenities** to enhance the well-being of its residents. A mixed-use medical hub centered around Providence Little Company of Mary Medical Center provides **diverse housing, including senior and workforce housing**, open spaces, and supports a concentration of health-care related uses, supportive businesses, and employment. **6th Street has been transformed** with streetscape enhancements, pedestrian-scaled lighting, and bicycle facilities to facilitate **safe and accessible connections** to key destinations. Mixed-use development at 1st Street and Bandini Avenue includes **locally serving retail and community amenities**. |*

Rambla Goals and Policies

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

Policy 1.1: Mixed Use Development. 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 developments 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 along 6th Street 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 and Bandini Avenue through pedestrian improvements to facilitate safer crossings and connections.

Policy 2.5: Bicycle Facilities. Support bicycle facilities (Class III) on 1st Street, 7th Street, and Weymouth Avenue.

Policy 2.6: Improved Access. Support active transportation access to community services and facilities, such as San Pedro Hospital, the Providence Little Company of Mary Medical Center, and the Ann and Steven Hinchliffe San Pedro and Peninsula YMCA.

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 infill development approaches that preserve existing businesses or the integration of legacy businesses in new developments along ` Street.

4.5 Lennox

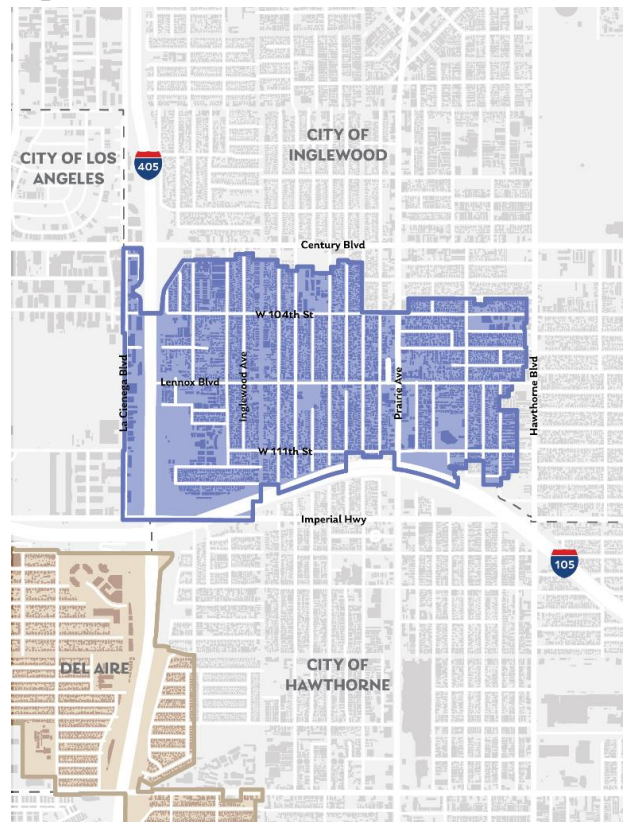
Community Snapshot

LOCATION AND SETTING

Lennox covers about 1.1 square miles and neighbors Los Angeles, Inglewood, and Hawthorne. Lennox is bordered by two major freeways, I-405 to the west and I-105 to the south, as illustrated in **Figure 4-9: Lennox**, as well as LAX to the west. Lennox is served by the Metro C Line (formerly the Green Line) via Hawthorne/Lennox Station and 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.

Lennox is primarily lower-density residential with single-family homes but also includes a

Figure 4-9: Lennox



mix of commercial, industrial, and public/semi-

Residential uses and commercial uses in Lennox

public land uses. Commercial uses are primarily concentrated along Inglewood Avenue, Hawthorne Boulevard, and Lennox Boulevard. A cluster of industrial and commercial uses are also along La Cienega Boulevard on the west side of I-405. The community has one park (Lennox Park), located on Lennox Boulevard east of Cordon Avenue. Public/semi-public uses include Lennox Middle School and Jefferson Elementary School.

Lennox exhibits a diverse range of building ages without clear patterns of similarly aged structures. Small parcels are typical, with a notable exception along La Cienega Boulevard south of Lennox Boulevard, where larger parcels host industrial buildings constructed after 1950. The community also features residential buildings from its early developmental phase between 1904 and 1919.

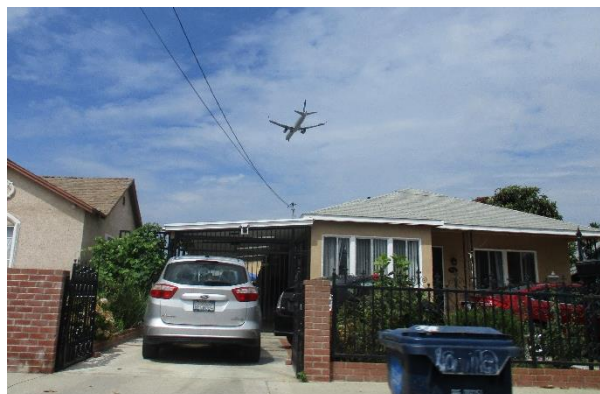
There has been a general lack of new construction post-1970, with only a few buildings from this era scattered across Lennox, underscoring the community's historical development trajectory.

EXISTING COMMUNITY-SPECIFIC PLANS

Vision Lennox

Vision Lennox (2010) identifies a community-based vision and a series of key strategies to implement that vision and address current challenges faced by the community, such as overcrowding and existing transportation infrastructure, including freeways and corridors that divide the community into separate neighborhoods.

Vision Lennox also identifies visions for Lennox and Hawthorne Boulevard, two primary



Plane landing at LAX over a residence in Lennox



Intersection of Lennox Boulevard and Inglewood Avenue



Industrial uses in Lennox

commercial/mixed-use corridors within the community. Lennox Boulevard, west of Hawthorne Boulevard, is envisioned as an area with a well-defined urban character with the potential to be a “main street” that matches the desired nature and character of the community. In Vision Lennox, the vision for Hawthorne Boulevard focuses on a vibrant and pedestrian-friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, bicyclists, and transit users through streetscape improvements.

Vision Lennox also identifies opportunities to improve existing community parks, such as Lennox Park, and expand on additional parks and open space.

Lennox Community Parks and Recreation Plan

The County Department of Parks and Recreation Lennox Community Parks and Recreation Plan from 2016 outlines a comprehensive strategy to enhance access to green spaces in Lennox, which currently falls significantly below the County’s standard for local park acreage. The plan proposes various improvements, including creating a “green street” along Lennox Boulevard and establishing new parks and pocket parks, community gardens, and trails. These proposed sites are chosen based on an assessment of current park access.

Additionally, the plan seeks to collaborate with Lennox schools for joint use of green spaces, develop small infill green spaces with community groups, introduce temporary “pop-up” green spaces, acquire vacant lots for urban greening, and upgrade Lennox Park and the urban forest. To fund these initiatives, the plan identifies several financing sources, including

VISION LENNOX - LAND USE & MOBILITY VISIONS

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.

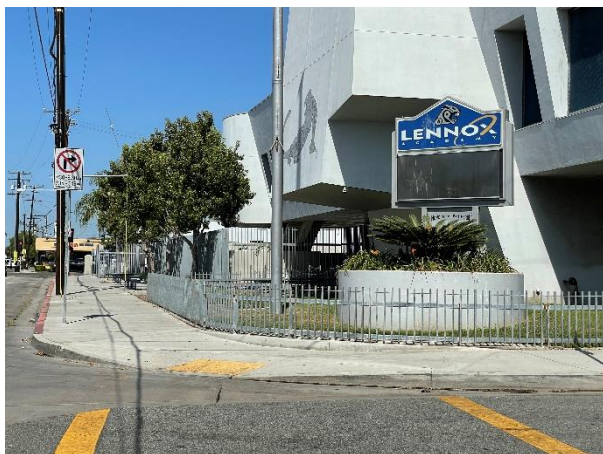
LENNOX BOULEVARD - Enhance the small-scale (one- to two-story) “Main Street” on Lennox Boulevard, between Lennox Park and Hawthorne, with a diverse mix of retail stores and services. Lennox Boulevard is the street that serves both as a connector for circulation and as a connector in social and civic 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 four-story retail mixed-use buildings.

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

Source: Vision Lennox (2010)
https://case.planning.lacounty.gov/assets/upl/general/Vision_Lennox_Plan.pdf.

traditional funding like Quimby Act fees, bonds, levies, lease financing, increased park revenues, and various grants.



Lennox Academy

COMMUNITY PROFILE

Figure 4-10: Community Profile - Lennox shows a graphic summary of key socioeconomic 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 is self-identified 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 a large share (29.7%) of the population under the age of 18. The 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).²⁶

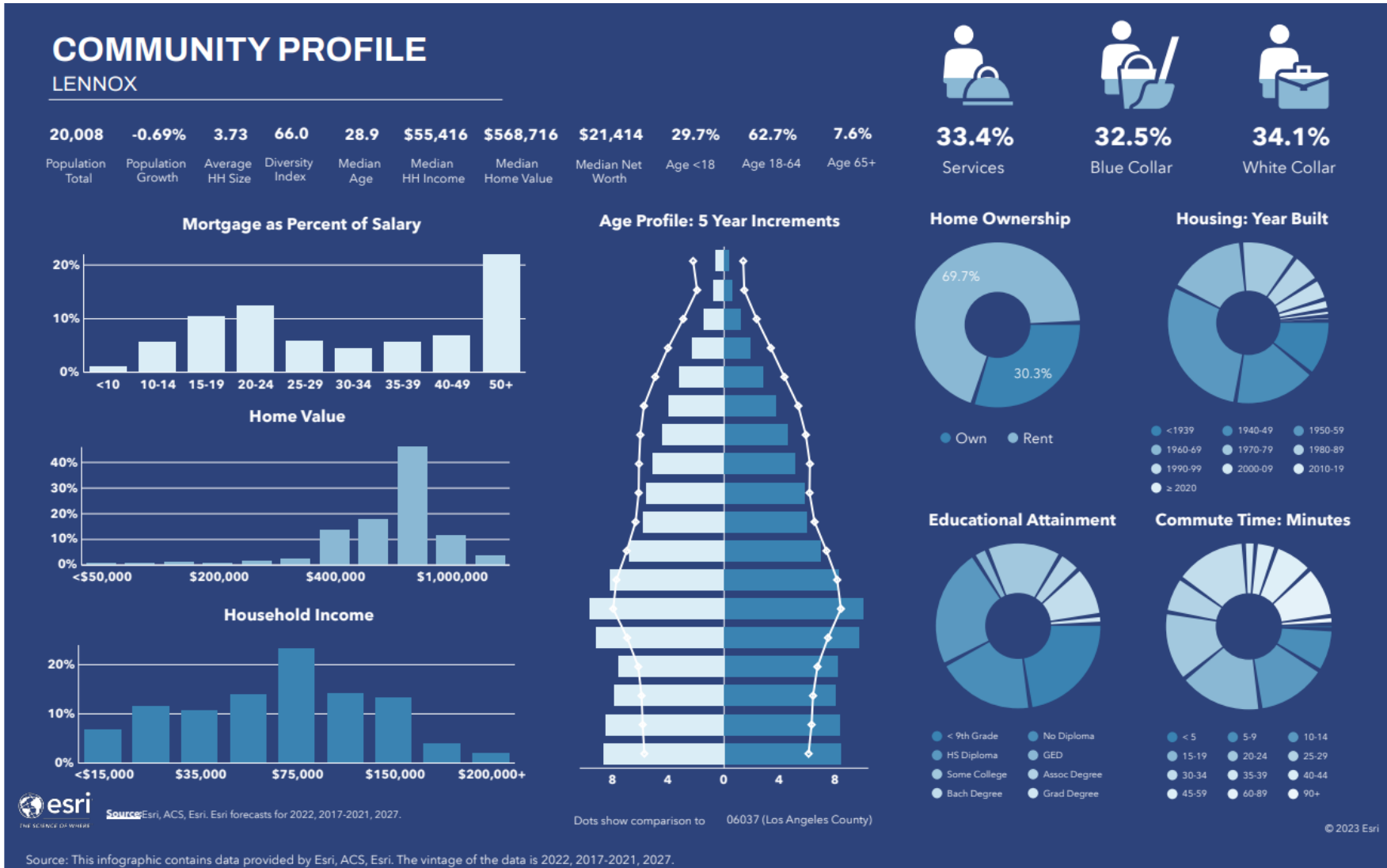
The five primary sectors in which residents of Lennox are employed are service industries (56.5%), retail trade (15.5%), transportation and utilities (12.8%), wholesale trade (4.3%), and construction (4.0%). Across these sectors, approximately 1/3 of employed persons are service workers, 1/3 is blue-collar,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

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 toward 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 toward housing costs.

²⁶ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps Catalog."

<https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>.

Figure 4-10: Community Profile - Lennox



Lennox Issues and Opportunities

Land Use

- Existing commercial corridors along Inglewood Avenue, Hawthorne Boulevard, and Lennox Boulevard offer opportunities to introduce new uses, such as housing, to supplement the existing range of commercial services to facilitate mixed use places. Introducing housing and other uses at lower densities can help to preserve existing character and promote development that complements the scale of the surrounding context, referred to as gentle density in this SBAP.
- The intersection of Lennox Boulevard and Hawthorne Boulevard is identified in the General Plan as a Transit Oriented District opportunity area, which is envisioned to support increased density and a mix of uses near high-frequency transit.
- The County's Housing Element identifies parcels for General Plan land use and zone changes to mixed use, primarily along Hawthorne Boulevard south of Lennox Boulevard, as well as one parcel along Acacia Avenue and one parcel along Lennox Boulevard. As these parcels are in proximity to the Metro C Line (formerly the Green Line) Hawthorne/Lennox Station, there are opportunities for additional mixed-use development that is served by high-frequency transit.

Mobility

- Lennox's transportation infrastructure primarily caters to vehicular traffic. The only bikeway connection within the community is a Class II bikeway on Hawthorne Boulevard; however, the County has proposed new 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).
- Pedestrian and bicycle collisions are common in Lennox, particularly on Lennox Boulevard and Hawthorne Boulevard, both of which have been identified as a SCAG HIN and Vision Zero Collision Concentration corridor.
- Lennox Boulevard is envisioned as a "main street/green street" in Vision Lennox as it serves both as a connector for circulation and as a connector in social and civic ways.
- South Bay Cities Council of Government (SBCCOG) Phase 2 Local Travel Networks (LTN) are proposed on several residential streets in Lennox, including Firmona Avenue, Freeman Avenue, 104th Street, and 111th Street.

Conservation, Open Space, and the Environment

- Lennox Park is an important resource to the community, providing a much-needed green space, cultural programming, and community events. There is an opportunity to improve Lennox Park based on Vision Lennox, due to its high-level of usage, such as improvements to the playing fields, upgrading the buildings and constructing new play equipment over time.
- While there is one existing park in Lennox, the community has a "Very High" park need according to the PNA. During community outreach, the community also expressed a need for more green space, such as parks and trees.
- Lennox faces significant air and noise pollution, and potential safety risks, due to its location near two freeways (I-105 and I-405) and under LAX flight paths.

- There is an opportunity to support the re-use of excess land originally acquired for the I-105 freeway project but was not used in the final project for housing, schools, parks, open space, community facilities, or economic development, per the I-105 Consent Decree Housing Plan.
- There is an opportunity to establish a small plaza at the intersection of Hawthorne Boulevard and Lennox Boulevard, aligned with Vision Lennox, to reinforce this important intersection.

Public Services and Facilities

- Lennox Park is a central community gathering space for cultural programming and community events.
- Lennox includes focused growth areas. It will be important to coordinate public services and facilities with development over time.

Economic Development

- While proposed mixed-use development along Hawthorne Boulevard has the potential to enhance workforce development and housing opportunities in the community, a focus on legacy business retention to help preserve existing community assets, amenities, and jobs should also be considered. Addressing these concerns can also help to maintain the community's identity.
- The cluster of industrial and commercial uses along La Cienega Boulevard on the west side of I-405 are part of an Employment Protection District per the General Plan Land Use Element. While industrial lands are important for the economy and jobs, as manufacturing jobs are declining, a focus on workforce development for the manufacturing sector workers would support community jobs.

Historic Preservation

- Opportunity to formally study and acknowledge sites associated with the legacy of environmental injustice, including sites of community activism within Lennox.

Lennox Vision

*Lennox is a **resilient community** with **diverse housing options**, accessible amenities, and a robust network of active transportation infrastructure that connects to transit, including high-frequency options. Hawthorne Boulevard **preserves its character** by supporting local businesses and integrating community uses through mixed-use development at a gentle density. Lennox Boulevard is a **green, main street** with **publicly accessible** open spaces, such as *placitas* and *pocket parks* provided through mixed-use development. Lennox **honors its community history**, acknowledging and commemorating sites associated with historical environmental injustices.*

Lennox Goals and Policies

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

Policy 1.1: Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.

Policy 1.2: Local and Legacy Businesses. Support small and legacy business along Lennox and Hawthorne Boulevards through exploring business retention strategies, such as workforce development that aim to help preserve existing community assets, amenities, and jobs.

Policy 1.3: Community-Serving Uses. Integrate community-serving uses in new development to offer neighborhood services and amenities desired by the surrounding community.

Policy 1.4: Street Parking Design. Where applicable, consider creating diagonal rather than parallel parking to slow down traffic and increase pedestrian access.

Goal 2 An enhanced Hawthorne/Lennox station area with housing options, neighborhood services, and supportive active transportation infrastructure where transit is a viable mode choice for residents and employees in Lennox.

Policy 2.1: Focused Growth. Facilitate a transit-oriented community that provides a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

Policy 2.2: 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 2.3: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard and Hawthorne Boulevard through the installation of bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high-visibility crosswalks.

Goal 3 Lennox has multi-modal, mixed-use, and complete corridors.

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

Policy 3.2: Lennox Boulevard 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 3.3: Bicycle Infrastructure. Support the 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).

Policy 3.4: Bulb-outs. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard, such as the installation of bulb-outs at intersections or at mid-block sections to provide additional landscaping and placemaking opportunities.

Policy 3.5: Minimize Conflicts. Minimize future driveways and curb-cuts with development to reduce vehicular conflicts with pedestrians and bicyclists on Lennox Boulevard.

Policy 3.6: Park Access. Improve access to/from Lennox Park along Lennox Boulevard and surrounding streets.

Policy 3.7: Agency Collaboration. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase 2 improvements on Firmona Avenue, Freeman Avenue, 104th Street, and 111th Street.

Goal 4 *High-quality open spaces, including parks and other recreational amenities, are provided throughout the community.*

Policy 4.1: Placita. Explore the creation of a small public plaza, referred to as a “placita” for transit users at the intersection of Hawthorne Boulevard and Lennox Boulevard.

Policy 4.2: 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 4.3: Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

Goal 5 *A healthy community with a resilient workforce, where community histories are acknowledged and addressed.*

Policy 5.1: Environmental Justice. Continue to explore ways to address existing environmental justice issues due to the proximity of LAX and other large-scale transportation infrastructure, such as noise pollution, poor air quality, and traffic congestion which impact community health and well-being.

Policy 5.2: Community History. Formally study and acknowledge sites associated with the legacy of environmental injustice, including sites of community activism within Lennox.

Policy 5.3: Workforce Development. Support workforce development programs for residents who are employed in the transportation and warehousing, and manufacturing sectors to support the transition to cleaner and more sustainable industries.

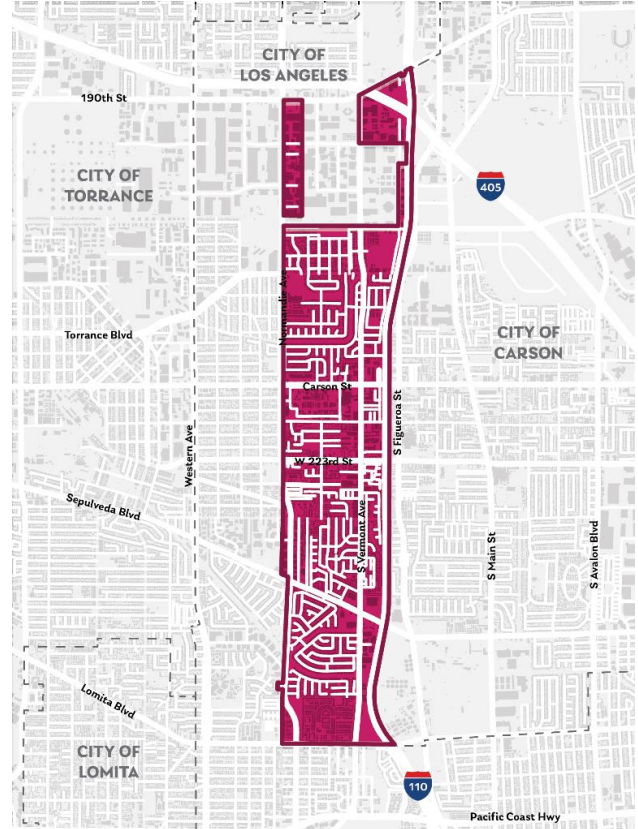
4.6 West Carson

Community Snapshot

LOCATION AND SETTING

West Carson is the largest community in the Planning Area, covering approximately 2.27 square miles. West Carson is bordered by the I-110 freeway to the east and situated between the I-405 freeway and Pacific Coast Highway 1, as shown in **Figure 4-11: West Carson**. West Carson is also adjacent to the cities of Carson, Torrance, Los Angeles, and Lomita. The community is served by the Metro J Line via the Carson Street Station. Major corridors include Normandie Avenue and Vermont Avenue, running north–south; and Torrance Boulevard, Carson Street, and Sepulveda Boulevard, each running east–west.

Figure 4-11: West Carson



Carson Street in West Carson

West Carson features a diverse array of land uses. Residential areas are spread throughout the community, with several sections consisting largely of single-family homes. Commercial uses are concentrated at the intersection of Sepulveda Boulevard and Vermont Avenue and along the eastern side of Normandie Avenue north of Torrance Boulevard. The community includes major employment centers and amenities such as the Harbor-UCLA Medical Center. Mixed-use properties surround the Harbor-UCLA Medical Center along the northern side of Carson Street and east of Vermont Avenue. Light and heavy industrial uses as well as public/semi-public uses are located throughout the community, with County Harbor-UCLA Medical Center being the largest.



Harbor-UCLA Medical Center

A significant site in West Carson includes the Alpine Village shopping center. This Bavarian-style complex was established in 1968 and became a Los Angeles County Historic Landmark in 2020, but by 2023 it was vacant.



Alpine Village

Parcel sizes in West Carson vary considerably, reflecting the community's diverse land uses. This variation in parcel sizes and building ages illustrates the complex development patterns that have shaped West Carson's landscape over the decades. For example, residential neighborhoods often feature tract homes built within similar time frames, while the industrial areas are characterized by larger parcels.



Single-family residential neighborhood in West Carson

EXISTING COMMUNITY-SPECIFIC PLANS

West Carson TOD Specific Plan

Adopted in 2018, the West Carson TOD Specific Plan covers approximately 319 acres in West Carson within a half-mile radius of the Metro J Line Carson Station, a bus rapid transit (BRT) stop along a designated bus lane adjacent to Interstate 110. The West Carson TOD Specific Plan guides transit-oriented development to create a distinct identity, improve connections and access for all users, and improve the safety, economic vitality, and overall quality of life for the West Carson community. A specific plan is a regulatory tool to guide development in a focused area. This type of plan provides detailed design guidelines, standards, and criteria for development in a specific geographic area to implement the broader policies of the General Plan.

COMMUNITY PROFILE

Figure 4-12: Community Profile – West Carson shows a graphic summary of key socioeconomic data for the community of West Carson. West Carson is a highly diverse community with a significant Hispanic/Latino, Asian, and Black population, reflected in its high diversity index score of 87.2. The total estimated population of this community is approximately 8,520 people,²⁷ 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.²⁸

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 service (18.9%) and blue-collar (18.1%) workers. The median 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.

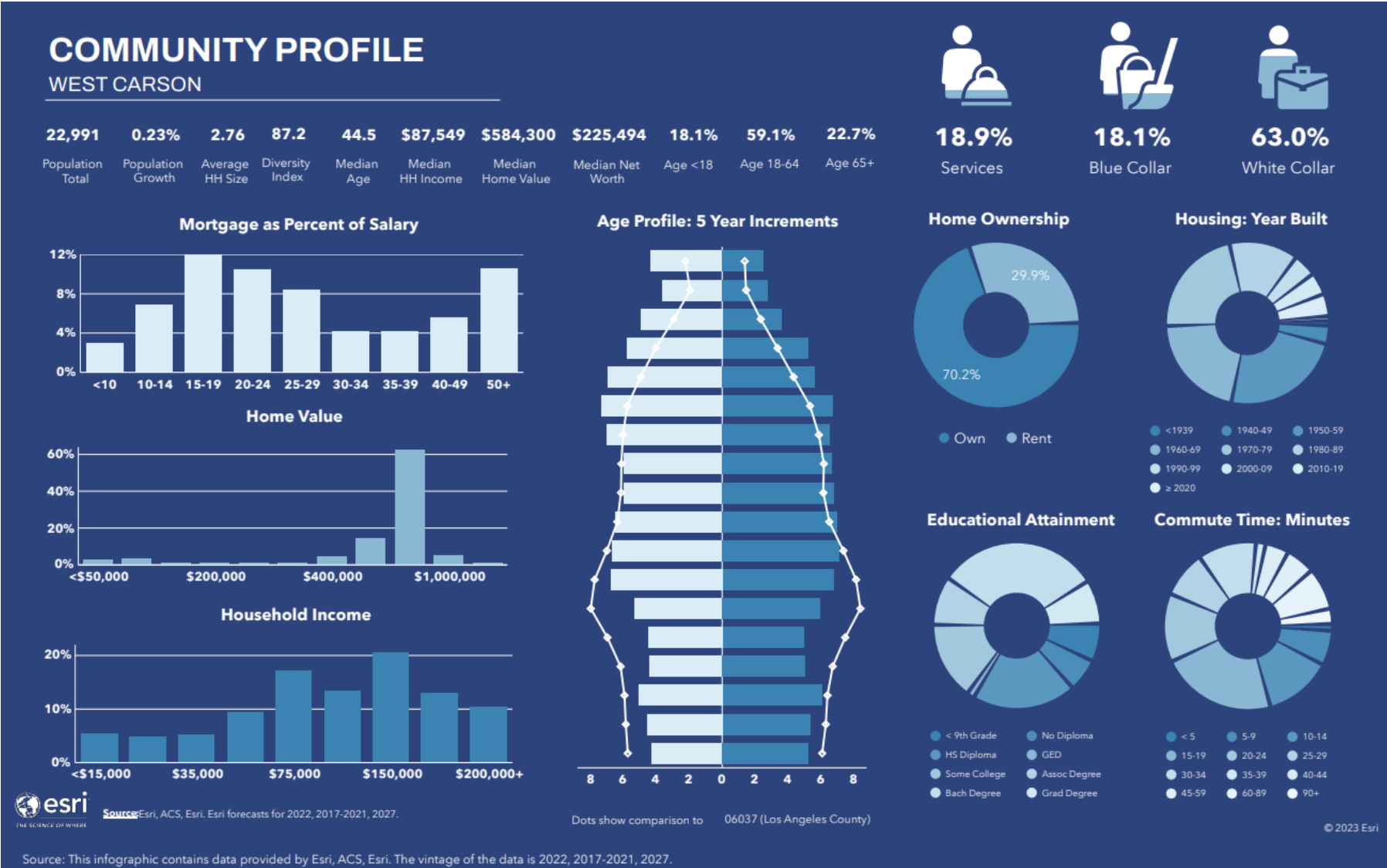
Most residents of West Carson are homeowners (70.9%) while the remaining 29.1% are renters. A majority of homeowners spend under 30% of their income toward mortgage; however, a significant portion (around 10%) spend more than 50% of their income toward their mortgage.

²⁷ Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from <https://egis-lacounty.hub.arcgis.com/>.

²⁸ Los Angeles County Department of Public Works (2021). "Community Profiles and District Maps

Catalog." <https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9>.

Figure 4-12: Community Profile - West Carson



West Carson Issues and Opportunities

Land Use

- Commercial uses are concentrated at the intersection of Sepulveda Boulevard and Vermont Avenue, and along the eastern side of Normandie Avenue north of Torrance Boulevard. These existing commercial clusters and corridors offer opportunities to introduce new uses, such as housing, to supplement the existing range of commercial services to facilitate mixed use places. Introducing housing and other uses at lower densities can help to preserve existing character and promote development that complements the scale of the surrounding environment, referred to as gentle density in this SBAP.
- While West Carson has largely transitioned away from warehousing and distribution center servicing uses, existing local warehouse/truck facilities and remnants of past heavy industrial uses continue to affect traffic and pollution in the community.
- There is an opportunity to support local stores and informal uses such as street vending recognizing their contribution to the community's vibrancy. Through community outreach, residents shared that these businesses should be regulated to ensure safety, rather than criminalized.

Mobility

- Pedestrian and bicycle collisions are prevalent on portions of Normandie Avenue, 228th Street, Vermont Avenue, and Sepulveda Boulevard have been identified as Vision Zero Collision Concentration Corridors.
- West Carson is served by several Class II and Class III facilities on Normandie Avenue and Vermont Avenue, with proposed 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 I-1
- Infrastructure for SBCCOG's Phase 2 LTNs is proposed on Meyler Street, 220th Street, and 228th Street.
- Streetlight coverage is relatively consistent and present along all roadways in the community, except for gaps on Normandie Avenue, Vermont Avenue, and Lomita Boulevard.
- As the West Carson TOD station is a below-grade bus stop for the Metro J Line located on the I-110 freeway, there is an opportunity to relocate the existing stop to a new location along the I-110 freeway to improve transit access and safety.
- There is an opportunity to enhance the streetscape surrounding the Metro J Line, including wider pedestrian sidewalks, and transit amenities on several key roadways, including Normandie Avenue, Vermont Avenue, Torrance Boulevard, Carson Street, and 223rd Street.

Conservation, Open Space, and the Environment

- There is an opportunity to address West Carson's high pollution burden associated with the existing and legacy industrial uses through more green space, which is a focus of the Del Amo Action Committee's Community Vision Plan.

Public Services and Facilities

- West Carson includes focused growth areas. It will be important to coordinate public services and facilities with development over time.

Economic Development

- West Carson contains major employment centers and amenities, such as the Harbor UCLA Medical Center, which supports 11,819 jobs. There are partnership opportunities for education and training with entities such as the Harbor UCLA Medical Center to support the community's workers.
- There is an opportunity to explore the adaptive reuse of the Alpine Village property into a lifestyle retail center for commercial use that provides community-serving amenities. The approximately 14-acre Alpine Village site, comprised of seven designated historic retail buildings and a substantial surface parking area, provides a buffer between light industrial uses to the north and the residential neighborhood to the south.

Historic Preservation

- Opportunity to formally study and acknowledge sites associated with the legacy of environmental injustice, including sites of community activism within West Carson.

West Carson Vision

West Carson is a thriving and inclusive community that has enhanced corridors and delicately balances mixed-use development, commercial uses, and residential neighborhoods, recreational amenities. Transit-oriented uses and mobility improvements are in place to support a vibrant Carson Transit center. Environmental stewardship is embraced through the transformation of contaminated sites and underutilized spaces into valuable amenities for the community. Industrial uses are good neighbors where responsible industrial practices are followed.

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: Mixed-Use Development. Support employment-generating uses along Vermont Avenue, with the flexibility to incorporate new residential development where feasible. *

Policy 1.2: Local and Legacy Businesses. Support small and legacy businesses through business retention strategies, such as workforce development that aim to preserve existing community assets, amenities, and jobs.

Policy 1.3: Diverse Housing Options. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style apartments to increase housing options in West Carson’s established neighborhoods.

Policy 1.4: Community Identity. Identify defining gateway features at key entry points to West Carson. *

Goal 2 *An enhanced TOD area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.*

Policy 2.1: West Carson Focused Growth. Support a transit-oriented community through updates to the West Carson TOD Specific Plan to further facilitate a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

Policy 2.2: West Carson First/Last Mile. Coordinate with LA Metro to prepare a West Carson station First/Last Mile Plan and collaborate with LA Metro on implementation of infrastructure and amenities that support access and transit ridership at the station.

Policy 2.3: Local Bus Connectivity. Coordinate with LA Metro to explore alternative local bus service stops closer to the West Carson station to better connect with the Metro J Line.

Policy 2.4: 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.

Policy 2.5: Buildings Design. Design buildings to enhance community atmosphere with street-oriented entrances and windows in commercial corridors. Where possible, on-site parking should not be located in front of a building. *

Policy 2.6 Multiuse of Schools. Activate school campuses with diverse programming such as farmer's markets, sports classes, and events to benefit the community. *

Policy 2.7 Harbor-UCLA Medical Campus. Integrate expansion and renovation of the Harbor-UCLA Medical campus to support community activities. *

Policy 2.8 Harbor-UCLA Mobility Connections. Collaborate with Harbor-UCLA Medical Campus to improve bike and pedestrian facilities along Carson Street. *

Policy 2.9 Complete Streets Design. Implement complete streets design in collaboration with relevant agencies to support multi-modal transportation network. *

Policy 2.10 Multipurpose Trail Along 208th Street. Explore the feasibility of constructing a multi-purpose trail along the 20^{8th} Street flood control drain. *

Policy 2.11 Broader Mix of Uses. Support a broader mix of uses and development along both Carson Street and Vermont Avenue to meet demand for residential options. *

Policy 2.12 Unbundling of Parking. Support development proposals with unique financing options that separate parking and housing costs. *

Policy 2.13 Active Street Frontages. Activate street frontages to stimulate retail activity with aesthetic improvements to commercial development. *

Policy 2.14 Bicycle Parking. Ensure secure bicycle parking adjacent to the Metro J Line Station. *

Policy 2.15 Public Realm. Enhance the public realm with street trees, street furniture, bicycle lanes, improved sidewalks, lighting and pedestrian paths. *

Policy 2.16 Underutilized Sites. Activate underutilized sites such as parking lots and vacant properties with community-oriented amenities such as gardens, farmer's markets, and pocket parks. *

Policy 2.17 Outdoor Dining. Encourage outdoor dining and seating areas in mixed use areas. *

Policy 2.18 Caltrans Park-and-Ride Lot. Explore opportunities to enhance the Caltrans park-and-ride lot to benefit the community. *

Goal 3 *A safe active transportation network that supports bicycle and pedestrian modes.*

Policy 3.1: 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 3.2: 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 3.3: Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street.

Goal 4 *Repurposed sites for community amenities, such as parks, walking trails, and community facilities.*

Policy 4.1: Convert Contaminated and Underutilized Sites. Promote the repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West Carson for the creation of community facilities, sports fields, parks, walking paths, trails, and green spaces.

Policy 4.2: New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development within the West Carson TOD Specific Plan to create more park/green space for the community and address the existing pollution burden.

Goal 5 *Existing industrial uses are good neighbors and minimize impacts on proximate uses.*

Policy 5.1: 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 5.2: Green Buffering. Encourage green spaces and vegetative buffers between industrial and residential uses.

Policy 5.3: New Uses. Consider opportunities to transition existing industrial uses to new commercial and residential land uses to reflect the changing needs of the community.

Goal 6 *Legacy pollution issues that are addressed, and community histories are acknowledged.*

Policy 6.1: Brownfield Remediation. Explore opportunities to develop a brownfields inventory for SBAP to facilitate remediation and obtaining grant funding.

Policy 6.2 Community History. Formally study and acknowledge sites associated with the legacy of environmental injustice, including sites of community activism within West Carson through signage or historical markers.

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

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

Goal 8 *Employment opportunities for residents.*

Policy 8.1: Workforce Development. Support programs that enhance the skills and capability of the local workforce, specifically in the manufacturing and transportation and warehousing industries.

Policy 8.2: Large Employment Centers. Provide zoning and regulatory support to large employment centers, such as Harbor-UCLA Medical Center, to make it easier to operate and expand within the community.

Policy 8.3 Industry Clusters. Encourage growth and retention of key industry clusters, including healthcare, biomed, biotech, and life sciences.*

Policy 8.4 Economic Development Initiatives. Leverage County biomed and life sciences economic development initiatives to support private uses on the Harbor-UCLA Medical Campus and catalyze new investments in the West Carson TOD Specific Plan area*

Endnote

* Policy included in adopted West Carson Transit Oriented District Specific Plan (2019)

4.7 Westfield/Academy Hills

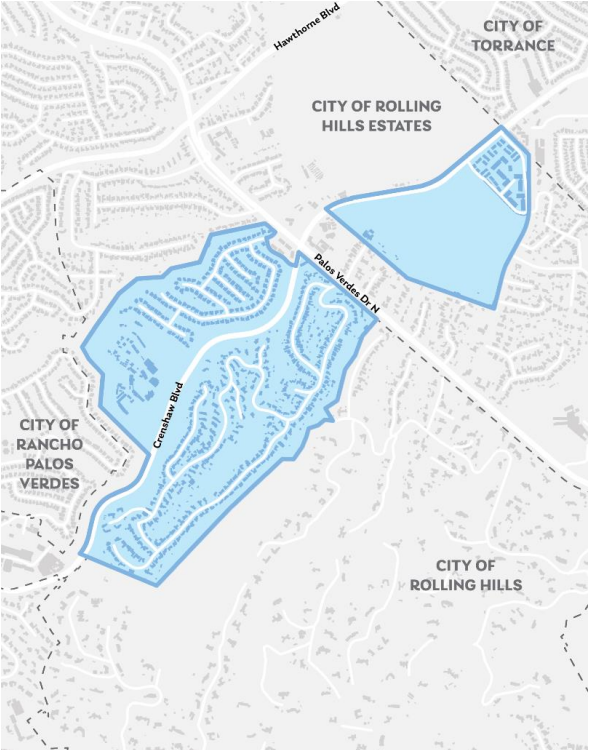
Community Snapshot

LOCATION AND SETTING

Westfield/Academy Hills is located on hillsides in the Palos Verdes Peninsula, bordered by the City of Rolling Hills Estates, City of Rolling Hills, and City of Torrance as shown in **Figure 4-13: Westfield/Academy Hills**. The major corridors include Palos Verdes Drive and Crenshaw Boulevard.

Westfield/Academy Hills is primarily a low-density residential community. The community includes minimal commercial uses. A large area along Crenshaw Boulevard north of Palos Verdes Drive is designated as parks and recreation and contains the South Coast Botanic Garden, a key amenity and regional destination. Additionally, there are small areas

Figure 4-13: Westfield/Academy Hills



Residential neighborhood in Westfield/Academy Hills

south of Palos Verdes Drive designated for parks and recreation. Two schools are located in this community, including Rolling Hills Country Day School (east of the intersection of Crenshaw Boulevard and Palos Verdes Drive North) and Chadwick School (northeast of Crenshaw Boulevard).

The Westfield Park and Recreation District reserved portions of the community for recreational activities and facilities. Today, recreational facilities in the community include horseback riding, baseball, football, tennis, volleyball, street dances, and art exhibits, among others.



Horseback riders in Westfield/Academy Hills



Trail In Westfield/Academy Hills

The community does not have pedestrian and bicycle facilities, likely due to the physical conditions and travel speed of the vehicles on Palos Verdes Drive and Crenshaw Boulevard, as well as the topography of the hillside community. Westfield/Academy Hills is primarily served by bus lines along Palos Verdes Drive North.

The Westfield/Academy Hills community experienced its most significant development between 1965 and 1992, evident in two distinct residential housing clusters. One cluster, built in the 1960s, contrasts with another constructed in the 1970s, located in the community's northwestern part. Also, during this time, several parcels of land in the northeastern part of the community were consolidated along Crenshaw Boulevard and Rolling Hills Road, which now feature multifamily residential buildings, including post-1980 construction situated in the tract south of Crenshaw Boulevard.



Single-family residential neighborhood

COMMUNITY PROFILE

Figure 4-14: Community Profile – Westfield/Academy Hills shows a graphic summary of key socioeconomic data for the community of Westfield/Academy Hills.

The community is predominantly White with a significant Asian population. The total estimated population of this community is approximately 2,158 people,²⁹ 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%).

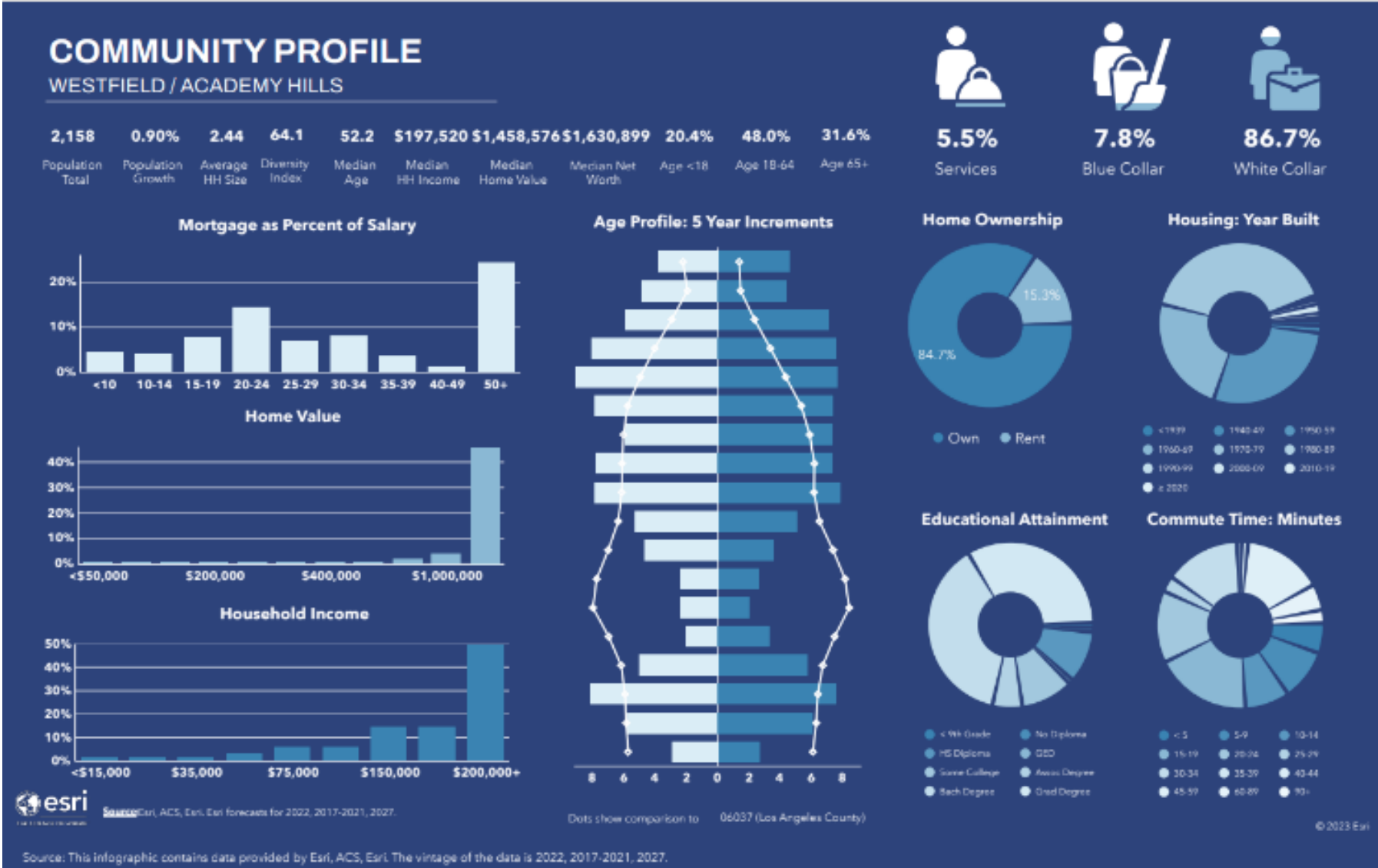
Westfield/Academy Hills's residents have a high average educational attainment level, with about 77% of the population having a bachelor's or graduate degree. In part owing to high educational attainment, 86.7% of workers are in white-collar occupations in fields such as business, management, finance, 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 the 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 on their mortgage, with the majority spending less than 34% of their income on mortgage.

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>.

Figure 4-14: Community Profile - Westfield/Academy Hills



Westfield/Academy Hills Issues and Opportunities

Land Use
<ul style="list-style-type: none"> ■ The community is made up of established single-family neighborhoods that feature a unifying character. ■ While commercially zoned properties are very limited in the community, there is an opportunity to explore future uses for these properties and identify those that can benefit the community.
Mobility
<ul style="list-style-type: none"> ■ The residential streets in Westfield/Academy Hills are intersected by Crenshaw Boulevard, a major highway with a parkway. Walkability, in general, is low in the community due to topography and the lack of pedestrian facilities within the community. ■ The community has a limited transit network, with only local bus route 225 available. ■ Although there is streetlight coverage in the northwestern portion of the community, coverage within the residential neighborhoods southeast of Crenshaw Boulevard is lacking. ■ Class I and II bicycle facilities are located on Palos Verdes Drive North, with a proposed Class I facility on Crenshaw Boulevard, which will connect to the existing infrastructure.
Conservation, Open Space, and the Environment
<ul style="list-style-type: none"> ■ Through outreach, the community expressed interest in preserving the rural feel of the community, emphasizing horse trails, nature, safety, and walkability through establishment of a network of trails.
Public Services and Facilities
<ul style="list-style-type: none"> ■ A large area along Crenshaw Boulevard north of Palos Verdes Drive is designated as parks and recreation and contains the South Coast Botanic Garden, a key amenity and regional destination. There are opportunities to improve access to these existing amenities. ■ Two schools are located in this community, including Rolling Hills Country Day School (east of the intersection of Crenshaw Boulevard and Palos Verdes Drive North) and Chadwick School (northeast of Crenshaw Boulevard). There are opportunities to improve access to these existing amenities. ■ Westfield/Academy Hills contains a network of horse trails, and access to these recreational amenities is important to the community. Access to recreational amenities is part of the history and identity of the Westfield/Academy Hills community.
Historic Preservation
<ul style="list-style-type: none"> ■ Opportunity to study and acknowledge the prevalence of the Ranch and Contemporary homes in the community for preservation.

Westfield/Academy Hills Vision

Westfield/Academy Hills preserves the residential character and history of its established neighborhoods. Underutilized spaces have been revitalized with amenities to enrich the community. The many destinations within Westfield/Academy Hills, including South Coast Botanical Garden, schools, facilities, and recreational amenities are easily accessible by a trails network and safe and improved connections for pedestrians, cyclists, and equestrians.

Westfield/Academy Hills Goals and Policies

Goal 1 Revitalized underutilized spaces that provide community benefits.

Policy 1.1: Community-Serving Uses. Explore ways to revitalize commercial properties to support community serving uses and provide community benefits.

Goal 2 Safe and improved conditions for active transportation modes, such as walking and biking.

Policy 2.1: Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting to improve pedestrian comfort on Crenshaw Boulevard between Silver Spur Road and Palos Verdes Drive North.

Policy 2.2: 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.

Policy 2.3: Trail Network. Explore grant funding opportunities prepare a community/regionally focused trails plan to create robust system of trails and multi-use trails to facilitate strong connections to the existing recreational amenities.

Policy 2.4: Access to Existing Facilities. Support improved access to existing facilities and amenities, such as the South Coast Botanical Garden and schools.

Goal 3 A history of Westfield/Academy Hills that is celebrated and protected.

Policy 3.1: Potential Historic District. Conduct a study of Ranch and Contemporary Homes in the community for a potential historic district.

Policy 3.2: Equestrian Preservation. Preserve and support the equestrian traditions in the Westfield community by enhancing existing infrastructure and promoting equestrian focused development.

4.8 Wiseburn

Community Snapshot

LOCATION AND SETTING

As illustrated in **Figure 4-15: Wiseburn**, Wiseburn lies directly east of the I-405 freeway and north of Rosecrans Avenue. Major corridors within the community include Aviation Boulevard, La Cienega Boulevard, El Segundo Boulevard, Inglewood Boulevard, and Rosecrans Avenue. Wiseburn is served by several bus lines. **Figure 4-16: Community Profile - Wiseburn** shows a graphic summary of key socioeconomic data for the community of Wiseburn.

Wiseburn is a predominantly residential community with some limited areas of commercial use along El Segundo Boulevard and Inglewood Avenue. Adjacent to

Figure 4-15: Wiseburn



Residential Home in Wiseburn

commercial uses along El Segundo Boulevard are pockets of higher-density residential development.

Wiseburn exhibits a high degree of variation in the age of its buildings. This diverse architectural timeline in Wiseburn can be attributed to the Red “D” (hazardous) grade it received from the HOLC in 1939. As a result, the community showcases a mix of different building ages and styles, reflecting a more varied residential development pattern.

COMMUNITY PROFILE

Figure 4-16: Community Profile - Wiseburn shows a graphic summary of key socioeconomic data for the community of Wiseburn.

Based on American Community Survey (ACS) estimates in 2021, Wiseburn has a population of approximately 5,713 and a population growth rate of -0.56%, meaning its population is decreasing slightly. The racial/ethnic composition of Wiseburn is predominantly Hispanic/Latino (54.3%) and White (31.1%) with smaller proportions of Asian (9.4%), Black (3.6%), Pacific Islander (1.4%), and Native American (0.2%) residents. The median age in Wiseburn is 38.3 years and 22.9% of the population is under the age of 18. The average household size is 3.16 people which is somewhat smaller than the average household size of unincorporated Los Angeles County as a whole (3.30).

The five primary sectors in which Wiseburn residents are employed are service industries (52.5%); retail trade (24.1%); finance, insurance, and real estate (9.2%); construction (6.0%); and transportation and utilities (3.2%). Overall, 63.1% of Wiseburn residents

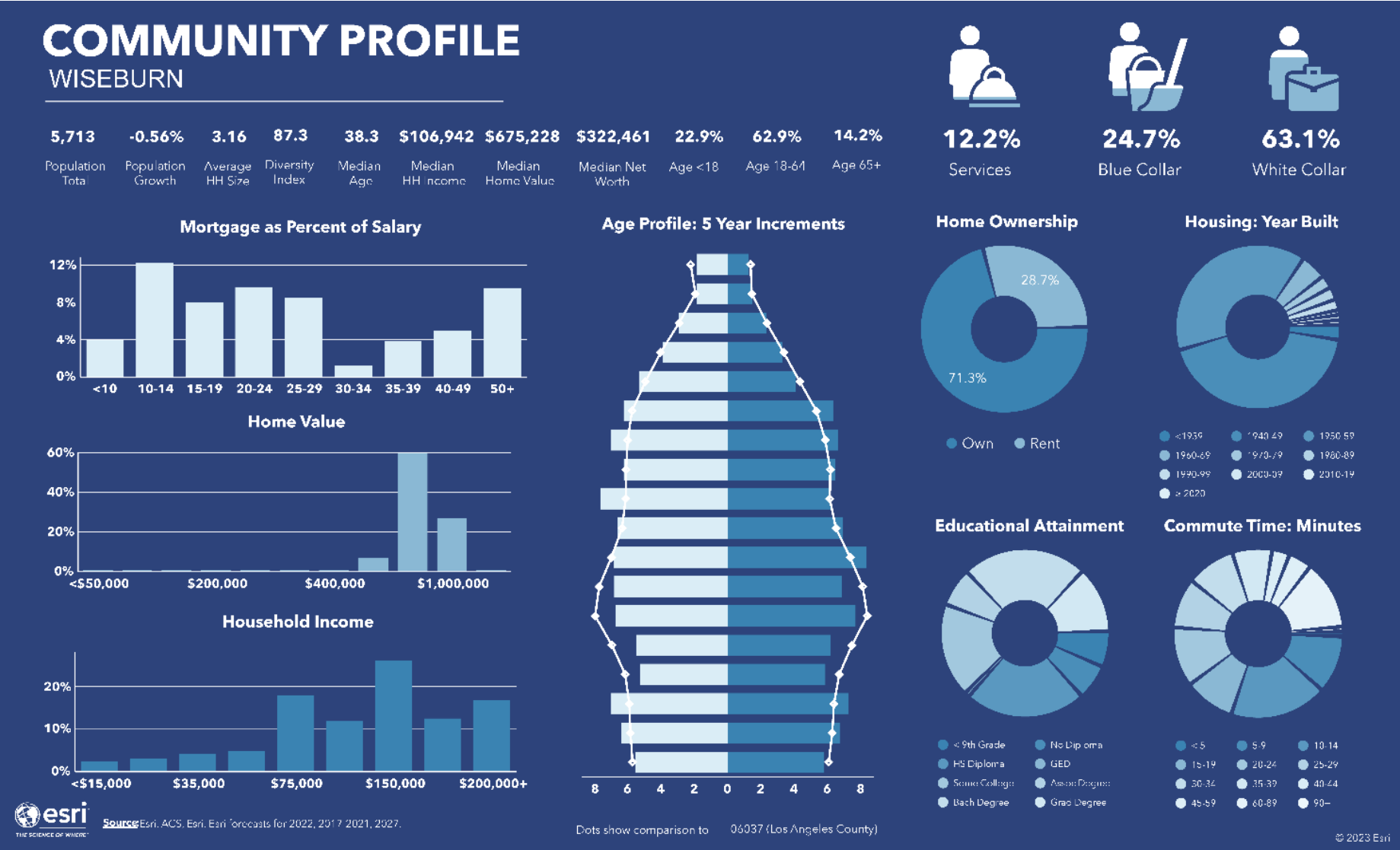
are considered to be white-collar workers while 24.7% are blue-collar and 12.2% are service workers. The median household income is \$106,942 which is significantly higher than the countywide median of \$79,329.

Most residents in Wiseburn own their home (71.3%) and the majority of homeowners spend less than 35% of their income on mortgage payments, meaning they are not cost-burdened. The remainder of Wiseburn residents rent their home (28.7%). While the average gross rent in the area is \$2,078 per month, it is unclear what percentage of renters are rent burdened in Wiseburn.



Inglewood Avenue in Wiseburn

Figure 4-16: Community Profile - Wiseburn



Wiseburn Issues and Opportunities

Land Use

- Within Wiseburn, the Housing Element Update identified parcels for a General Plan land use and zone change to mixed use. These parcels are located along Inglewood Avenue between 131st Street and 138th Street, as well as between 134th Street and 137th Street.
- The existing commercial corridor of El Segundo Boulevard offers opportunities to introduce new uses, such as housing, to supplement the existing range of commercial services to facilitate mixed use places. Introducing housing and other uses at lower densities can help to preserve existing character and promote development that complements the scale of the surrounding context, referred to as gentle density in this SBAP.
- During community outreach, the community shared that Wiseburn is not an appropriate locale for large-scale development but would support new mixed-use development that is context appropriate.

Mobility

- 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.
- Wiseburn does not contain existing bicycle facilities. While proposed bicycle network facilities are recommended by the County, there will be future gaps in the southeastern area of Wiseburn, as well as a Class II gap on El Segundo Boulevard and Rosecrans Avenue.
- Based on community outreach, pedestrian and bicycle safety is a concern among residents, particularly for children, and safer routes to schools are needed.
- Safety and connectivity on Inglewood Boulevard should be explored.
- SBCCOG Phase 1 LTNs are proposed on Isis Avenue, Ocean Gate Avenue, 120th Street, 124th Street, and 135th Street.
- Transit facilities are primarily on the community's major roadways, such as Aviation Boulevard, Inglewood Avenue, El Segundo Boulevard, and Rosecrans Avenue.

Conservation, Open Space, and the Environment

- Opportunity for new open spaces along the established commercial corridors.

Public Services and Facilities

- Wiseburn includes focused growth areas. It will be important to coordinate public services and facilities with development over time.
- Opportunity to explore additional public facilities like the Wiseburn Walking Path to activate unused portions of the public right-of-way and create additional recreational amenities for the community.

Wiseburn Vision

*Wiseburn is a vibrant community with **mixed-use corridors** that seamlessly integrate with the established community fabric. Focused growth through mixed-use development along Inglewood Avenue provides **additional housing options** for residents and **supports local businesses**. The commercial character on Inglewood Avenue is preserved through **appropriately scaled development that respects that character and scale** of the surrounding community to create a balanced and inviting environment. An enhanced active transportation network **promotes safe and pleasant modes of travel**, connecting residents to schools, and existing amenities such as the Wiseburn Walking Path.*

Wiseburn Goals and Policies

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

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

Policy 1.2: Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on the existing building height and neighboring low-scale residences.

Policy 1.3: El Segundo Boulevard. Enhance El Segundo Boulevard through preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.4: Local and Legacy Businesses. Encourage small-scale commercial as part of new development and to help support and preserve local and legacy businesses.

Policy 1.5: New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Inglewood Avenue and El Segundo Boulevard to create more park/green space for the community.

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.

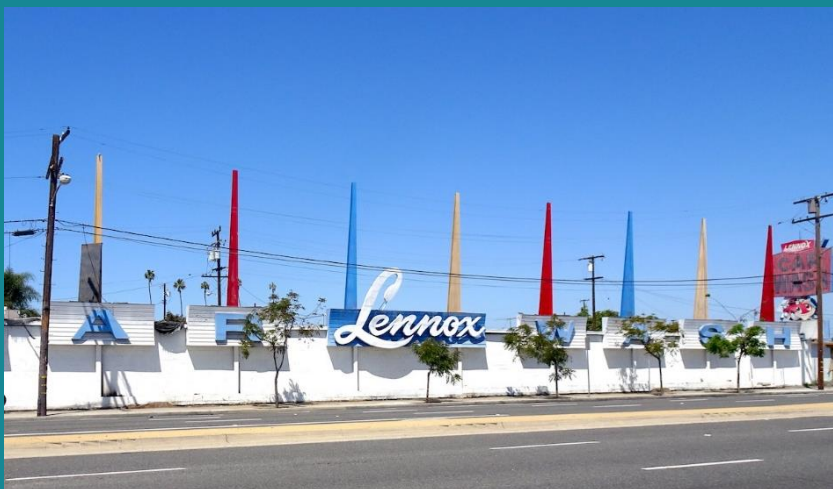
Policy 2.2: Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for Wiseburn. A SRTS program would prioritize paths for safer pedestrian connections and routes to schools through infrastructure improvements, such as high-visibility crosswalks and sidewalks,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

Policy 2.3: Walking Path. Continue to maintain the Wiseburn Walking Path as it is an important resource to the community and explore additional opportunities for walking paths in the community.

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 the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Ocean Gate Avenue and 135th Street in Wiseburn.



CHAPTER 5: IMPLEMENTATION

This Chapter includes a list of key programs and tasks that will implement the goals and policies presented in **Chapter 3 and 4** of the South Bay Area Plan (SBAP). This Chapter includes **Table 5-1 South Bay Area Plan Implementation Programs**, which outlines new programs created through the development of the SBAP. **Table 5-2 Existing South Bay Area Plan Implementation Programs** consists of a list of existing programs the County will continue to undertake that supports SBAP goals and policies. The SBAP programs outlined in **Table 5-1** are designed to address specific policy objectives identified in the SBAP. Each program identifies lead and coordinating agencies/departments; however,

they are not exclusive, and new partners can be added, as needed. The programs also include a time frame to guide implementation.

This implementation chapter guides the development of work programs for the Department of Regional Planning (DRP) and other County departments. The SBAP programs will also inform the budget process. The schedules and tasks listed in the implementation program are based on adequate funding being secured through a joint effort undertaken by all departments and agencies. If funding is not secured, the implementation steps and/or timeframes may need to be modified.

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
1	Accessory Commercial Units (ACU) Program	<p>This program should consist of three components:</p> <ul style="list-style-type: none"> ▪ Uses and restrictions: Define the appropriate uses for ACUs through community outreach and incorporating public feedback. Determine appropriate restrictions, including location and placement. ▪ Technical assistance: Develop a one-stop toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an Accessory Commercial Unit within the Planning Area unincorporated communities. The development of this toolkit should include the identification of opportunities to streamline processes and increase coordination across County Departments. For example, establishing an “ACU Concierge” team consisting of representatives from each of the relevant County Departments to work collaboratively in supporting the establishment of ACUs, helping overcome technical divide challenges, and decreasing the wait time for obtaining any required entitlements, permits, and/or licenses. ▪ Financing programs and incentives: Study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of an ACU as an opportunity for small businesses and local entrepreneurship. 	Policy LU 5.5	<p>Lead: DRP, Department of Economic Opportunity (DEO)</p> <p>Partners: Public Works (PW), Fire Department, Department of Public Health (DPH), Treasurer and Tax Collector (TTC), Department of Consumer and Business Affairs (DCBA)</p>	1-3 Years

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
2	Lot Consolidation Incentives	<p>Develop a set of lot consolidation incentives to encourage the consolidation of two or more small lots to make it economically viable to build a mixed-use development in the Planning Area.</p> <p>The applicant can be granted a set of incentive bonuses if community-desired uses and amenities are incorporated. These incentives can be applicable for any mixed-use development within the Planning Area that is located in a Countywide zone in which mixed-use is an allowed use, such as Mixed-Use Development (MXD) and all Commercial Zones (C-1, C-2, C-3, etc.) per Title 22. Examples of such uses and amenities include the following:</p> <ul style="list-style-type: none"> ▪ Publicly accessible open spaces and amenities, such as recreation rooms, plazas, public seating areas, and pocket parks that are directly accessible to pedestrians (defined as located within 10 feet of the public sidewalk abutting the property and where not more than 20 feet of path of travel is required from said public sidewalk) ▪ Trees in required yards or setbacks and/or within required open spaces (subject to Title 22 Section 22.126.030 (Tree Requirements)) <p>Varying degrees of incentives can be granted based on the total size of the lot after consolidation. For example, all lot</p>	Policy LU 2.3, Policy LU 5.1	Lead: DRP	5 Years

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		<p>consolidations could be eligible for waived or reduced fees either associated with staff review of a lot consolidation application via the subdivision process and/or planning entitlement fees. Increases in floor area ratio (FAR) and height allowances can be based on the total size of lot after consolidation as follows:</p> <ul style="list-style-type: none"> ▪ 0.5 to 1.0 acres: 0.10 FAR increase ▪ 1.0 to 2 acres: 0.25 FAR increase and 5 feet height increase* ▪ 2 acres or more: 0.50 FAR increase and 10 feet height increase* <p>* Height increases would be subject to required stepback standards per Title 22 as well as height restrictions for any project that is located within 70 or above decibel Community Noise Equivalent Level (dB CNEL) noise contour of an airport influence area.</p>			
3	Legacy Business Retention Program	<ul style="list-style-type: none"> ▪ Develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old in focused growth areas in order to prevent commercial displacement. The elements of the LBRP program may include these components: ▪ Create legacy business registry and markers: Create a registry of businesses over 50 years old. Sources may be the Historic Resource Mapper and community engagement efforts to identify eligible businesses. These eligible businesses would receive or a legacy business plaque or marker as part of an overall branding effort. These businesses would be 	Policy ED 4.1, Policy ED 4.2	<p>Lead: DRP</p> <p>Partners: Los Angeles Community Development Authority (LACDA) and Department of Economic Opportunity (DEO)</p>	3-5 years

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		<p>recognized as community-serving cultural assets.</p> <ul style="list-style-type: none"> ▪ Provide regulatory support and streamlining: Create streamlined permitting processes for legacy businesses that are in the registry; impose right of return on new developments that previously housed a legacy business. ▪ Establish legacy preservation incentive funds and grants: Create a program to offer funds and grants for: 1) property owners who extend 10-year leases to legacy tenants; 2) rent stabilization grants directly to legacy tenant businesses; 3) marketing/promotion products include logo, brand book, social media toolkit, marketing toolkit, plaques, decals and stickers, etc.; 4) grants to moderate and purchase/ install aging appliances and equipment. ▪ Provide façade beautification funds: Grant funding for improving frontage and facades. 			
4	Formula Business Regulations	<p>Develop a set of requirements to regulate formula businesses in the Planning Area, thereby promoting opportunities for smaller or medium-sized businesses. Components of the regulations should include:</p> <ul style="list-style-type: none"> ▪ Purpose and intent. Establish a clear purpose and intent statement to guide the regulations, such as to avoid the proliferation of formula businesses that may unduly limit or eliminate business establishments for smaller or medium-sized businesses, thereby decreasing the 	Policy LU 7.2	<p>DRP</p> <p>Partners: Department of Economic Opportunity (DEO)</p>	5 Years

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		<p>diversity of businesses available to residents and visitors.</p> <ul style="list-style-type: none"> ▪ Definition. Determine if regulations apply to all businesses that contain specific features (see below), or specific business types, such as retail sales/service establishments and restaurant/dining establishments. In the definition, determine identifiers, such as the establishment maintains two or more of the following features: 1) standardized array of merchandise or menu; 2) standardized color scheme; 3) standardized decor; 4) standardized façade; 5) standardized layout; 6) standardized signage, a servicemark, or a trademark; 7) uniform apparel. Other identifiers include if the establishment has a specific number of other establishments in operation (e.g. ten or more). 8) Criteria. Define criteria for the types of business establishments. ▪ Permitting. Determine the permitting process for formula businesses, such as a Conditional Use Permit (CUP). Establish criteria for guiding the CUP process, such as: the percentage of total linear street frontage, availability of similar uses within the district, compatibility of use in district, vacancy rates for business type, for uses larger than a certain size (e.g. 20,000 square feet), require an economic impact study ▪ Location. Determine if established permit type (e.g. CUP) applies to all zones within the County, or only certain zones. Through this process, also determine if specific 			

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		zones would prohibit formula businesses altogether.			
5	Focused Intensive Historic Resource Surveys	<p>Conduct windshield surveys of Lennox, La Rambla, and West Carson.</p> <p>Streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements, conducting intensive level surveys, and nominating non-contiguous historic districts. These may include but are not limited to:</p> <ul style="list-style-type: none"> ▪ Storefront Churches (Planning Area and/or Countywide) ▪ Sites associated with the legacy of environmental injustice, including sites of community activism (Planning Area, particularly Lennox and West Carson) ▪ Additional study of Ranch and Contemporary homes for a potential historic district (Westfield/Academy Hills) 	Policy HP 1 and HP 2	Lead: DRP	5-7 years

Table 5-2: Existing Implementation Programs in the South Bay

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities ¹
LA County Bicycle Master Plan Update	Develop a proposed bicycle network in all unincorporated LA County areas	For all LA County unincorporated communities: <ul style="list-style-type: none"> ▪ Spring 2024 – prioritized network and implementation strategy ▪ Fall 2024 – Programmatic Environmental Impact Report ▪ Spring 2025 – Adopt final Bicycle Master Plan Update 	Board adoption expected in Spring 2025	Article 3 Bikeway Funds; Proposition C Local Return Funds (all Districts)	All
Vision Zero Initiative and Action Plan	A Countywide Initiative to eliminate traffic-related fatalities and severe injuries. An Action Plan was developed to guide the County’s efforts in implementing traffic safety enhancements in unincorporated LA County communities.	<ul style="list-style-type: none"> ▪ The Vision Zero Action Plan identifies CCCs where there are concentrations of fatal and severe injury collisions. The following communities in the SBPA have CCCs: El Camino Village – 3 CCCs (one in the top 20) ▪ Del Aire/Wiseburn – 1 CCC ▪ Lennox – 4 CCCs (one in the top 20) ▪ West Carson – 5 CCCs 	Ongoing	Various local, state, and federal funding sources	All

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities ¹
Prairie Avenue TSSP - 118th Street to Redondo Beach Boulevard	Synchronize and upgrade traffic signals	When the project is completed, it will have a positive impact by improving traffic flow and safety for motorists and pedestrians thereby benefiting the cities and the community.	Currently in Construction, construction started 8/2023, construction ends 03/2024	Metro Grant Prop C Local Return, MSRC,	El Camino Village
Imperial Highway TSSP - Sundale Avenue to Budlong Avenue	Synchronize and upgrade traffic signals	When the project is completed, it will have a positive impact by improving traffic flow and safety for motorists and pedestrians thereby benefiting the cities and the community.	Currently in Design, construction starts 08/2024, construction ends 07/2026	Metro Grant Prop C local Return, Measure M	Lennox
El Segundo Boulevard TSSP - Illinois Street to Vermont Avenue	Synchronize and upgrade traffic signals	When the project is completed, it will have a positive impact by improving traffic flow and safety for motorists and pedestrians thereby benefiting the cities and the community.	Currently in Design, construction starts 04/2025, construction ends 01/2027	Metro Grant Prop C local Return, Measure M	Del Aire/Wiseburn
South Bay Arterial Detection	Install system detectors to support operations and network performance measures by collecting traffic data such as volume, occupancy and speed.	Improve traffic flows and reduce traffic congestion	Currently in Design, construction starts 11/2025, construction ends 03/2026	Measure R	El Camino Village, Hawthorne Island, Lennox, West Carson

<p>Redondo Beach BI TSSP – Artesia Boulevard to Vermont Avenue</p>	<p>Synchronize and upgrade traffic signals</p>	<p>When the project is completed, it will have a positive impact by improving traffic flow and safety for motorists and pedestrians thereby benefiting the cities and the community.</p>	<p>Currently in Design, construction starts 12/2025, construction ends 03/2027</p>	<p>Metro Grant Prop C local Return, Measure M</p>	<p>El Camino Village</p>
<p>Crenshaw BI TSSP – 120th Street to Rosecrans Avenue</p>	<p>Synchronize and upgrade traffic signals</p>	<p>When the project is completed, it will have a positive impact by improving traffic flow and safety for motorists and pedestrians thereby benefiting the cities and the community.</p>	<p>Currently in Predesign, construction starts 03/2027, construction ends 02/2028</p>	<p>Metro Grant Prop C local return</p>	<p>Hawthorne Island</p>
<p>West Carson – Normandie Av at 228th St</p>	<p>Traffic Signal Upgrade</p>	<p>Traffic Safety</p>	<p>Construction ends January 2026</p>	<p>Federal Grant</p>	<p>West Carson</p>

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities ¹
Lennox Community Pedestrian Plan	Developing a General Plan-level document proposing walking enhancements and encouragement programs for the Lennox community.		2024-2026	SCAG Sustainable Communities	Lennox
Alondra Park Community Pedestrian Plan	Developing a General Plan-level document proposing walking enhancements and encouragement programs for the Alondra Park community.		2024-2027	California Active Transportation Program	Alondra Park
Del Aire Community Pedestrian Plan	Developing a General Plan-level document proposing walking enhancements and encouragement programs for the Del Aire community.		2024-2027	California Active Transportation Program	Del Aire
West Carson Community Pedestrian Plan	Developing a General Plan-level document proposing walking enhancements and encouragement programs for the West Carson community.		2024-2027	California Active Transportation Program	West Carson