SOUTH BAY AREA PLAN

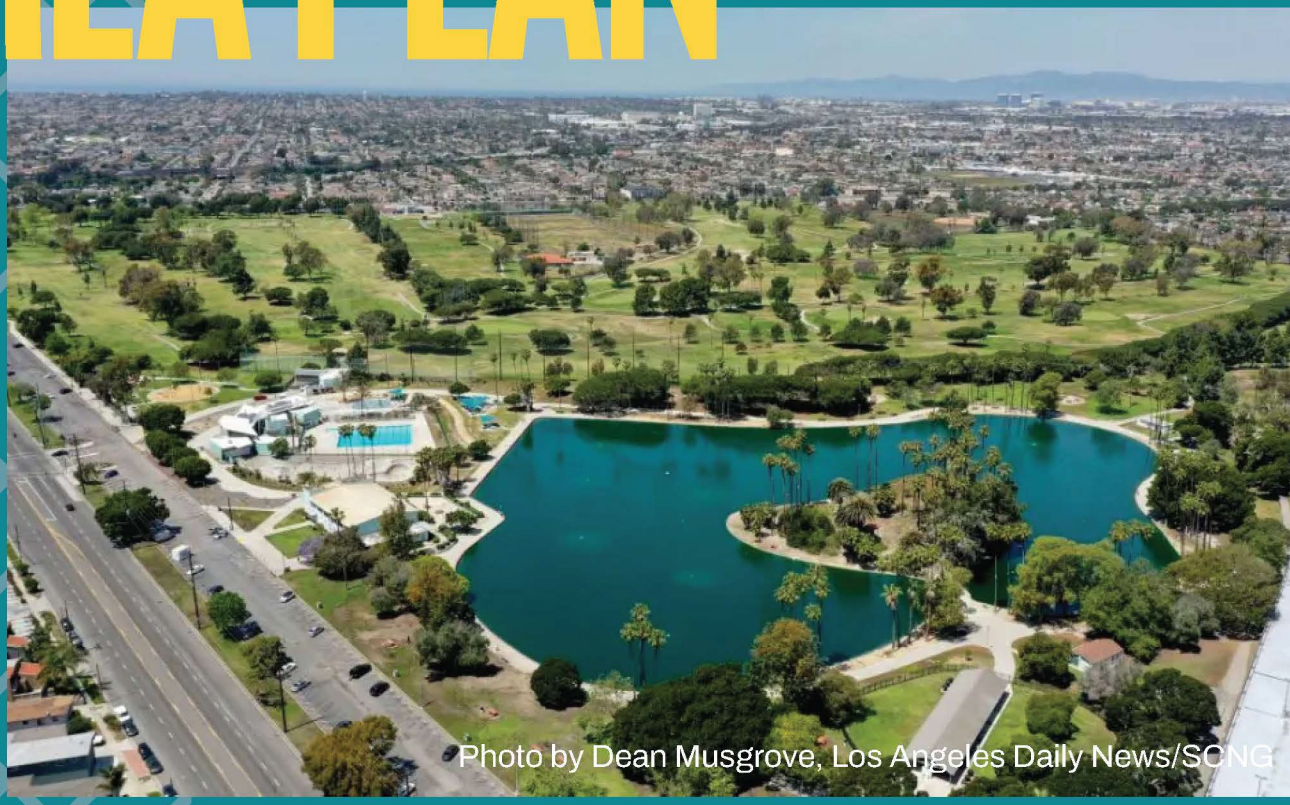

Photo by Dean Musgrove, Los Angeles Daily News/SCNG

LA COUNTY PLANNING
South Bay Area Plan

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ACKNOWLEDGEMENTS

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Pro Forma

Intersecting Metrics

GLOSSARY

Term	Definition
ACUs	Accessory Commercial Units
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 Connections	First/last mile connections focus on access and pathways for people of all ages and abilities between a transit stop or bus stop and a person's origin or destination.
General Plan	Los Angeles County General Plan 2035
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 a 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

Term	Definition
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 South Bay 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. **Figure 1-1: South Bay Area Plan Communities** and **Figure 1-2: Planning Area and Vicinity** shows the geographic layout of the communities and adjacent cities of Los Angeles, Inglewood, Gardena, Hawthorne, El Segundo, Carson, Rolling Hills, Rolling Hills Estates, Lawndale, Torrance, and Rancho Palos Verdes.

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 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

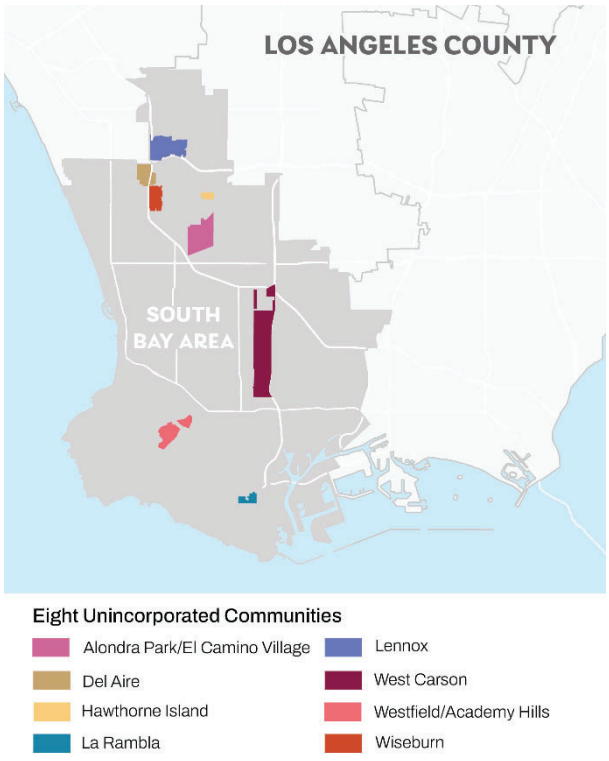
Airport (LAX), and intersected by major transportation highways, the Planning Area is home to a thriving economy anchored by a diverse mix of industries, including aerospace, technology, and the movement of goods, all which exert an impact on the SBAP communities.

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 noise pollution and 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

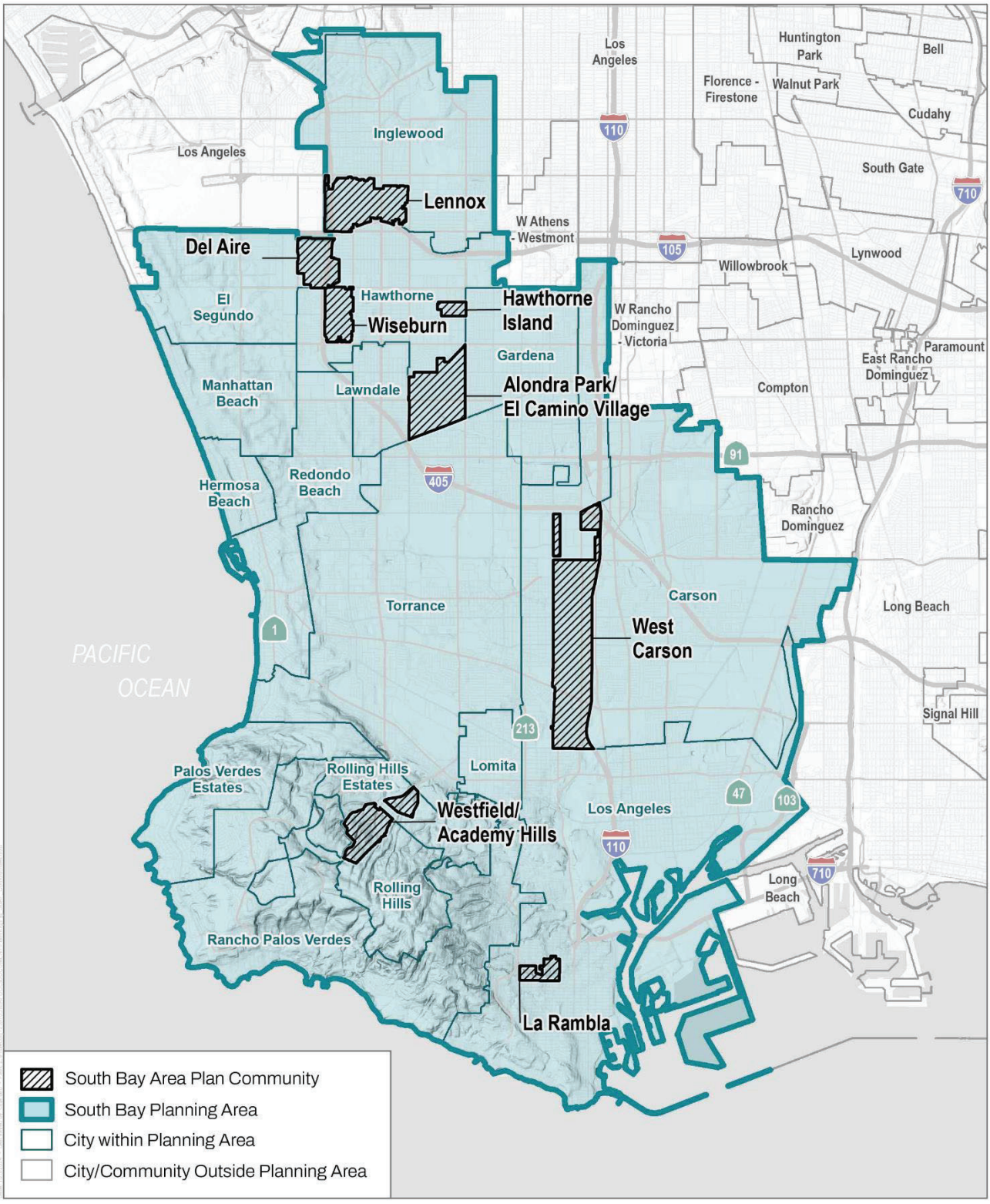
Figure 1-1: South Bay Area Communities



communities that will exist in the year 2045 exist today, the South Bay communities can evolve in ways that will be more inclusive and resilient.

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 environmentally conscious land use practices and to create a brighter 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 to job opportunities and minimize impacts on 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 of 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 will serve 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	■ 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 listed in **Section 1.3 A, Relationship of the Area Plan to Other Plans.** ■ Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.
Developers/Designers/Builders	■ Informs the County's future plans and development priorities.
Residents/Community Organizations/Business Owners	■ 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.**

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 SBAP 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. 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.
2. Ensure community services and infrastructure is sufficient to accommodate growth.
3. Provide the foundation for a strong and diverse economy.
4. Promote excellence in environmental resource management.
5. Provide healthy, livable, and equitable communities.
6. Promote strengths, community voices, and equity outcomes.

Furthermore, the SBAP correlates with and implements the **General Plan 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 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 June 2024, the County adopted the 2045 Climate Action Plan (2045 CAP), a sub-element of the **General Plan Air Quality Element.** The 2045 CAP includes a GHG inventory, projections for future emissions, and a roadmap for addressing emissions from various sectors to achieve reduction targets for 2030, 2035, and the County's long-term aspirational goal for carbon neutrality by 2045.

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'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 by expanding the existing bikeway network, connecting gaps, addressing constrained areas, and by including programs that encourage residents to bicycle more often. Recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines

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.

Source: 2045 Los Angeles County Climate Action Plan (2045 CAP)

for the unincorporated communities of Los Angeles County.

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 prepared in 2019, and 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 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. 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 the 2016 PNA and identified specific barriers residents experience to using parks and recreational facilities.

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 conditions. 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.[1] 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.

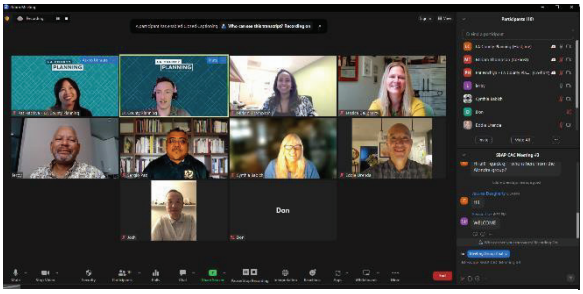
The mobility-focused goals and policies in the SBAP align with the Vision Zero Action Plan, with the goal to facilitate safer bicycle and pedestrian trips within the Planning Area.

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 goals and policies of these existing community focused plans.

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,



South Bay Area Plan Community Advisory Committee (CAC) Meeting.

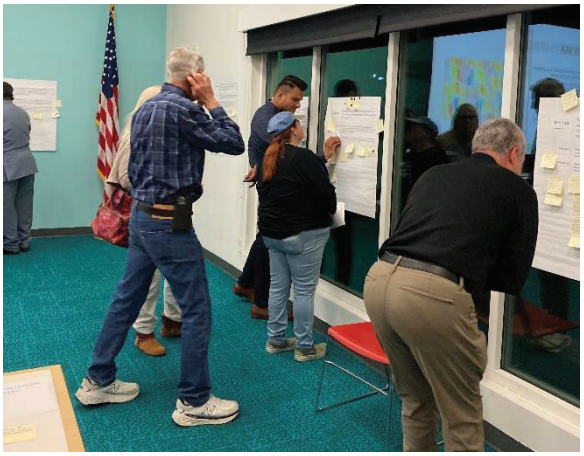
Community workshop at Lennox Library.

community pop-ups and information sessions, virtual meetings, and online engagement. A summary of all community engagement conducted for the SBAP project

[1] Vision Zero: Los Angeles County. https://pw.lacounty.gov/visionzero/.

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 workshop at Lennox Library.

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

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	26	In-person	657
Survey	1	Online and Print (Hard Copies)	178
Other Meetings*	13	In-person	205
Virtual Meetings	14	Virtual	153
Community Advisory Committee (CAC) Meetings	6	Virtual/In-person	6-8**
Total	**64**	**—**	**1289**

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

Community Workshop at Carson Library

information and share draft documents and used the department's social media to inform the public and encourage community 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 options;
- 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 (Historic 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 (Historic 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.

A. 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 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.

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."

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.

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.

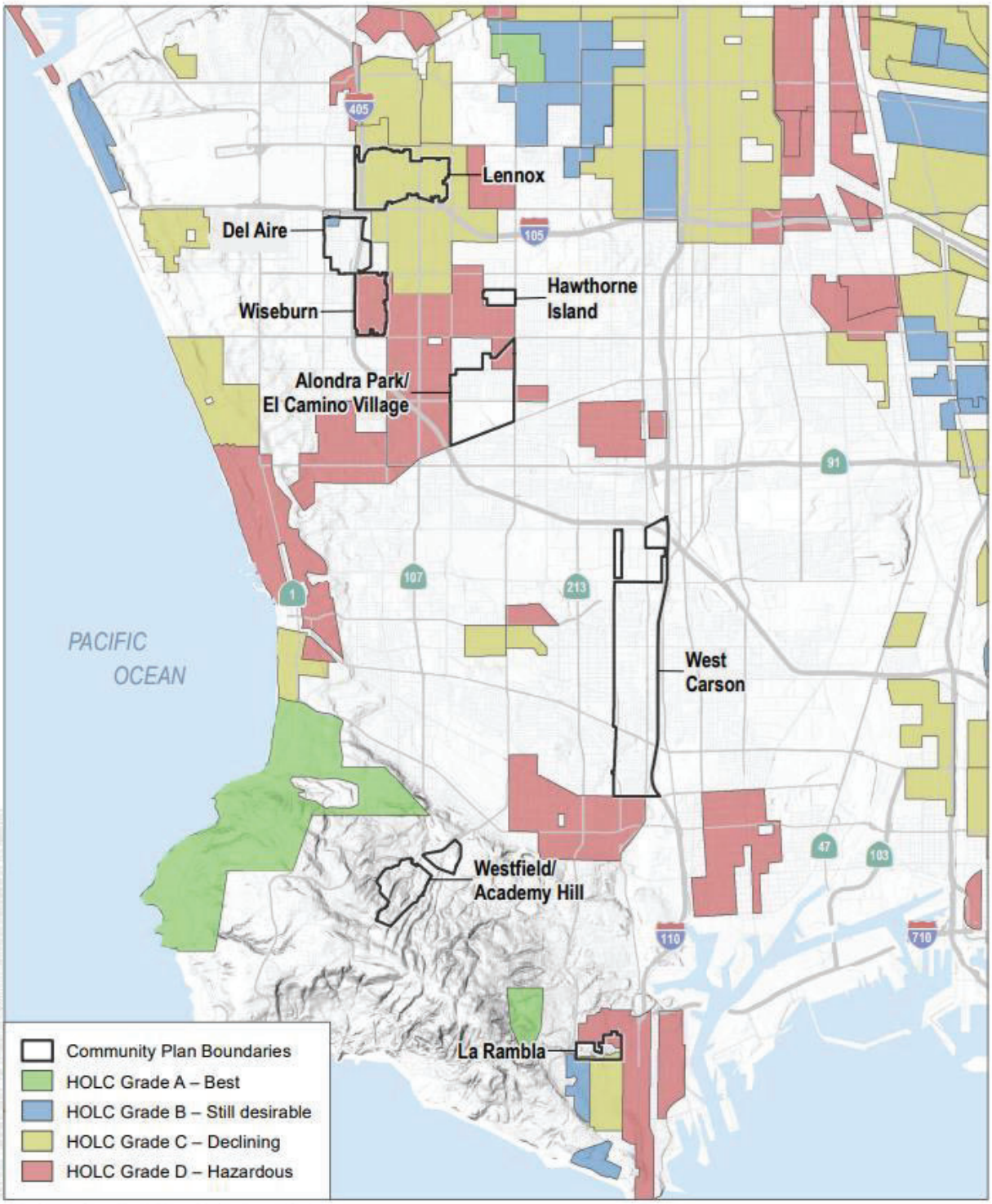
In 1913 California passed the Alien Land Law, which prevented "aliens ineligible for citizenship" from owning or leasing land. Although not explicitly stated, the law was intended to restrict property ownership among Asian immigrants, including the ownership of farms.

Following the Japanese bombing of Pearl Harbor in 1941, President Franklin D. 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. 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 rulings released school districts from mandatory desegregation plans. However, many school districts today remain largely segregated based on the demographics of neighborhoods.

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

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

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 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 the City of Hawthorne's industrial center with major companies labeled, 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:

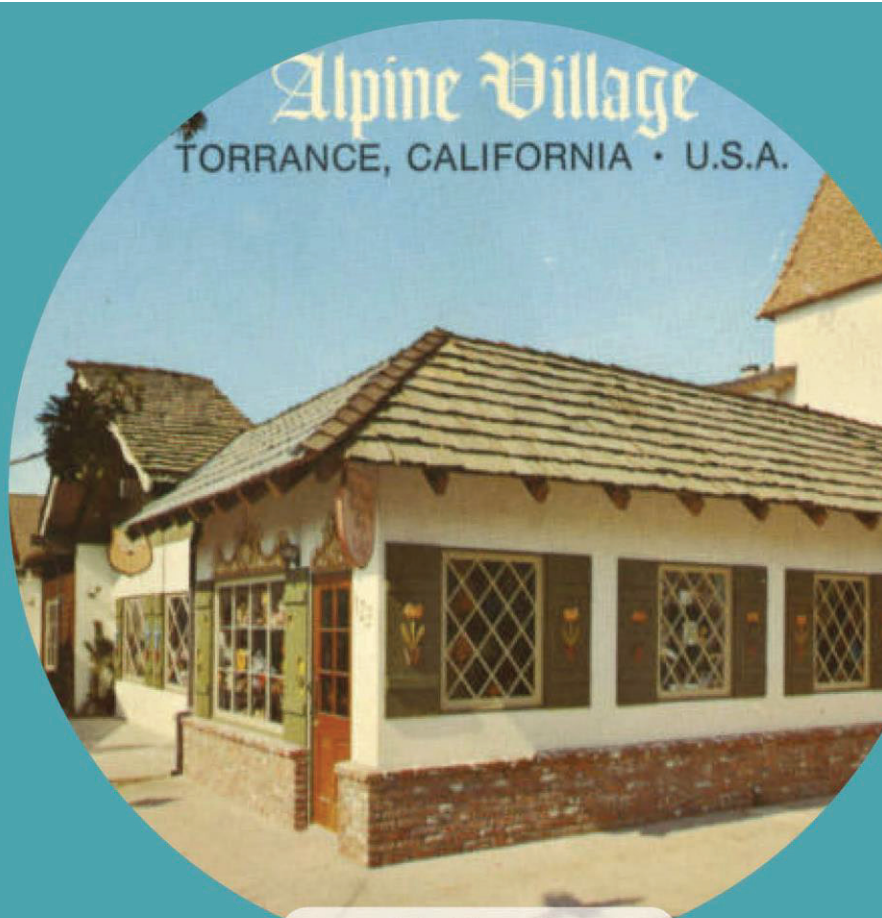
Present-day Harbor-UCLA Medical Center becomes associated with the University of California Los Angeles.

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).

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

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).

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 levels of toxic insecticide dichlorodiphenyltrichloroethane (DDT) in their yards from the nearby Superfund Sites.

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.

2020

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

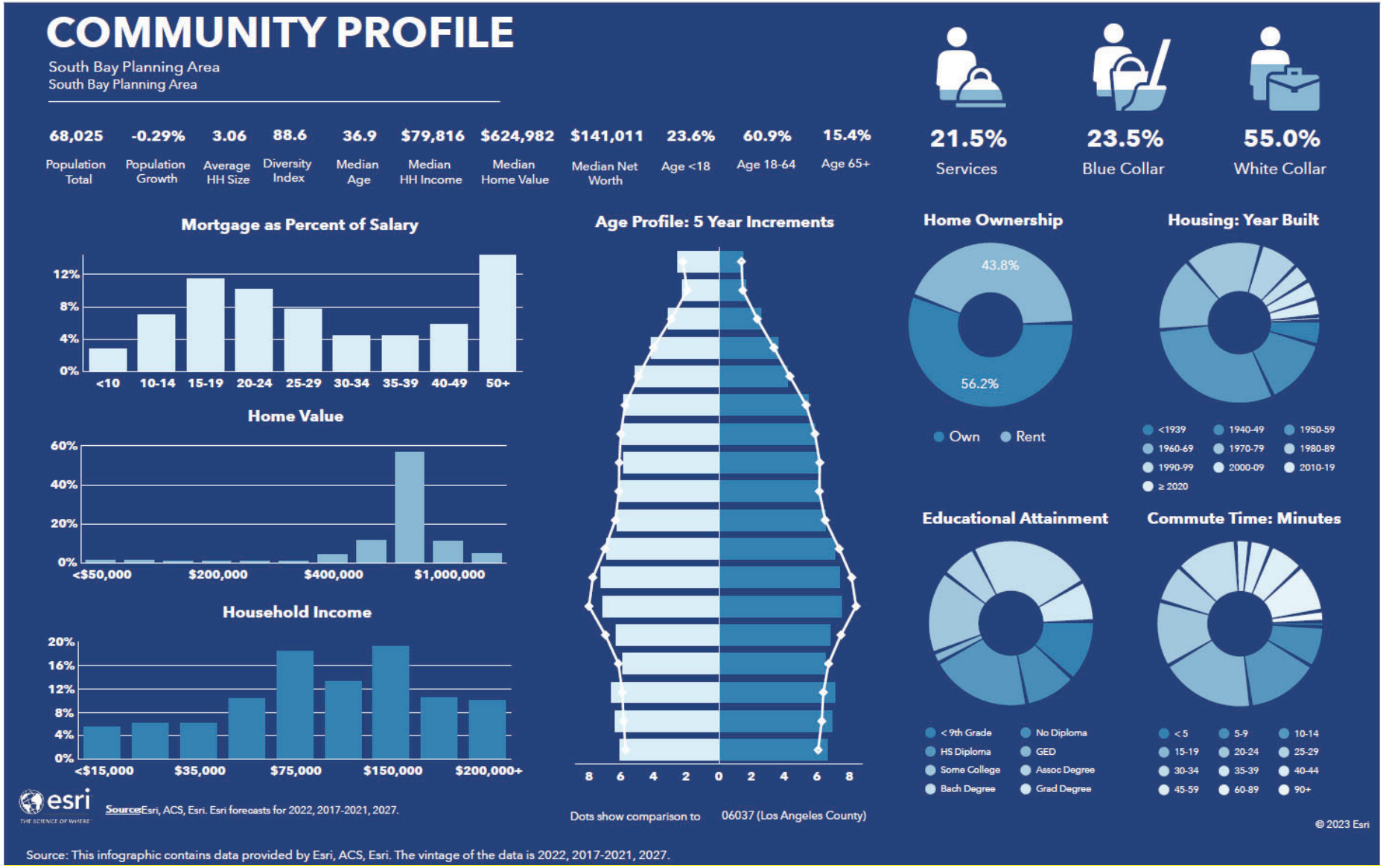
2.2 Planning Area Community Profile

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 combined unincorporated areas of the County (3.30).

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



Source: This infographic contains data provided by Esri, ACS, Esri. The vintage of the data is 2022, 2017-2021, 2027.

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

What are Goals and Policies?

- **Goals** are general statements of desired outcomes of the community.
- **Policies** are the course of action to achieve the goals.

The area plan also incorporates themes to group goals and policies under a single idea, such as "Key Corridors" or "Land Conservation". Each **theme** is listed before the goals and policies throughout this chapter to provide more context for the reader.

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 policy priorities are cross cutting in that they affect all topics in the area plan and include:

- Environmental Justice
- Sustainability
- Climate Change
- Equity

Each of these priority policies are discussed briefly in the subsequent pages 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."[2] 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, 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 the University of Southern California 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.[3] West Carson is considered a "Green Zone" community, which means that certain industrial uses are prohibited within 500 feet of

GREEN ZONES PROGRAM

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.

[2] Los Angeles County. 2015. Los Angeles County General Plan 2035. https://planning.lacounty.gov/generalplan/generalplan.

[3] Los Angeles County. 2021. "Green Zones Program." https://planning.lacounty.gov/greenzones.

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

I-105 CONSENT DECREE - HOUSING PLAN TO PRIORTIZE 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.

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, which was used in developing the SBAP. Using this tool, equity concerns are shown to be 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.[4] The SBAP is aligned with this vision, which entails a broad and inclusive concept of sustainability that not only addresses climate change, but aims to focus on the social, health, and safety of community members.

[4] Los Angeles Countywide Sustainability Plan. https://ourcountyla.org/wp-content/uploads/2019/07/OurCounty-Final-Plan.pdf

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 promoting communities with mixed-use development and diverse housing options for residents in targeted growth areas, while also supporting context sensitive development approaches along key 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 needing to ensure that industrial properties are good neighbors 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.[5]

To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a Planning Areas Framework in the 2015 General Plan Update. This framework identifies 11 Planning Areas, including the South Bay Planning Area.[6]

The South Bay Planning Area is in the southern portion of Los Angeles County and is 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 Designations[7]) to organize all land use designations within these communities; refer to **Appendix C (Land Use**

5 County of Los Angeles. 2015. Unincorporated Areas. Accessed November 20, 2023. https://lacounty.gov/government/about-la-county/unincorporated-areas/.

6 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.

7 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 states that 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. The County is required to complete all rezoning efforts to meet its remaining Regional Housing Needs Assessment (RHNA) shortfall by 2024.

The SBAP is considered a critical component of the Housing Element, in that it incorporates the proposed changes on sites in the Housing Element's rezoning program. In total, the Planning Area will support and/or accommodate capacity for 5,361 RHNA allocated units approximately 9.6% 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, Wiseburn, and La Rambla.

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.

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

"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.

- 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.

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:

- 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 health[8] 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.

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 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

[8] https://today.uic.edu/causes-and-impacts-of-car-dependency-on-health-and-quality-of-life/

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.

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 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)

An ACU is 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. The process of developing the SBAP identified additional opportunities to transition from industrial uses to other uses. The Alpine Village area is a 14-acre site situated in the West Carson community that has had a historic General Plan Land Use designation of Light Industrial (IL). Recognized as the host of local "Oktoberfest" festivals for decades due to the presence of historically significant Germanic themed shops along Torrance Boulevard, the Alpine Village area is located between Vermont Avenue and the 110 Freeway. Alpine Village presents an opportunity to transition a history of industrial uses to community-serving uses that better align with the legacy of the site. In addition to being historically significant, the Alpine Village area provides a buffer between the industrial uses to the north and the residential neighborhood to the south. The SBAP facilitates this transition through adding this area to the West Carson TOD Specific Plan and establishing a new "Alpine Village zone." This zone acknowledges the complex history of the German cultural shops adjacent to a closed landfill. The zone is established to facilitate the repurposing of the Alpine Village area. In addition, the zone seeks to transition the area to protect the history of the site while also accommodating future commercial and non-residential uses.

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

FOCUSED GROWTH AREAS

Goal LU 1 Focused growth and development to support sustainable planning principles, enhance commercial corridors, and create mixed-use places.

Policy LU 1.1: Focused Growth Areas. Focus growth/new development through infill development along key corridors and within transit areas to ensure housing is near employment, community services, public transit, and cultural amenities.

Policy LU 1.2: Gentle Density. Encourage medium-density housing development on existing General Plan Land Use General Commercial (CG) sites to enhance commercial corridors and locate residents near destinations and amenities.

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

DEVELOPMENT OF DIVERSE HOUSING OPTIONS

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: 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 2.4: Lot Consolidation. Facilitate housing and mixed-use development on smaller lots to encourage the development of small and undersized parcels, through lot consolidation or other means on commercial corridors

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

Policy LU 3.2: 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 3.3: 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 3.4: Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.

Policy LU 3.5: 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 3.6: Residential Lighting. Provide for lighting standards that ensure that on-site lighting does not impact surrounding neighboring properties.

Policy LU 3.7: 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 3.8 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 promotes 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 Ensure the responsible development and maintenance of industrial and commercial areas so they are clean, safe, and aesthetically pleasing for surrounding neighbors.

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.

Policy LU 5.5: Electric Truck Hook-Ups. Encourage new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.

Goal LU 6 Industrial land is transitioned to more compatible, community-serving uses and legacy pollution sites are cleaned-up and re-used.

Policy LU 6.1: Transition of Industrial Uses. Facilitate the transition of industrial land that is adjacent to sensitive residential areas to more compatible uses over time.

Policy LU 6.2: Brownfield Remediation. Explore opportunities to develop a brownfields inventory for SBAP to facilitate remediation and obtaining grant funding.

Policy LU 6.3: 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.

Policy LU 6.4: Legacy Pollutant Clean-up. Support the clean-up and re-use of contaminated sites by continuing to work with state, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants, which are health-harming pollutants that are the result of past land use activities (e.g., DDT, PCBs, lead, mercury) and are now banned.

PLANNING ENGAGEMENT

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

Policy LU 7.1: Inclusive Public Engagement and Education. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups through inclusive and multilingual outreach to implement the South Bay Area Plan.

Policy LU 7.2: Foster Youth Engagement. Ensure youth participation in the planning process through collaboration with schools and local youth organizations which include meaningful opportunities for youth to 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 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 in these communities - 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.[9] 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 on a northern extension to connect the C Line and the K Line and a southern extension to extend the C Line from the Redondo Beach (Marine) Station to the

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.

[9] Metro Interactive Estimated Ridership Stats (CY 2022)" Accessed November 16, 2023. https://isotp.metro.net/MetroRidership/YearOverYear.aspx.

new Torrance Transit Center, which will connect more of the South Bay.

Aviation/LAX Station

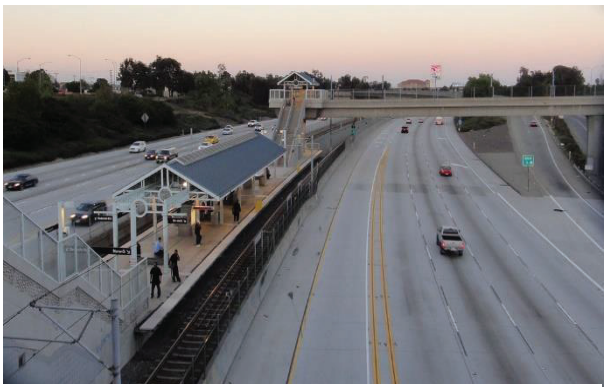
Source: Transit.Wiki

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 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



Hawthorne/Lennox Station

Source: Flickr

are served by local and express bus services. The City of Los Angeles, LA Metro, Torrance Transit, and other local service providers 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/El 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).[10] 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 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

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/.

[10] SCAG Transportation Safety. https://scag.ca.gov/transportation-safety

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.[11]

Class IV: Separated Bike Lane

Source: LA County Public Works

[11] 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

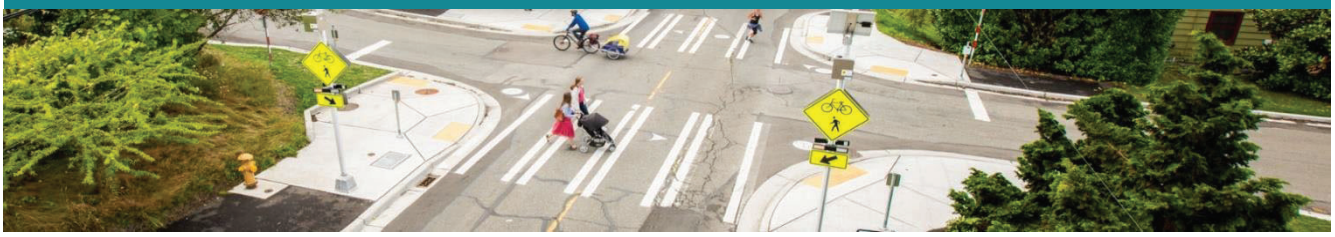
To support walking and facilitate safer connections to community services and amenities, pedestrian infrastructure improvements are needed along key corridors. Examples of improvements include widened sidewalks, Americans with Disabilities Act (ADA) upgrades, high-visibility crosswalks at key intersections, 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

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 scootering. 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.



ages and abilities to walk, bike, and roll. These 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. The reconfiguration of the public right-of-way can also support the integration of bicycle facilities and other transportation modes, such as transit.

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, such as Lead Pedestrian Intervals (LPI), Lead Bicycle Intervals (LBI), high visibility crosswalks, bulb outs, among others 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-monoboards. 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.

PEDESTRIAN AND BICYCLE SAFETY TREATEMENTS

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.
- **Bulb outs** extend the sidewalk to narrow the roadway, reducing crossing distances for pedestrians and improving visibility and safety.

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

In the Route Refinement Study for a South Bay Local Travel Network, completed in 2021, 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.[12] 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.

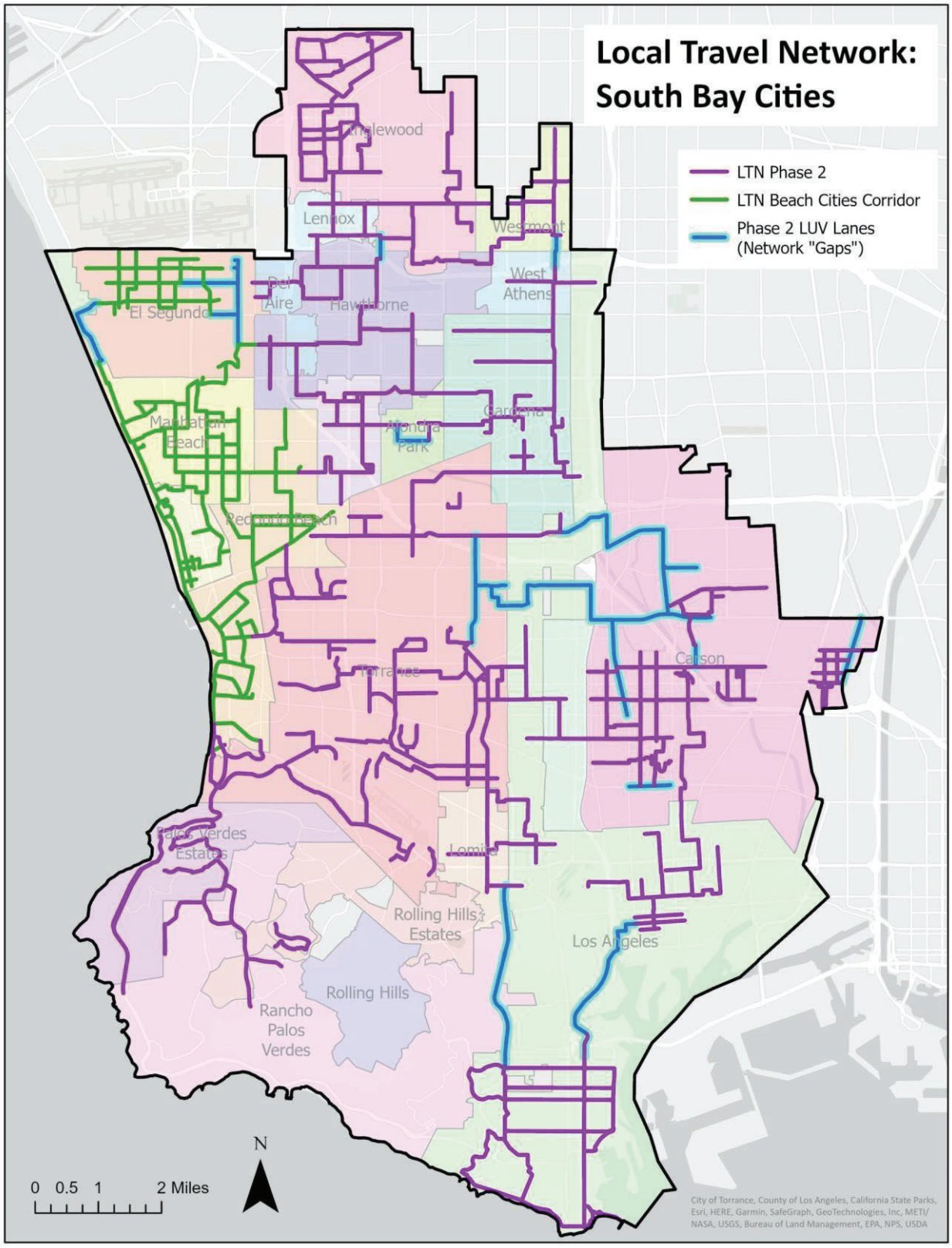
12 South Bay Cities Council of Governments' Route Refinement Study for a South Bay Local Travel Network (2021). https://southbaycities.org/sites/default/files/SBCCOG%20Route%20Refinement%20Study%20for%20a%20South%20Bay%20Local%20Travel%20Network.pdf.

- 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 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.[13] 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

[13] 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.

recreational amenities. Parks are fundamental to creating socially vibrant and sustainable communities. Such spaces enhance the 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.

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. 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 the South Coast Botanic Garden in Westfield/ Academy Hills.

Lennox Park

Open Spaces in Private Development

Other types of open and green space include 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),[14] 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"

[14] Los Angles Countywide Comprehensive Parks & Recreation Needs Assessment. https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf.

park need based on the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus (PNA+),[15] 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.

[15] 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 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 is the result of a 30-year effort and opened to the public in May 2024.

The park was made possible largely through the efforts of residents and community partners such as the Del Amo Action Committee. For more than three 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.

Policy 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.

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.

Moffett Elementary School, Lennox School District

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 Program[16]

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.

16 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),[17] 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

[17] Los Angles Countywide Comprehensive Parks & Recreation Needs Assessment. https://lacountyparkneeds.org/wp-content/uploads/2016/06/FinalReport.pdf

include water resources, transportation, environmental services, construction management, and municipal services. 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.[18]
- **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.[19]

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

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

[19] 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.

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, the 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 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.

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.

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

PLANNING AREA TOTAL JOBS BY COMMUNTIY

- 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)

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. Additional, 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 region 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 COVID-19 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, Del Aire, and 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 I110 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. Along the southern border of the property, a portion of the site is designated as a historic landmark because of its building type—themed shopping court—and because Alpine Village's long association with the German American community, including hosting annual Oktoberfest events.

In addition to being historically significant, the parcels to the north and east of the historical landmark provides a buffer between industrial uses to the north and the residential neighborhood to the west and south. As a site with an existing General Plan land use of Light Industrial (IL), the property can be redeveloped as industrial use. However, through community outreach for the project, the public shared feedback that the is a desire for the site to be transitioned away from industrial.

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.

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.

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.

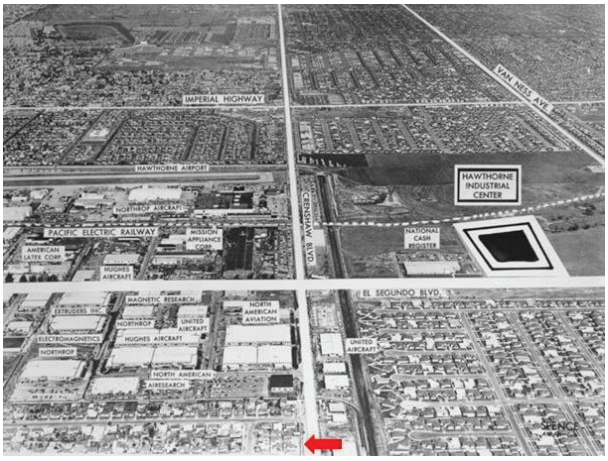
COMMERCIAL DEVELOPMENT

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.

C. 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 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.

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).

Historic Preservation Element Goals and Policies

Goal HP 1 Preserve 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 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.

Policy HP 2.3 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.

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

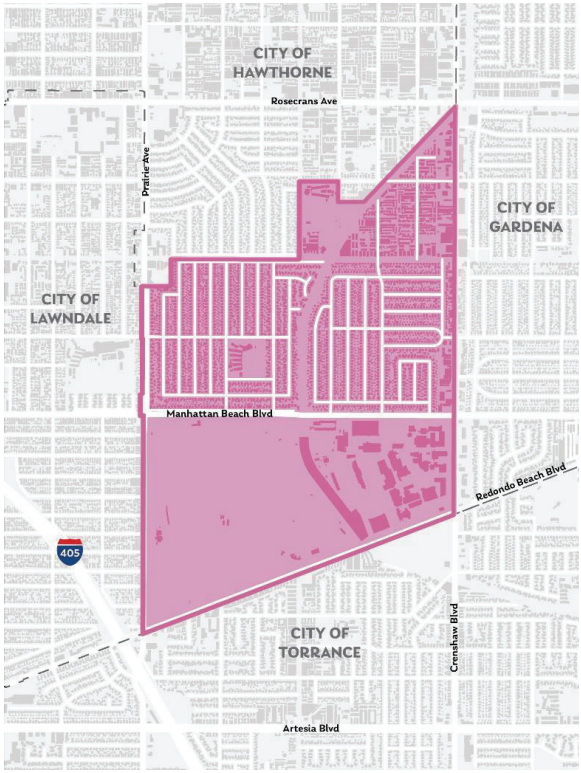
A. Community Snapshot

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

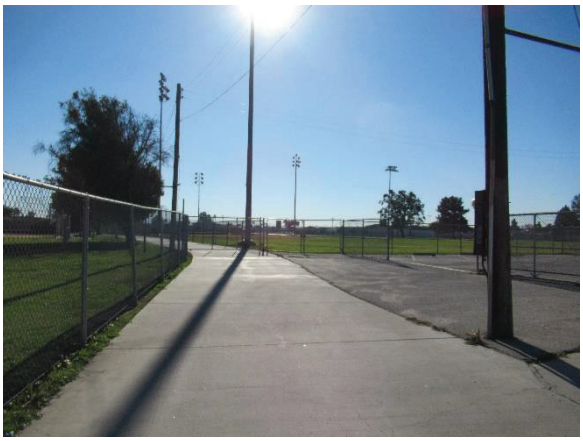


Residential Neighborhood in Alondra Park/El Camino Village

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,[20] 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.[21]

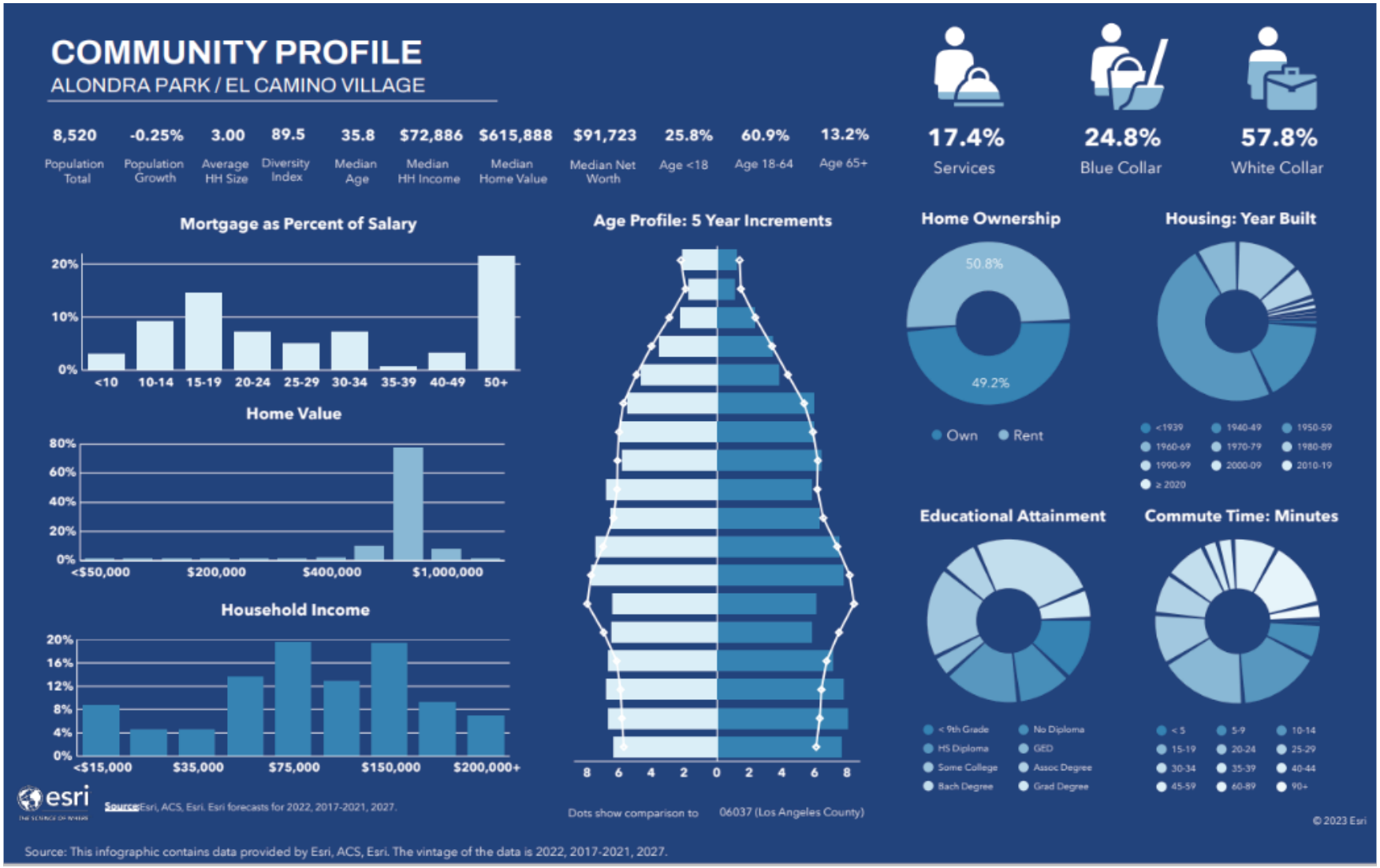
Residents are primarily employed in the service sector (64.5%), followed by retail trade (14.8%) and government (6.6%). Across these sectors, most workers are white-collar (57.8%), followed by blue-collar (24.8%), and services (17.8%). The median household income is $72,886, somewhat lower than the County 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.

[20] Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from https://egis-lacounty.hub.arcgis.com/

[21] 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



Source: This infographic contains data provided by Esri, ACS, Esri. The vintage of the data is 2022, 2017-2021, 2027.

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 Domingez 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. Encourage appropriate scale and transitions for new mixed-use developments along Crenshaw Boulevard between Marine Avenue and Manhattan Beach Boulevard t 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

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

Figure 4-3: Del Aire

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.

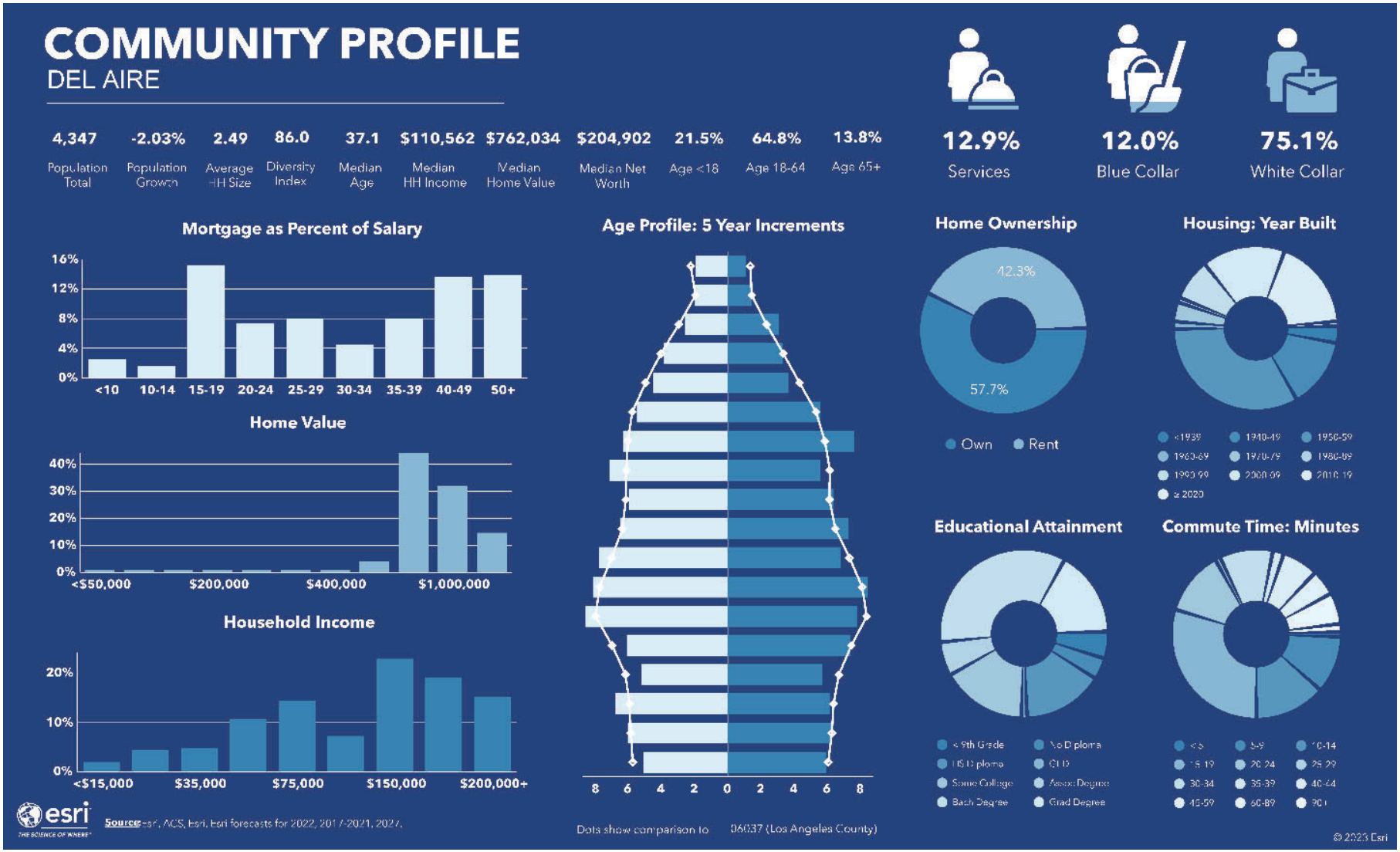
COMMUNITY PROFILE

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. Encourage appropriate scale and transitions for new mixed-use developments along Inglewood Avenue 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 again 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

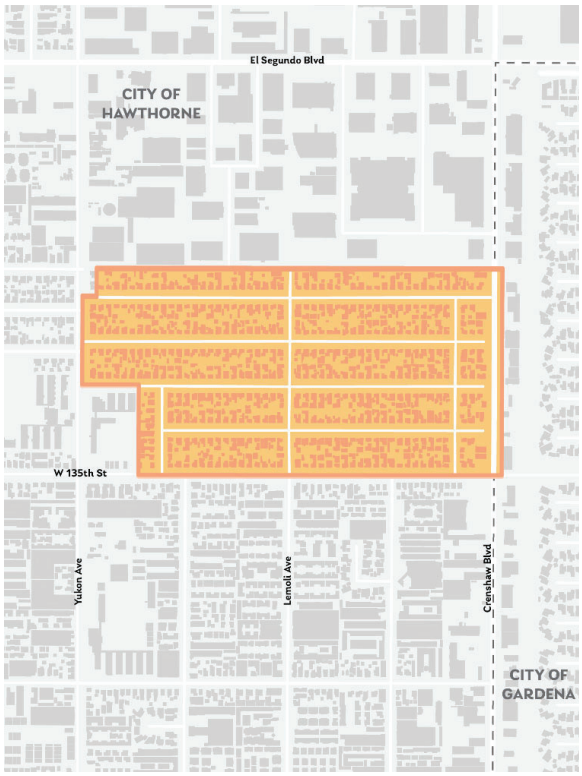
A. Community Snapshot

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. Buildings were constructed between 1939

Figure 4-5: Hawthorne Island



Single-family residential neighborhood in Hawthorne Island

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.[22] 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.

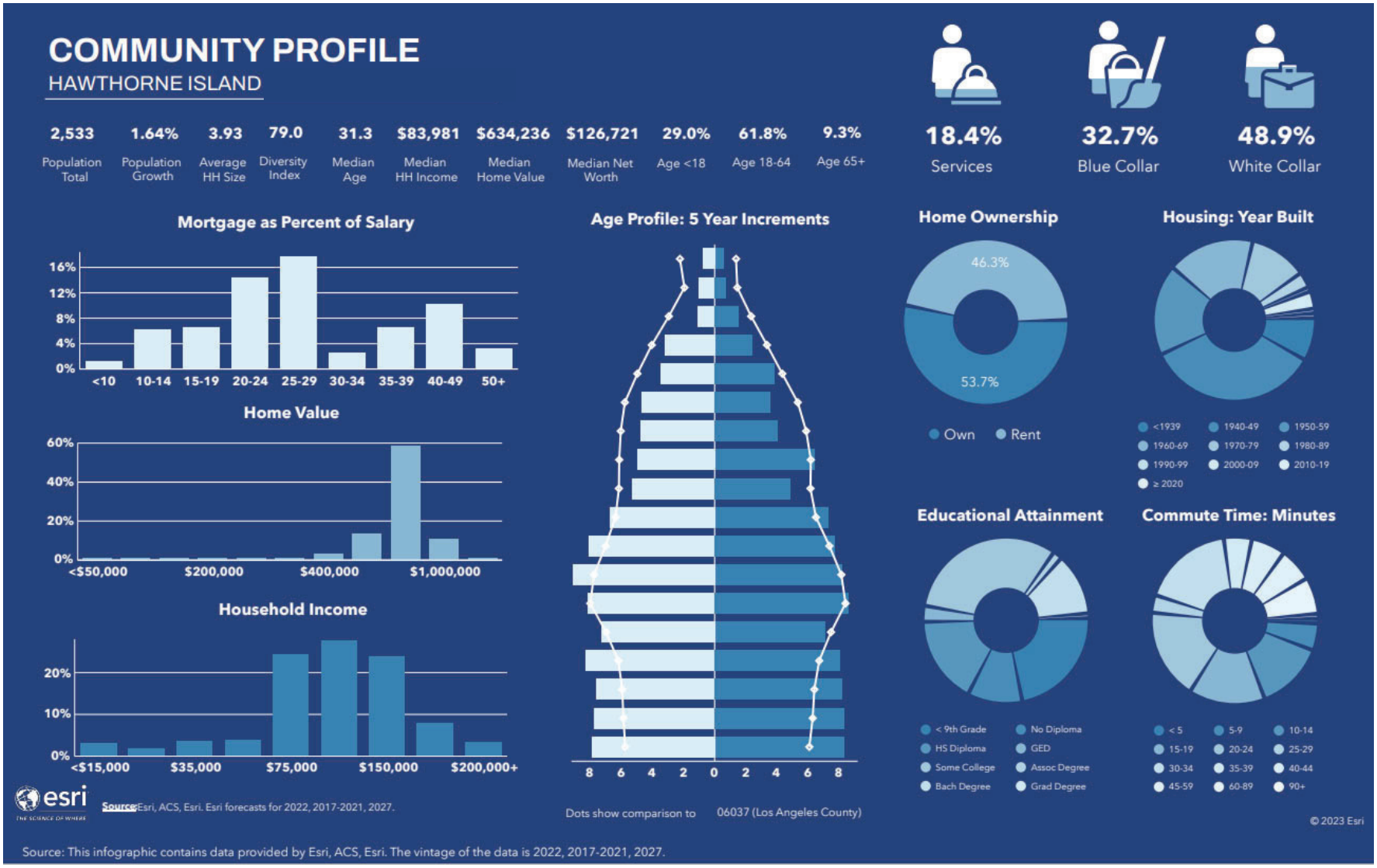
More than half of residents in the community own their residence (53.7%). In Hawthorne Island, the majority of homeowners pay between 25%–29% of their income toward their mortgage.

Multi-family residential in Hawthorne Island

Commercial use in Hawthorne Island

22 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

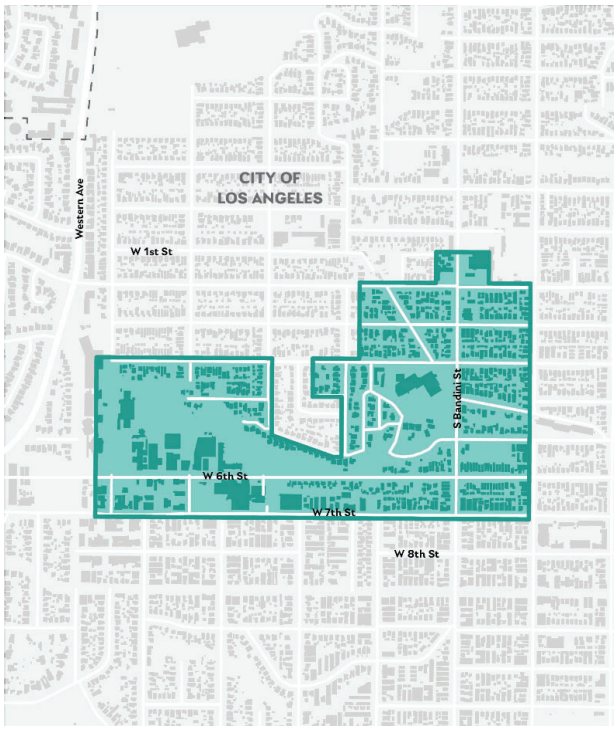
A. Community Snapshot

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

Figure 4-7: La Rambla



Residential neighborhood in La Rambla

Providence Little Company of Mary Medical Center – San Pedro

YMCA

Lower Density Residential

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.

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,[23] 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 Islander, and 1% self-identify as Native American.[24]

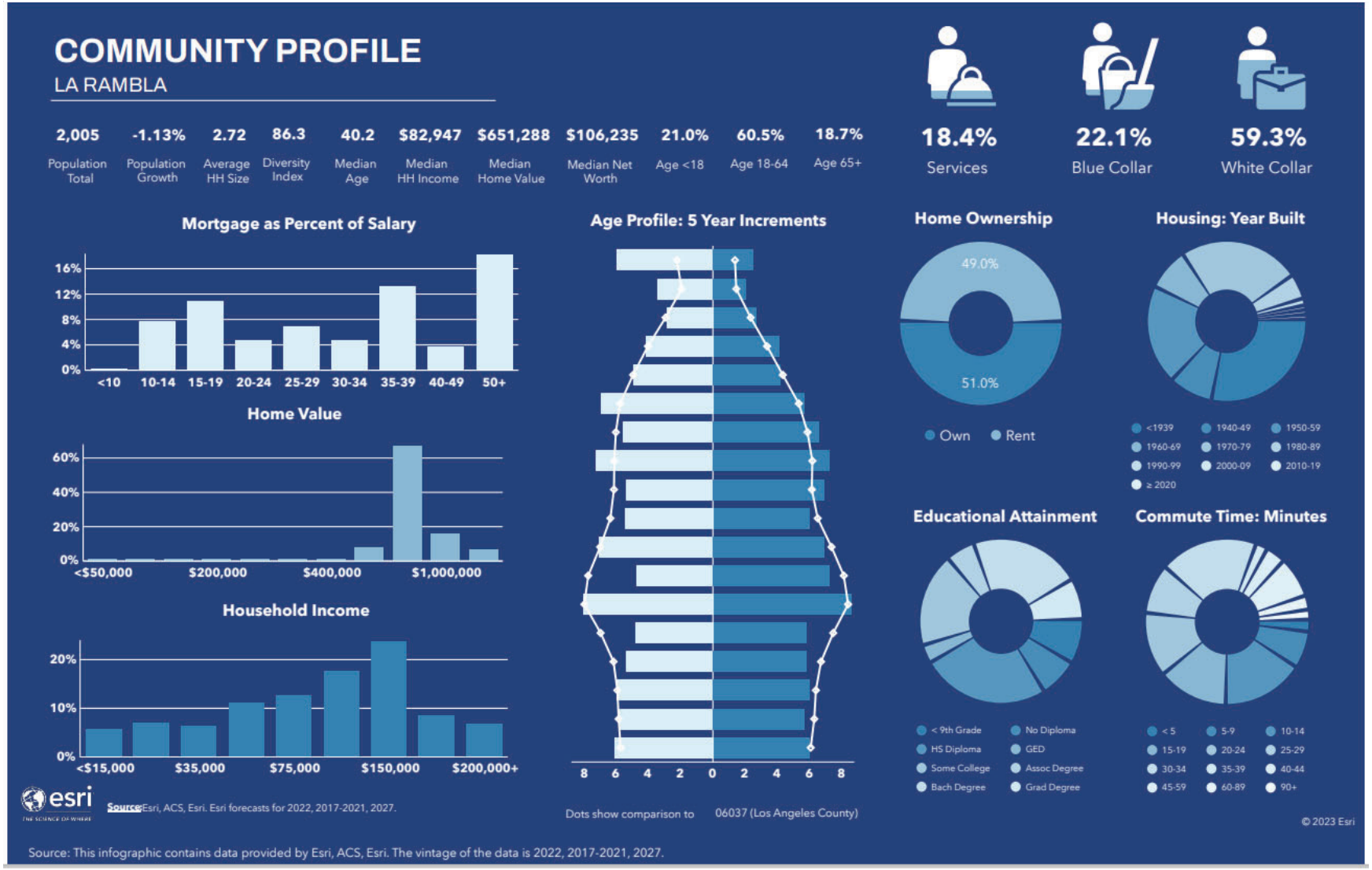
[23] U.S. Census Bureau. (2021). American Community Survey 5-Year Estimates. Retrieved from https://pwgis.blob.core.windows.net/smpm/Community_Profiles/Unincorporated%20La%20Rambla.pdf

[24] Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from https://egis-lacounty.hub.arcgis.com/

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.

Figure 4-8: Community Profile - La Rambla



Source: This infographic contains data provided by Esri, ACS, Esri. The vintage of the data is 2022, 2017-2021, 2027.

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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

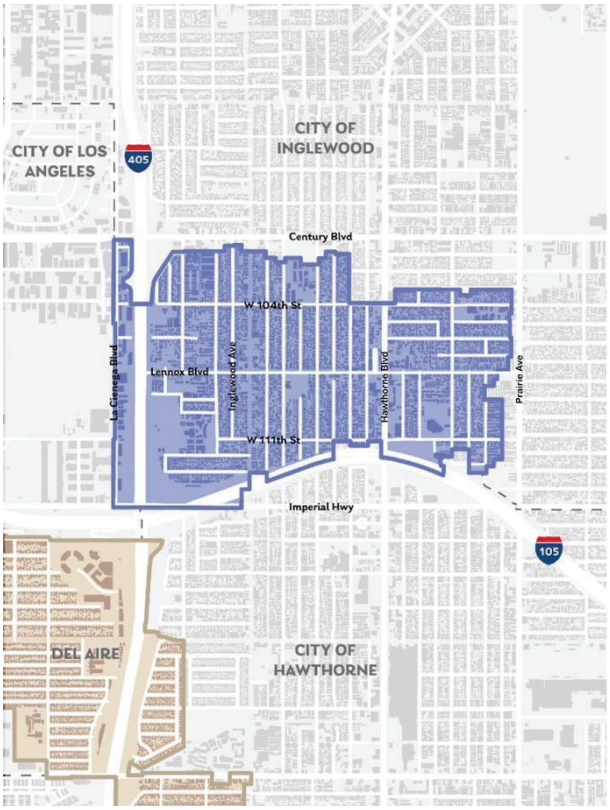
A. Community Snapshot

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 mix of commercial, industrial, and public/semi-

Figure 4-9: Lennox

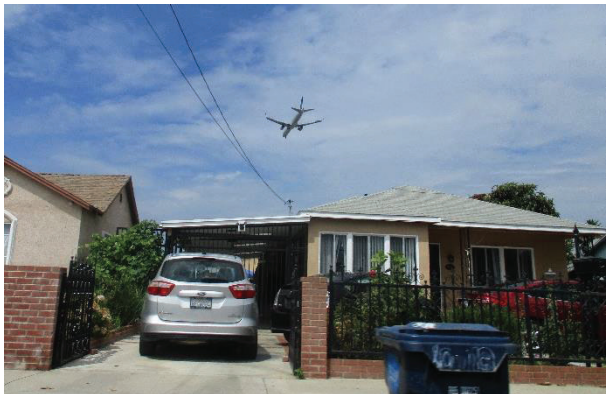


Residential uses and commercial uses in Lennox

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.



Plane landing at LAX over a residence in Lennox

Intersection of Lennox Boulevard and Inglewood Avenue

Industrial uses in Lennox

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

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.

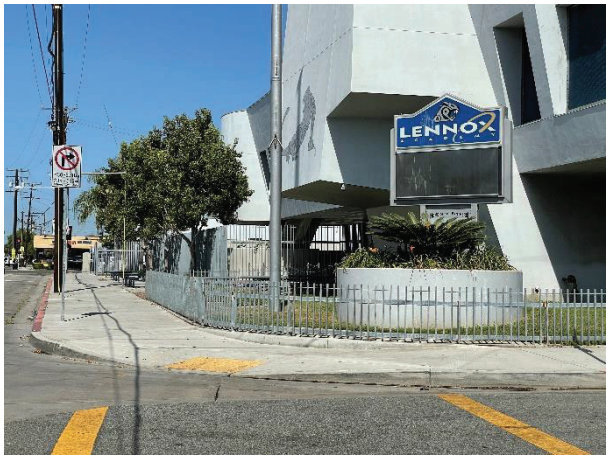
Lennox Boulevard - Enhance the small-scale (one- to two-story) "Main Street" on Lennox Boulevard, between Lennox Park and Hawthorne, with a diverse mix of retail stores and services. Lennox Boulevard is the street that serves both as a connector for circulation and as a connector in social and civic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

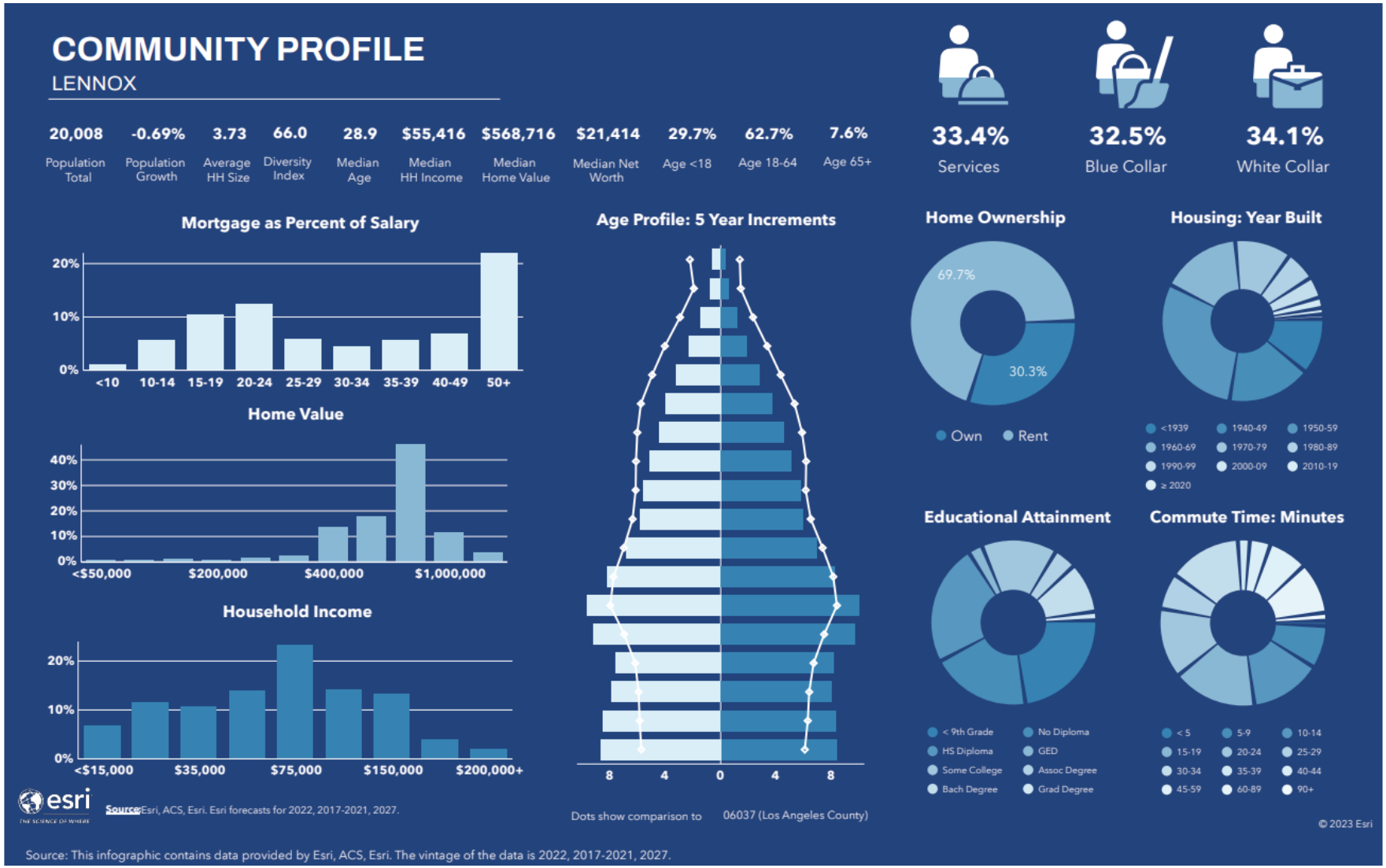
Figure 4-10: Community Profile - Lennox shows a graphic summary of key socioeconomic data for the community of Lennox. Based on American Community Survey (ACS) estimates in 2021, Lennox has a population of approximately 21,209, which has declined from 22,753 in 2010. The predominate race/ethnicity of 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).[25]

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.

[25] 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



Source: This infographic contains data provided by Esri, ACS, Esri. The vintage of the data is 2022, 2017-2021, 2027.

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 Vison Lennox, due to its high-level of usage, such as improvements to the playing fields, upgrading the buildings and constructing new pay 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 r**esilient 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.

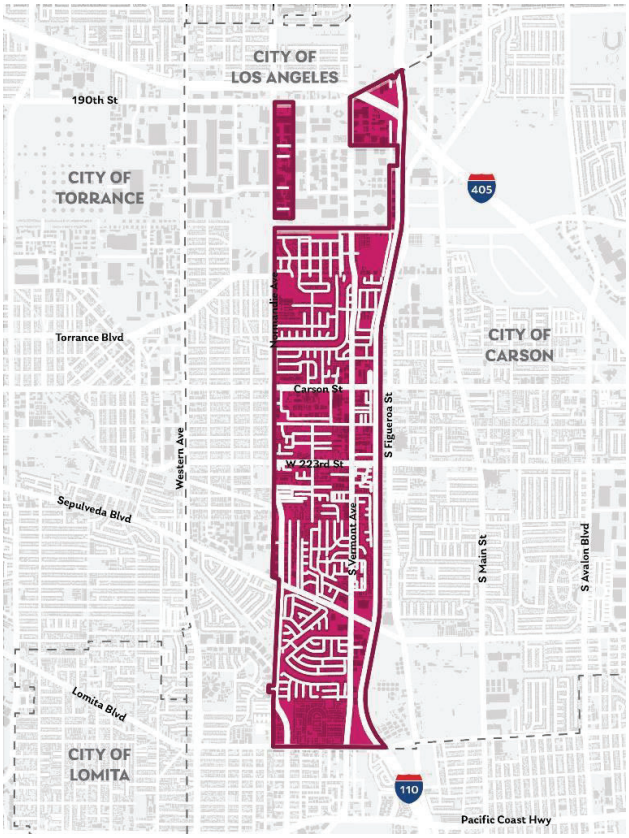
4.6 West Carson

A. 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 area. This Bavarian-style complex was established in 1968 and became a Los Angeles County Historic Landmark in 2020.

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 2019, 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 diverse community with a large 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,[26] and of those who responded to the ACS survey, 37.5% self-identify as Asian, which includes a significant Filipino population; 34.3% self-identify as Hispanic or Latino; 17.0% self-identify as White; and 9.8% self-identify as Black.[27]

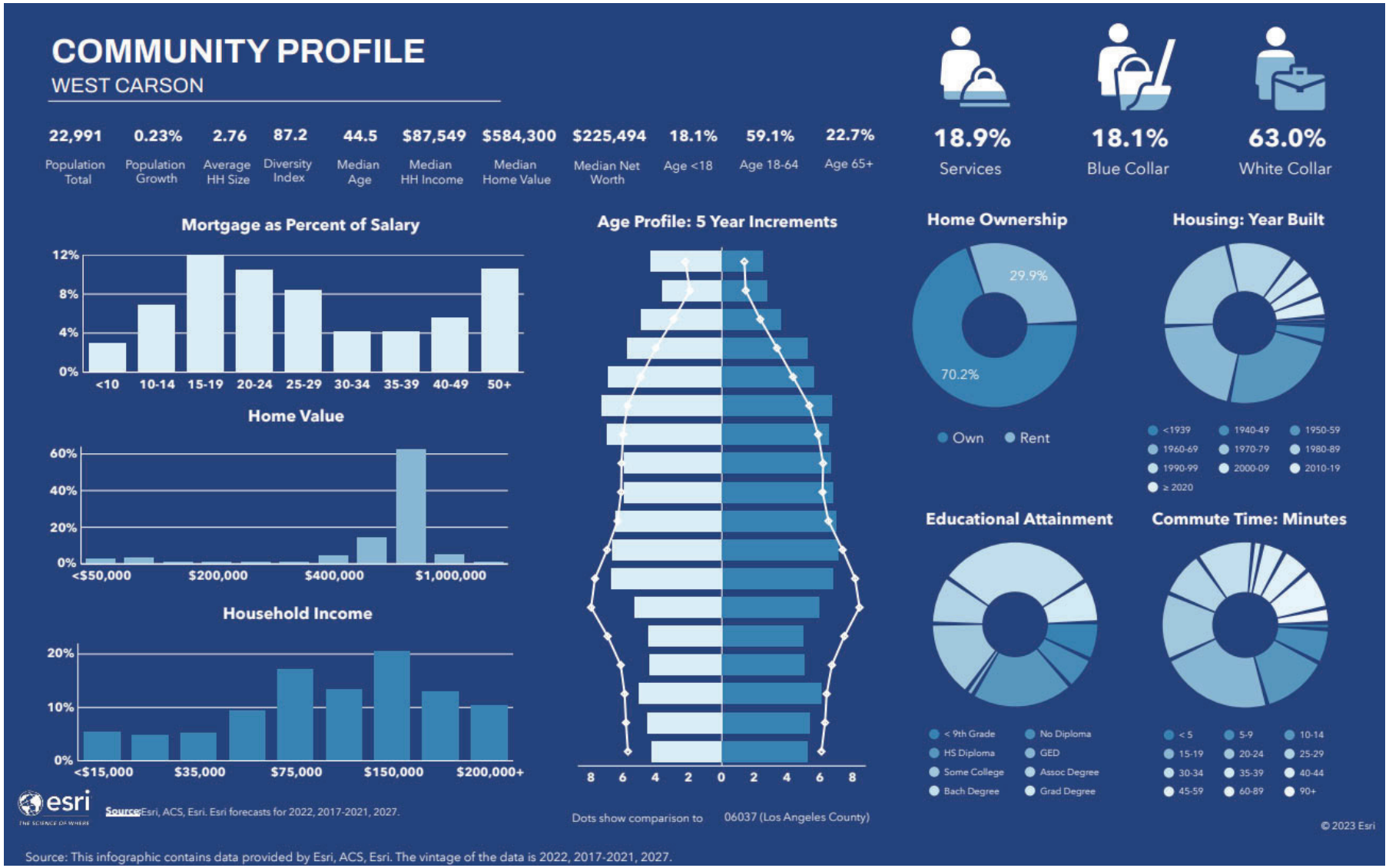
Residents are primarily employed in the service sector (56.2%), followed by retail trade (18.9%), manufacturing (9.9%), and transportation and utilities (5.3%). Across these sectors, most workers are white-collar (63.0%), followed by service (18.9%) and blue-collar (18.1%) workers. The median household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

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

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

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.
- West Carson has been transitioning from traditional light industrial uses to other uses over the past few decades, and there is an opportunity to further facilitate this transition to a broader range of uses to serve the community, such as for the Alpine Village area.
- 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.

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, residential neighborhoods, and 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 ***Integrate additional community-serving uses and 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 impacts are minimized 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: Industrial Transition. Transition existing industrial uses to new community-serving uses over time to reflect the changing needs of the community.

Goal 6 *Employment opportunities for residents.*

Policy 6.1: Workforce Development. Support programs that enhance the skills and capability of the local workforce, specifically in the manufacturing and transportation and warehousing industries.

Policy 6.2: 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 6.3 Industry Clusters. Encourage growth and retention of key industry clusters, including healthcare, biomed, biotech, and life sciences.*

Policy 6.4 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.*

Goal 7 Legacy pollution issues that are addressed, and community histories are acknowledged in West Carson.

Policy 7.1: Brownfield Remediation. Explore opportunities in working with partners in developing a brownfields inventory for the SBAP to facilitate remediation and obtaining grant funding, especially in West Carson.

Policy 7.2: 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.

Endnote

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

4.7 Westfield/Academy Hills

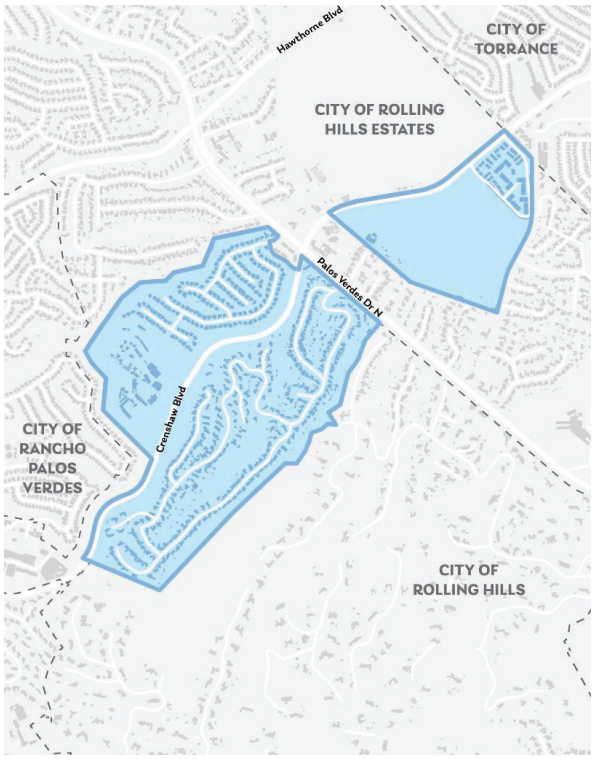
A. Community Snapshot

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.

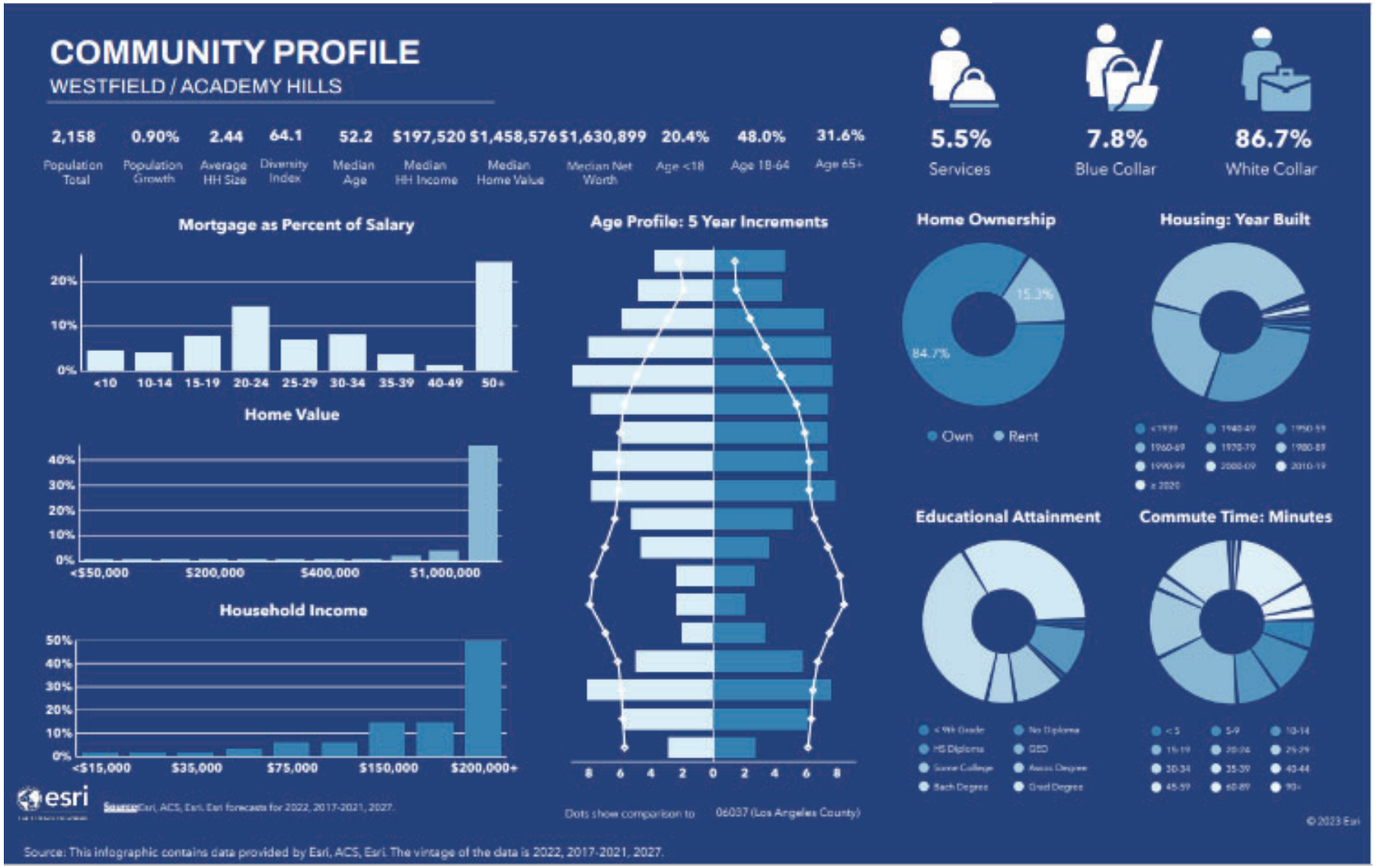
The community is predominantly White with a significant Asian population. The total estimated population of this community is approximately 2,158 people,[28] and of those that responded to the ACS survey, 68% self-identify as White, 21% self-identify as Asian, 10% self-identify as Hispanic or Latino, and 1% self-identify as Black.[29] 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.

[28] Los Angeles County Enterprise GIS (2021). ArcGIS Hub. Retrieved from https://egis-lacounty.hub.arcgis.com/.

[29] 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

- 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

- 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

- 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

- 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

- Opportunity to study and document the prevalence of the Ranch and Contemporary homes in the community to encourage their 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

A. 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.

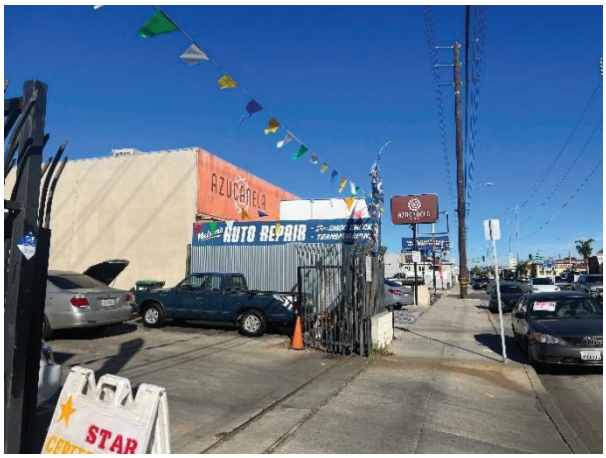
COMMUNITY PROFILE

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).

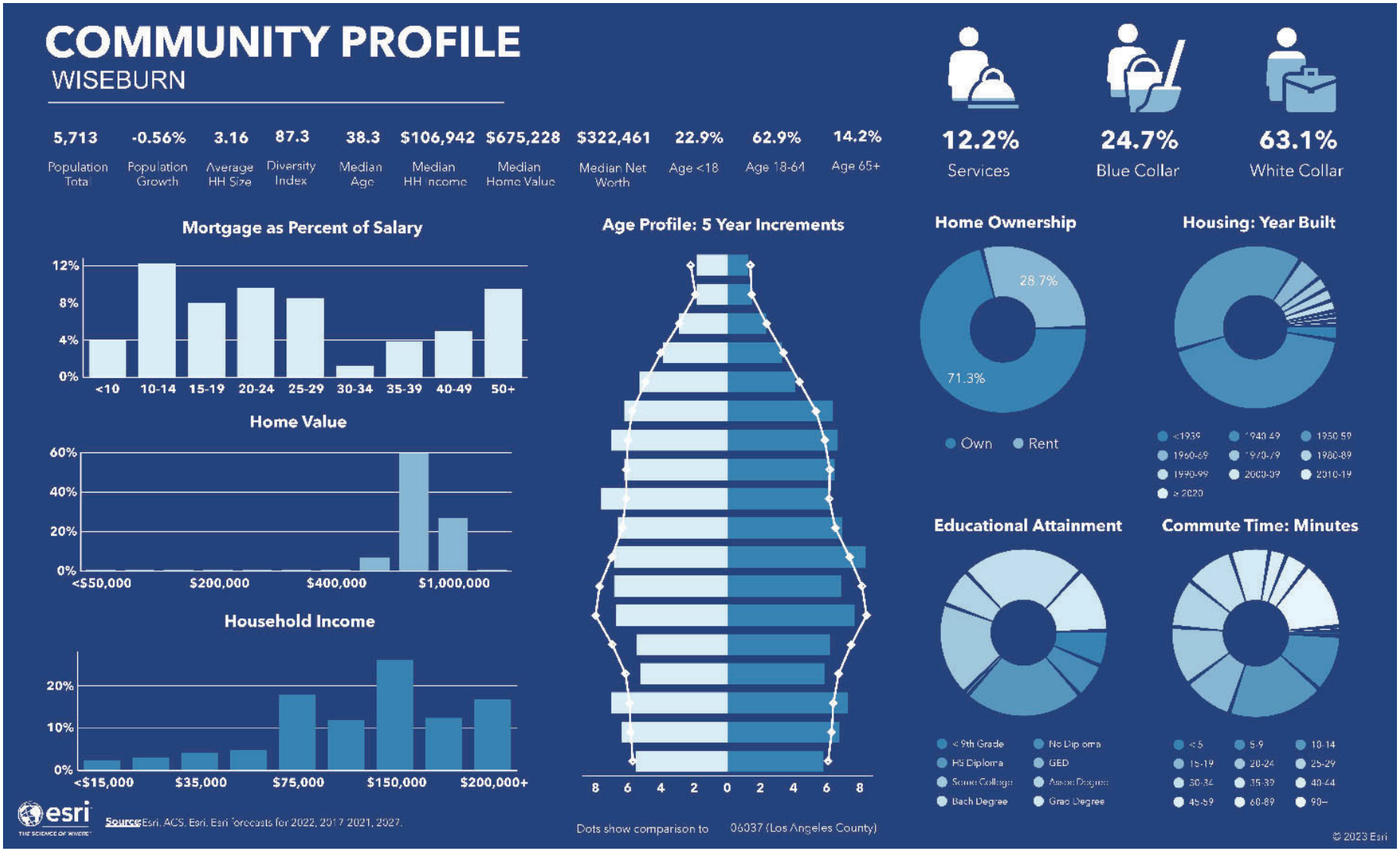
The five primary sectors in which Wiseburn residents are employed are service industries (52.5%); retail trade (24.1%); finance, insurance, and real estate (9.2%); construction (6.0%); and transportation and utilities (3.2%). Overall, 63.1% of Wiseburn residents are considered to be white-collar workers 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. Encourage appropriate scale and transition for new mixed-use developments along Inglewood Avenue 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 though 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	This program should consist of three components: ▪ 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 ACU 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	Lead: DRP, Department of Economic Opportunity (DEO) Partners: Public Works (PW), Fire Department, Department of Public Health (DPH), Treasurer and Tax Collector (TTC), Department of Consumer and Business Affairs (DCBA)	1-3 Years

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
2	Lot Consolidation Incentives	Study the feasibility of developing 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. 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: ▪ 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) Varying degrees of incentives can be granted based on the total size of the lot after consolidation. For example, all lot consolidations could be eligible for waived or	Policy LU 2.3, Policy LU 5.1	Lead: DRP	5 Years

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		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: ▪ 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* * Height increases would be subject to required stepback standards per Title 22 as well as height restrictions for any project that is located within a 70 or above decibel Community Noise Equivalent Level (dB CNEL) noise contour of an airport influence area.			
3	Legacy Business Retention Program	▪ 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 a legacy business plaque or marker as part of an	Policy ED 4.1, Policy ED 4.2	Lead: DRP Partners: Los Angeles Community Development Authority (LACDA) and DEO	3-5 years

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		overall branding effort. These businesses would be recognized as community-serving cultural assets. ▪ 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 or longer leases to legacy tenants; 2) rent stabilization grants directly to legacy tenant businesses; 3) marketing/promotional products including logo, brand book, social media toolkit, marketing toolkit, plaques, decals and stickers, etc.; 4) grants to modernize and purchase/ install aging appliances and equipment. ▪ Provide façade beautification funds: Grant funding for improving frontage and facades.			
4	Formula Business Regulations	Develop a set of requirements to regulate formula businesses in the Planning Area, thereby promoting more opportunities for smaller or medium-sized businesses. Components of the regulations should include: ▪ **Purpose and intent.** Establish a clear purpose and intent statement to guide the	Policy LU 7.2	DRP Partners: DEO	5 Years

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		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 diversity of businesses available to residents and visitors. ▪ **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			

Table 5-1: South Bay Area Plan Implementation Program

Action	Name	Description	Related Policies	Lead and Coordinating Agencies/Departments	Timeframe
		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 zones would prohibit formula businesses altogether.			
5	Focused Intensive Historic Resource Surveys	Conduct windshield surveys of Lennox, La Rambla, and West Carson. 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: ▪ 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: ▪ 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.	▪ 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
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

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

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities[1]
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
Redondo Beach Bl TSSP – Artesia Boulevard 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 12/2025, construction ends 03/2027	Metro Grant Prop C local Return, Measure M	El Camino Village
Crenshaw Bl TSSP – 120th Street to Rosecrans 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	Currently in Predesign, construction starts 03/2027,	Metro Grant Prop C local return	Hawthorne Island

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

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities[1]
		pedestrians thereby benefiting the cities and the community.	construction ends 02/2028		
West Carson – Normandie Av at 228th St	Traffic Signal Upgrade	Traffic Safety	Construction ends January 2026	Federal Grant	West Carson
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

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

Program Name	Description	Objectives and Milestones	Timeframe	Funding Source(s)	Applicable SBAP Communities[1]
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

APPENDIX A

SOUTH BAY AREA PLAN COMMUNITY ENGAGEMENT SUMMARY

October 2024

LA COUNTY PLANNING
South Bay Area Plan

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1 INTRODUCTION

In 2023, the Department of Regional Planning (LA County Planning) initiated the South Bay Area Plan (SBAP) project for the unincorporated areas of the South Bay Planning Area. The South Bay Planning Area is one of eleven planning areas established by the General Plan and includes the eight unincorporated communities of Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn.

The eight unincorporated communities of the South Bay Planning Area are geographically distinct and socioeconomically diverse areas and home to approximately 68,000 residents. From the outset of the project, staff utilized a range of engagement methods to bolster project awareness and better understand each community's assets, priorities, and pain points to develop the area plan and its various components. These methods include the use of online and hard copy surveys, the distribution of project information via mail and local community partners, the formation of a Community Advisory Committee, staff hosting and attending community events and information sessions, digital engagement, and virtual office hours. The outreach methods employed by the project team to engage residents of the South Bay Planning Area were guided by the following goals:

1. Understand community needs and priorities.
2. Conduct a planning process to drive community-supported outcomes.
3. Improve equity and environmental justice in land use planning by encouraging the participation of those historically left out of the planning process such as women, youth, and people of color.
4. Build capacity by educating the public on planning processes and decision-making to equip community members in shaping outcomes in the built environment.
5. Provide information in plain, simple language, using multiple formats and with language accessibility.

1.1 Community Surveys and Feedback Forms (Online and Hard Copy)

A. Community Surveys

The County developed and released an initial community survey in January 2023 to gather baseline information about the characteristics and needs of the unincorporated communities of the South Bay Planning Area. Respondents identified the community or communities they associate with and provided answers to questions such as "What do you like about the selected community

or communities?", "What would you change about the selected community or communities?", and "Are there any landmarks that are significant to the selected community or communities?". In total, 178 responses were received between January and June 2023.

The following tables provide a high-level summary of the community-specific responses received from this survey:

Del Aire*

Likes of the Community	a. Residents value the schools in the Wiseburn Unified School District, the safety of the neighborhood for their children, and the quiet nature of the community. b. Convenient access to the 105 and 405 freeways.
Dislikes of the Community	a. Many residents cited the lack of greenspace as a dislike and noted that they would like more trees and parks. b. Street infrastructure improvements are needed, including paving, streetlights, and speed bumps. c. The unused rail line on Aviation Boulevard is an eyesore to the community and the lack of development in the area has left the community to feel barren, per community members. d. Residents would like more food and retail options within walking distance.
Proposed Changes	a. Increase law enforcement presence to address crime, particularly a decrease in Sheriff response times. b. Greenery along Aviation Boulevard is needed to reduce noise and air pollution.
Significant Landmarks	a. All of the schools in the Wiseburn Unified School District, but specifically Juan De Anza Elementary: 12110 Hindry Ave, Hawthorne, CA 90250 b. Wiseburn Walking Path: La Cienega and, W 135th St, Hawthorne, CA 90250 c. Del Aire Park: 12601 S Isis Ave, Hawthorne, CA 90251 d. Green Line Station: 11500 Aviation Blvd, Los Angeles, CA 90045 e. Aviation Boulevard: West edge of the Del Aire community f. Local restaurants and stores on Aviation Boulevard g. Wiseburn Little League Field: 5504 W 135th St, Hawthrone, CA 90250 (Not in an unincorporated area, but still identified as a landmark by the community).

	h. Lawndale Community Center: 14700 Burin Ave, Lawndale CA 90260 (Not an unincorporated area, but still a landmark identified by the community).
Community Benefits and Interests	a. Residents believe Del Aire would benefit from small local retail stores and mixed-use zoning and are interested in learning more about them. b. Some residents expressed interest in life sciences facilities and clean industrial uses.

*Del Aire and Wiseburn were categorized as one community at the time of this survey.

La Rambla

Likes of the Community	a. Residents enjoy the community and network of neighbors that live there.
Dislikes of the Community	a. Motorhomes park on the streets, blocking the view of existing businesses to customers and the community. b. Safety issues regarding break-ins.
Proposed Changes	a. More community leaders present in the community. b. Increased patrolling in the area, particularly in the San Pedro Canyon (appears to be in the incorporated area of San Pedro but might extend into the La Rambla community).
Significant Landmarks	a. Local YMCA: 301 S Bandini St, San Pedro, CA 90731 b. Korean Friendship Bell (in the incorporated area of San Pedro): 3601 S Gaffey St, San Pedro, CA 90731 c. Port of LA (in the incorporated area of San Pedro): Signal St, San Pedro, CA 90731 d. USS IOWA Maritime Museum (not in unincorporated area): 250 S Harbor Blvd, Los Angeles, CA 90731
Community Benefits and Interests	a. Life science facilities were identified as both an interest and potential community benefit to learn more about. b. Mixed-use zoning was also identified as an interest to learn more about for the community.

Lennox

Likes of the Community	a. The welcoming nature of the community and the residents that live there. b. The "small town atmosphere". c. Walkability, due to the small size of the community.
Dislikes of the Community	a. Crime that negatively affects the community. Community/gang violence and low Sheriff presence were specifically mentioned. b. Lack of parking and unaddressed issues of trash and graffiti.
Proposed Change	a. Residents noted that they would like a cleaner and safer community. b. A wellness center was also proposed as a beneficial change for the community.
Significant Landmarks	a. Lennox Library: 4359 Lennox Blvd, Lennox, CA 90304 b. Lennox Park: 10828 Condon Ave, Lennox, CA 90304 c. St. Margaret's Center, a social services organization: 10217 S Inglewood Ave, Inglewood, CA 90304 d. La Feria: 10903 S Inglewood Ave, Lennox, CA 90304 e. La Playa Market: 10736 S Inglewood Ave, Lennox, CA 90304 f. El Zorro Market: 4417 Lennox Blvd, Inglewood, CA 90304 g. Jim's Burgers: 11100 S Inglewood Ave, Lennox, CA 90304
Community Benefits and Interests	a. Residents noted that the community would benefit from small local retail stores, life science facilities, and mixed-use zoning. b. Homeless shelters/housing were also identified as benefits.

West Carson

Likes of the Community	a. Community network and neighbors, as well as the grassroots group in the community, the Del Amo Action Committee. b. Convenience of location, including the freeway access. c. Community resources and quick emergency responders. d. Low property crime.
Dislikes of the Community	a. Pollution, both current and historic, in the community. In the past, there were two areas designated as superfund sites – the Del Amo Superfund Site and Montrose Chemical Corp Superfund Site. Currently, residents say there are too many

	trucks from industrial uses in the neighborhood that increase pollution, cause significant traffic in the area, and damage roads. b. Industrial land use directly adjacent to residential areas. c. Lack of greenspace for recreation or greenery built into the area. d. Too many single-family homes and not enough affordable housing.
Proposed Changes	a. Infrastructure in the community is a priority, particularly repaving the streets that have been damaged by extensive truck traffic. b. Limiting truck traffic and setting standards to reduce truck emissions. c. Reduce industrial land usage. d. More greenspace within the community. e. Create strategies to reduce or redirect traffic at-large. f. Develop more affordable housing.
Significant Landmarks	a. Alpine Village, a restaurant in the community that is now closed: 833 W Torrance Blvd, Torrance, CA 90502 b. Wishing Tree Park: 1007 W 204th St, Torrance, CA 90502
Community Benefits and Interests	a. Respondents identified life science facilities as something that would benefit the community as well as small local retail stores, mixed-use zoning, and clean industrial uses. b. Parks, road improvements, a library, a community room for meetings, and access to healthy food and exercise were also mentioned by community members.

Westfield

Likes of the Community	a. Rural feel of the community, aided by horse trails and nature. b. Low population density and absence of business and industry. c. Sense of community and network of neighbors. d. Safety of the neighborhood and responsive public services. e. Walkability, specifically the community's trail network.
Dislikes of the Community	a. Speeding cars, specifically on Lower Eastvale. b. High peacock population. c. Power lines around the trees lead to trees being trimmed only on one side.
Proposed Changes	a. Move power lines underground to address tree trimming issues and prevent future fires.

	b. Bring sewage access to more remote streets so residents don't have to use septic tanks. c. Install speed bumps, traffic lights, and cameras to address speeding as well as increase Sheriff enforcement capacity. d. Repave streets.
Significant Landmarks	a. Horse trails: The network within Storm Hill Ln, Rolling Hills, CA 90274 b. Horse Riding Ring: Palos Verdes Dr N, Palos Verdes Peninsula, CA 90274 c. Tennis Courts: 27544 Sunnyridge Rd, Palos Verdes Peninsula, CA 90274 d. Agua Magna Canyon: Rolling Hills, CA 90274
Community Benefits and Interests	a. Speed bumps, parks, a sewage line, and tree management were noted as items that would benefit the community.

B. Preliminary Draft Goals and Policies Feedback Form

In February 2024, the County released a feedback form to collect comments and questions about the preliminary draft area plan goals and policies. Hard copies of the form were distributed at the Lennox and Carson libraries and were available at the community workshops hosted by the project team on February 15th and 24th of 2024. The feedback forms were also posted on the project website and sent out to an email distribution list of over 1,000 interested stakeholders. Similar to the initial community survey, respondents identified the community or communities they associate with as well as the group they identify with (e.g. Community member, community organization, government agency, local business owner) and answered questions such as "Do these preliminary draft goals/policies address issues related to land use in the South Bay and/or your local community?", "How can land use policies contribute to creating a more inclusive and equitable community?", "Do you have suggestions on how best to direct future growth and development in your community?", and "How informed do you feel about the land use planning process in your community?". In total, 13 responses were received between February and March 2024, which included a form collectively completed by over 100 Del Aire residents and submitted by the Del Aire Neighborhood Association. Out of the eight unincorporated communities included in this plan, only Del Aire (9 responses), Lennox (2 responses), and West Carson (2 responses) were represented in the responses.

Respondents from Lennox highlighted that libraries and parks are core areas where they'd like to see future growth and development directed in the community. They also noted that many residents in the community are not actively engaged in the project because they do not have

access to computers and/or are Spanish speakers. West Carson survey respondents noted that community repair, such as mitigating air pollution, addressing truck traffic, and limiting harmful industrial land uses, are primary land use concerns. Lastly, respondents from Del Aire voiced concerns regarding the rezoning of single-family properties to permit multifamily housing development and highlighted the need for neighborhood-serving retail along Aviation Boulevard. Staff attendance at local neighborhood meetings, feedback forms, and newsletters were identified as effective ways for the community to provide ongoing feedback on land use policies by multiple respondents as well as online virtual meetings with staff and informational postcard mailings.

1.2 Mailed Materials

A. Information Postcards

In July 2023, information postcards were mailed to all properties in the planning area in advance of the first area-wide virtual meeting held on July 20, 2023. The postcards provided an overview of the project's scope and anticipated timeline as well as information on how to join an email distribution list to receive project updates. A total of 15,343 postcards were sent to community members.

Figure 1: Information Postcard Front

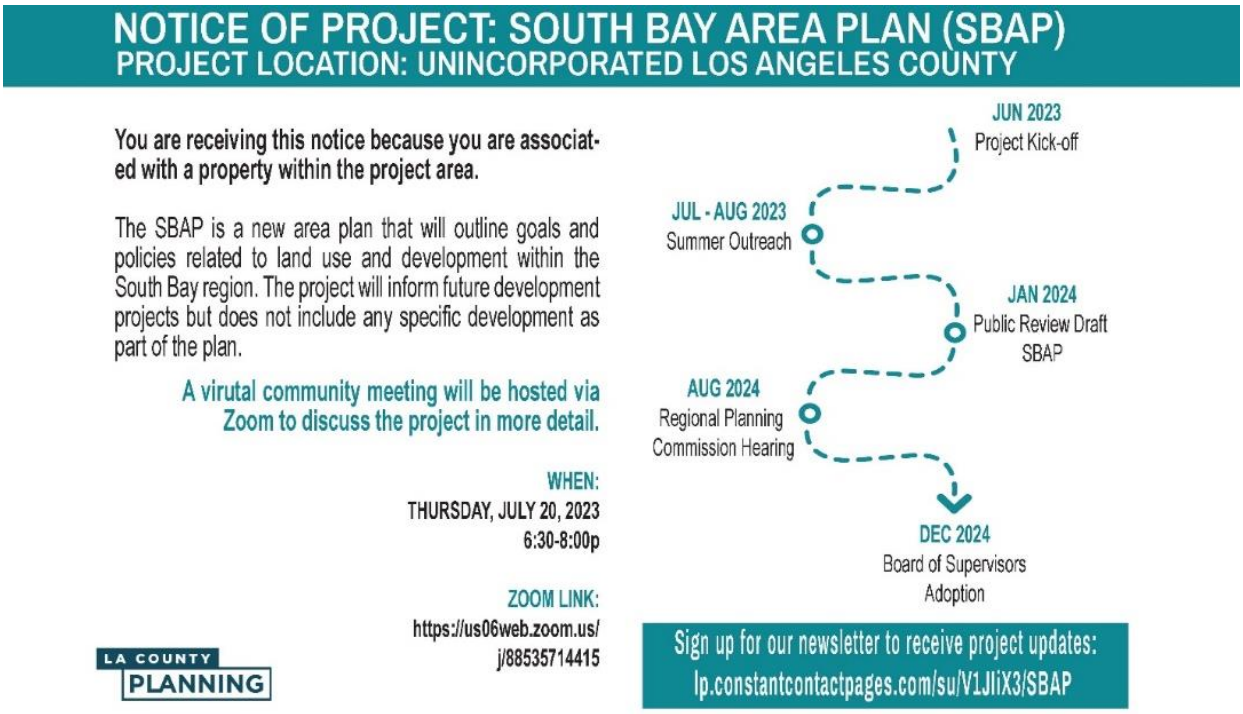


Figure 2: Information Postcard Back

B. Rezoning Letters

In March 2024, letters were mailed to property owners in the planning area whose properties are proposed for rezoning as part of the SBAP. The letters provided project information, details about each property's new land use and zoning designation, and the reasoning for the rezoning efforts. A total of 1,807 letters were mailed in both English and Spanish.

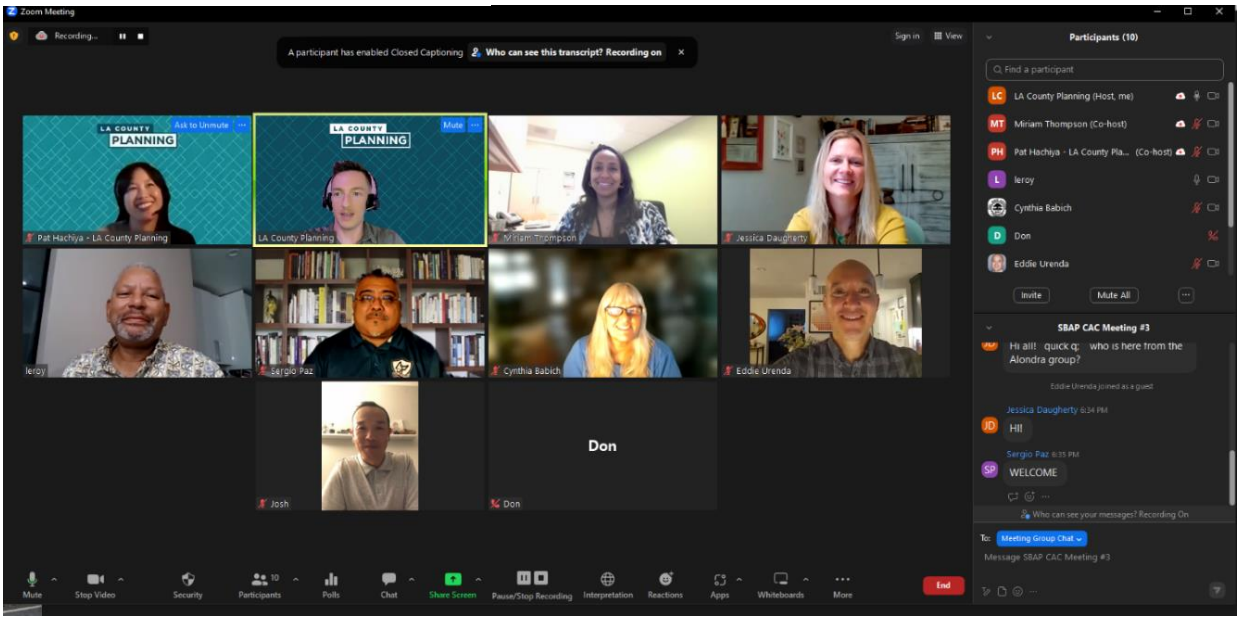
1.3 Community Advisory Committee (CAC)

To ensure that community members' lived experiences and knowledge were incorporated into the area plan, the County sought participation from local community leaders to form the South Bay Area Plan Community Advisory Committee (CAC). The CAC was comprised of 9 community leaders with at least one representative from each of the unincorporated areas in attendance per meeting (except for Westfield/Academy Hills). CAC members served as a two-way conduit of information and ideas, bridging the broader communities and the planning process. CAC meetings were conducted both virtually and in-person. The table below summarizes the meeting topics and attendance for the four CAC meetings held between February 2023 and February 2024.

CAC Meeting	Date of Meeting	Meeting Topics	Attendance
Meeting 1	February 16, 2023	Project Kick-Off Roles and Responsibilities Introduce Community Survey	7

		Strengths/ Weaknesses/ Opportunities/ Threats	
Meeting 2	May 25, 2023	Project Update Planned Summer Outreach Proposed Rezoning Areas Planning Area/Community Standards Districts	
Meeting 3	September 28, 2023	Summer Outreach Update SBAP Historic Context Statement CEQA Overview	
Meeting 4	February 29, 2024	Goals and Policies Workshops Update Overview of Next Steps and Decision-Making Process Q&A on Land Use and Zoning Changes	7
Meeting 5	May, 2024	TBD	
Meeting 6	TBD		

Figure 3: CAC Meeting #3



1.4 Community Events and Information Sessions

From the start of the project, the County engaged with local community leaders to enrich their understanding of the Planning Area including community-based organizations (CBOs), advocacy and interest groups, and non-profit groups. The objective was to establish relationships and an ongoing dialogue about the present concerns and future of the Planning Area.

The County attended meetings of several community groups beginning in spring 2023, including Sustainable Torrance and Normandie Development (STAND), Del Aire Neighborhood Association (DANA), Wiseburn Neighborhood Watch, El Camino Village Neighborhood Association, the Baldwin Hills Conservancy, the Del Amo Action Committee (DAAC), and the Palo del Amo Woods Homeowners Association. The County also met with the cities of Gardena, Hawthorne, and Los Angeles to coordinate on long range planning issues.

1.5 Area Plan-wide Outreach and Open Houses

Figure 3: July Open House at the Lennox Library

During summer 2023, the project team held an area-wide virtual introductory meeting to stimulate broad thinking, raise awareness, and to encourage people to attend future meetings during the planning process. During this meeting, staff provided stakeholders and community members with a high-level overview of the goals, objectives, and mechanisms of the SBAP planning process. These meetings answered questions such as “What is the South Bay Area Plan and why is it being prepared?”, “How can I participate in the process?”, and “How will the plan impact where I live and work?”.

Subsequent to the meeting, staff hosted two in-person Open House style meetings in July and August 2023 to encourage dialogue about the specific focus of the project, answer questions, provide information on other projects being conducted by the Department, and give out information on services provided by other County departments. Staff also hosted an additional virtual meeting in August 2023, focused specifically on the Historic Context Statement (HCS) research that

needed community participation. At this meeting, the project team introduced the purpose of the HCS to attendees and summarized the document's development process and timeline. Meeting attendees were encouraged to submit any information regarding the developmental history of the area, including historic buildings, structures, sites, or areas worthy of preservation as well as events, people, and historical themes important to the area's history.

Figure 4: Informational Board at the August Open House

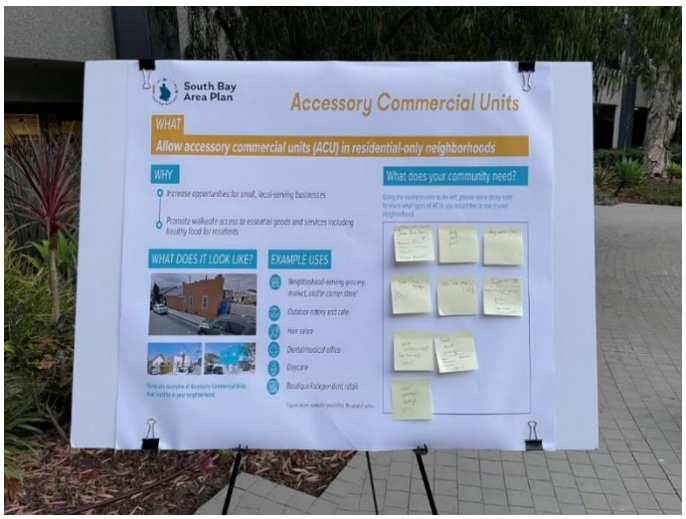


Figure 5: August Open House at the West Carson Community Center

The table below summarizes the broad range of feedback received from the outreach events hosted in summer 2023, including topics such as environmental injustice, visions for future land use and growth, and planning concepts community members were interested in learning more about.

Summer 2023 Outreach Feedback

General	a. General support for some mixed-use development. b. No alcohol or cannabis sales in Accessory Commercial Units (ACUs). c. General support for ACUs. d. Increase green space. e. More cultural opportunities like art galleries and bookstores. f. Affordable healthy foods. g. One forum to share all County services. h. Zoning that fosters community.
Alondra Park/El Camino Village	a. Community members like food trucks along Crenshaw Boulevard, many of which are family run businesses. Make sure these informal and active uses can be maintained even if new development occurs. b. Consider extending development to all of Crenshaw Blvd. between Rosecrans and Redondo Beach Blvd. c. Supportive of mixed use along Crenshaw d. Supportive of healthy food options.
Del Aire	a. Lack green space and walking areas. b. No forum to share information. c. Need green canopies, trees. d. Lack of stores within walking distance. e. Pedestrian and bicyclist safety is a concern. f. Aviation going south from Imperial Hwy should be reviewed for opportunity area/retail/pedestrian/bikeway/beautification. g. Pedestrian crossing along Aviation/120th. h. Walkway along 116th street around Del Aire. i. Safe Routes to School. j. No more hotels, motels, and liquor stores. k. Interested in learning more about encouraging small retail, and mixed use zoning.
La Rambla	a. Businesses do outreach through neighborhood Council or YMCA. b. Lack of green space.

	c. Interested in learning about mixed use zoning.
Lennox	a. Information sharing throughout the community is difficult. b. Improve roadways. c. Need green canopies/trees. d. Issues of displacement as the area is getting less affordable. e. Impacts from airport. f. Traffic from SoFi stadium and Clipper Arena, which do not benefit the community. g. Too many food trucks. h. Lack of parking. i. Lack of maintenance – e.g. Trash and graffiti. j. Interested in learning more about encouraging small retail, mixed use, homeless shelters/housing. k. Community engagement is challenging. Working community, so getting people to activities is difficult no matter what time.
West Carson	a. Pedestrian safety in tunnels and crossing streets is of concern. b. Lack of walking, running paths within the neighborhood. c. Residents want a supermarket (trader joes, whole foods), YMCA, community swimming pool, coffee shops, urgent care. d. Welcoming to ACU ideas – desiring local stores in their neighborhood. e. Dominguez Canal is of concern environmentally. It occasionally smells – residents ask for environmental review and hope it becomes re-naturalized with walking paths. Bridges over the Canal should be reviewed for ADA accessibility. f. New Wishing Tree Park at northern end of West Carson could be tied into other environmental and active transit initiatives. g. Residents ask for more trees, vegetation walls, and benches at bus stops.

	h. Too much industrial zoning. Need more residential uses. Community members would like to see industrial uses become mixed use. i. Air pollution especially in the northern half of the community. j. Too many warehouses and trucks. k. OK with food trucks if they are well regulated as there are problems with “pop up” food trucks. l. Alpine Village would be a good place for mixed use housing. The Enclave at 190th is a good example. m. More street trees around industrial land uses.
Westfield/Academy Hills	a. Like rural feel of community, aided by horse trails and nature, safety, walkability (network of trails in community).
Wiseburn	a. Wiseburn and Del Aire are two distinct communities and should not be grouped together. b. Height of new mixed-use development should be limited to 3-4 stories maximum. c. Parking is an issue, specifically spillover parking from commercial businesses on Inglewood Ave, which is a narrow street. d. Community is not suitable for large-scale development. e. Potential for mixed use development along El Segundo Blvd. f. Traffic and access/line of sight issues at: 137th and La Cienega, Glasglow and 135th (school crossing and school access). g. Need safe paths for schools and bikes.

Figure 6: Flyer Posting in La Rambla

A CEQA scoping meeting was also held in November 2023 to explain the environmental review process and share the preliminary proposed land use and zoning maps with the public. In response to concerns expressed by Del Aire residents about the preliminary land use and zoning maps, the project team met with the Del Aire Neighborhood Association, along with representatives from Supervisor Holly Mitchell's office, in December 2023. At this meeting, staff presented an overview of the project's components as well as the General Plan Land Use Categories, the Housing Element, and the decision-making process to better contextualize the proposed land use and zoning changes.

1.6 Goals and Policies Workshops

A virtual areawide information sharing meeting was held in February 2024 to provide project updates to community members and project stakeholders and encourage attendance at the upcoming in-person goals and policies workshops hosted by the County. Staff subsequently led two community workshops to provide participants with an opportunity to review and provide feedback on a set of preliminary draft area plan goals and policies. The workshop objectives included:

1. Develop understanding of the planning process
2. Understand how goals and policies work
3. Provide feedback on draft goals and policies
4. Review the updated land use and zoning maps
5. Ask questions

The workshops comprised of a framing presentation to introduce the project to workshop attendees and a small-group brainstorming session where participants were asked to write down and share their responses to questions such as, “Do you have ideas on how to best direct or manage future growth in the South Bay?” and “What is the most important long-term growth need in the South Bay or in your community?”.

Figure 7: February 2024 Workshop at the Lennox Library

After this discussion, attendees participated in a ‘gallery walk’ exercise, in which they walked around the room as if it were an art gallery, reading the draft area plan goals and policies posted on the walls. Planners were available throughout this exercise to explain the purpose of the goals and policies and answer any additional questions attendees had. Each participant also received five dot stickers to place next to the goals and policies they liked the most, which helped planners identify the core community issues to prioritize in the area plan. At the end of the workshop, attendees had an opportunity to look at the revised community-specific land use and zoning maps.

Figure 8: Draft Area Plan Goal - West Carson

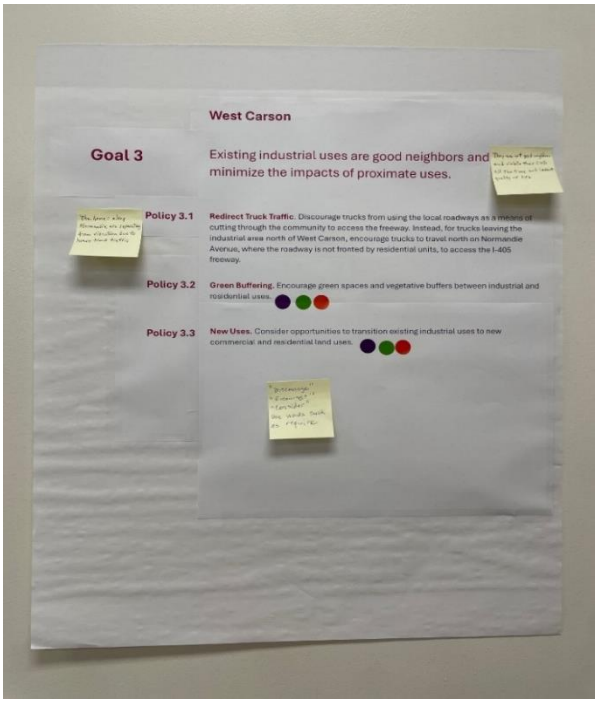
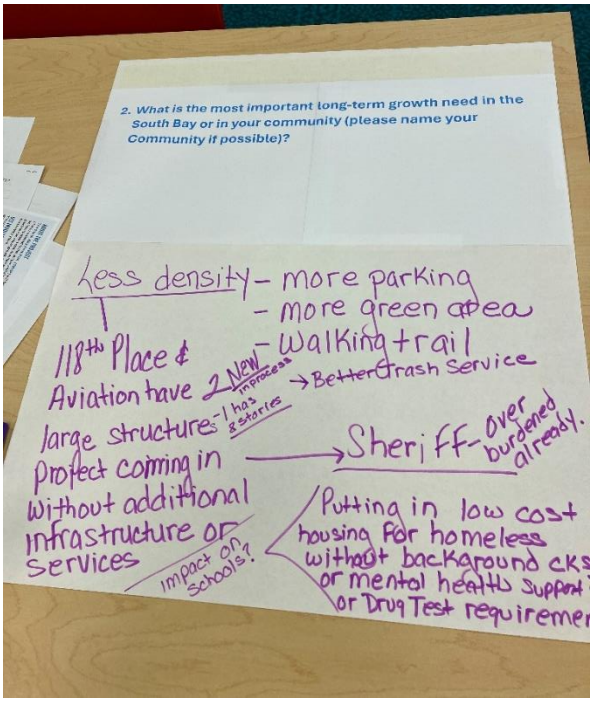


Figure 9: Small-Group Workshop Exercise



Lastly, interagency collaboration was a cornerstone of the SBAP project. Members of the project team met with staff from the cities of Hawthorne and Gardena in October and November of 2023 respectively to share information about the SBAP project components, review the Housing Element rezoning sites that are adjacent to the two cities, and learn about planning projects underway in each city and how they might impact neighboring unincorporated communities. Planners also met with staff from the Los Angeles County Metropolitan Authority's (LA Metro) First/Last Mile team in March 2024 to discuss their planning efforts within the Aviation/LAX station area adjacent to Del Aire.

1.7 Digital Engagement

Staff utilized various digital platforms and tools to engage and inform a wider audience who may not have been able to attend the in-person or live online events. During the spring of 2023, a project website and newsletter were established for the SBAP project. The project website provided regular updates on the planning process and events as well as enabled sign-ups for a project email list. Informational project documents were also posted on the website, including the draft area plan goals and policies, project fact sheets, Community Background Brief, and additional outreach materials. Meeting materials such as presentation recordings and slideshows were also posted on the project website.

Figure 10: Community Workshop at the Carson Library

Staff used the email list to distribute project newsletters monthly in English and Spanish with not only information and updates on the SBAP but also other County projects that may be of interest to local stakeholders, such as the County Pedestrian Plan and Bicycle Master Plan. The Department's social media platforms were also utilized to keep community members informed and up to date. As a part of the development of the Historic Context Statement, a historic resources/insight mapping platform (Historic Resource Mapper) was used to garner local community knowledge about important historical events, people, and places.

Figure 12: March Newsletter

1.8 Virtual Office Hours

LA County Planning began hosting 20-minute virtual office hour appointments in late February, 2024 to provide a direct channel of communication for community members to ask questions about or provide comments on the SBAP and its components. Virtual office hours were promoted through the project newsletter, the CAC, and the rezoning letters.

Figure 11: SBAP Project Website

1.9 Complete List of Outreach Events

Below is a table that lists all outreach and engagement efforts and events attended or managed by the County during the course of the SBAP project planning process.

A. Winter-Spring 2023

Date	Outreach Type	Attendance	Details
1/29/2023	Virtual meeting	5	Discussion with STAND on what the SBAP is and any questions they have about the process
2/8/2023	Other	-	Project website sharing information with the public went live

2/16/2023	Virtual meeting	-	First CAC meeting with 7 members attending. The project team provided an overview of the SBAP, CAC involvement, introductions from each member, SWOT analysis
3/8/2023	County Event	48	DRP staff attended a community event at the Lennox Library, hosted by Supervisor Holly Mitchell Lennox to answer questions and discuss issues in the community
3/14/2023	Newsletter	-	The first SBAP newsletter was sent out, introducing the project, sharing project links, and including a link to the survey
4/12/2023	Flyer	-	SBAP project flyer was distributed to the CAC members
4/27/2023	Flyer	-	SBAP Spanish version of the project flyer was distributed to CAC members
5/4/2023	Other	-	Social media posts on Instagram, LinkedIn, and Facebook advertising the community survey
5/8/2023	Virtual Meeting	2	Meeting with LA City Planning team to discuss the Harbor Gateway and Wilmington-Harbor City Community Plan updates and potential for coordination for the SBAP
5/10/2023	Flyer	-	DRP distributed and posted flyers around the South Bay communities and at community centers (Park, Library, Senior Center, etc.)
5/25/2023	Virtual Meeting	-	CAC Meeting #2

B. Summer 2023

Date	Outreach Type	Attendance	Details
6/4/2023	Community Event	10	DRP attended a gathering with STAND group members
6/14/2023	County Event	37	DRP attended Palo Del Amo Woods meeting with Supervisor Mitchell's office

6/22/2023	Community Event	30	DRP attended the Del Aire Neighborhood Association meeting in Del Aire and presented on the SBAP project.
7/13/2023	Newsletter	_	SBAP newsletter sent out, with project updates, provided a project timeline, and advertising our upcoming engagement events
7/15/2023	Mailing	_	DRP mailed out 15,343 project postcards introducing the project, advertising virtual meetings, and providing project links
7/15/2023	Community Event	18	DRP attended Del Amo Action Committee event in West Carson
7/19/2023	Community Event	14	Wiseburn Watch Community Meeting
7/20/2023	Virtual Meeting	80	First areawide Zoom meeting introducing the project, presenting big ideas, going over the timeline, and advertising upcoming community engagement events
7/29/2023	In-Person Meeting	3	SBAP Open House #1 – Lennox Library
8/1/2023	County Event	-	DRP attended Wiseburn National Night Out
8/3/2023	In-Person Meeting	19	SBAP Open House #2 – West Carson Community Center
8/4/2023	Virtual Meeting	11	DRP attended the Baldwin Hills Conservancy Board meeting to present on the SBAP project
8/17/2023	Virtual Meeting	9	DRP hosted a virtual meeting to go over the Historic Context Statement
8/17/2023	Community Event	26	DRP attended the El Camino Village Watch meeting
8/18/2023	Community Event	_	DRP attended Lennox Night at the Park
8/31/2023	Virtual Meeting	8	DRP attended a virtual Del Amo Alley Focus Group meeting

9/21/2023	In-Person Meeting	9	DRP attended an in-person Del Amo Alley Focus Group meeting
9/28/2023	Virtual Meeting	-	CAC Meeting #3

C. Fall 2023

Date	Outreach Type	Attendance	Details
10/12/2023	Virtual Meeting	8	DRP attended a virtual Del Amo Alley Focus Group meeting
10/19/2023	In-Person Meeting	6	DRP toured Del Aire and Wiseburn with community leaders
10/21/2023	In-Person Meeting	-	DRP attended the Taste of Soul
10/21/2023	In-Person Meeting	10	DRP met with the Del Amo Action Committee (DAAC) regarding the former Alpine Village site
10/24/2023	Virtual Meeting	2	DRP met with the City of Hawthorne to present an overview of the SBAP and present its potential impacts on the city
11/2/2023	Virtual Meeting	13	CEQA Scoping Meeting
11/11/2023	In-Person Meeting	14	DRP attended VetDayLA
11/14/2023	In-Person Meeting	20	DRP presented an update of the SBAP at the Del Aire Neighborhood Association meeting
11/14/2023	Virtual Meeting	1	DRP met with the City of Gardena to present an overview of the SBAP and discuss its potential impacts on the city
11/21/2023	Flyer	-	DRP distributed and posted flyers around the La Rambla community and at community centers

D. Winter-Spring 2024

Date	Outreach Type	Attendance	Details
12/11/2023	Virtual Meeting	-	DRP met with the Just Transition Task Force to discuss oil well properties and future policy for these properties
12/19/2023	In-Person Meeting	7	DRP met with the Del Aire Neighborhood Association Board with deputies from the 2nd Supervisorial District
1/17/2024	Other	_	DRP presented an update of the SBAP to the Regional Planning Commission
1/24/2024	Virtual Meeting	12	DRP presented an overview of the draft Historic Context Statement
2/8/2024	Virtual Meeting	20	DRP hosted a virtual community-wide information sharing meeting
2/15/2024	In-Person Meeting	14	DRP hosted a SBAP goals and policies community workshop at the Lennox Library
2/24/2024	In-Person Meeting	22	DRP hosted a SBAP goals and policies community workshop at the Carson Library
2/27/2024	Virtual Meeting	_	DRP started hosting virtual office hours
2/29/2024	Community Event	7	DRP attended the Del Amo Alley Focus Group meeting
2/29/2024	In-Person Meeting	7	DRP hosted CAC meeting #4
3/12/2024	Community Event	64	DRP presented at the Palo Del Amo Woods Association meeting
3/19/2024	In-Person Meeting	5	DRP attended an El Camino Village Association meeting to discuss the updated ADU Ordinance
3/20/2024	Virtual Meeting	2	DRP met with LA Metro to discuss pending projects in relation to the South Bay Planning Area

4/4/2024	In-Person Meeting	30	DRP attended the El Camino Village Association Meeting to talk about updates to the ADU ordinance and provide updates on the SBAP

APPENDIX B

SOUTH BAY AREA PLAN HISTORIC CONTEXT STATEMENT

October 2024

LA COUNTY PLANNING
South Bay Area Plan

LOS ANGELES COUNTY LAND ACKNOWLEDGEMENT

The County of Los Angeles recognizes that we occupy land originally and still inhabited and cared for by the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples. We honor and pay respect to their elders and descendants -- past, present, and emerging -- as they continue their stewardship of these lands and waters. We acknowledge that settler colonization resulted in land seizure, disease, subjugation, slavery, relocation, broken promises, genocide, and multigenerational trauma. This acknowledgment demonstrates our responsibility and commitment to truth, healing, and reconciliation and to elevating the stories, culture, and community of the original inhabitants of Los Angeles County. We are grateful to have the opportunity to live and work on these ancestral lands. We are dedicated to growing and sustaining relationships with Native peoples and local tribal governments, including (in no particular order) the:

Fernandeño Tataviam Band of Mission Indians
Gabrielino Tongva Indians of California Tribal Council
Gabrieleno/Tongva San Gabriel Band of Mission Indians
Gabrieleño Band of Mission Indians - Kizh Nation
San Manuel Band of Mission Indians
San Fernando Band of Mission Indians

To learn more about the First Peoples of Los Angeles County, please visit the Los Angeles City/County Native American Indian Commission website at lanaic.lacounty.gov.

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A Study List

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AIA	American Institute of Architects
BERD	Built Environment Resources Directory
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
City	City of Los Angeles
CDP	Census Designated Place
CFPD	Consolidated Fire Protection District
County	County of Los Angeles
DAAC	Del Amo Action Committee
DDT	dichloro-diphenyl-trichloroethane
EICC	Educational Issues Coordinating Committee
EPA	Environmental Protection Agency
FHA	Federal Housing Administration
HCS	historic context statement
HOLC	Home Owners' Loan Corporation
I-	Interstate
LACAC	Los Angeles County Arts Commission
LACoFD	Los Angeles County Fire Department
LAFCO	Local Agency Formation Commission
LASD	Los Angeles County Sheriff's Department
Metro	Los Angeles County Metropolitan Transportation Authority
LAX	Los Angeles International Airport
LAUSD	Los Angeles Unified School District

Acronym/Abbreviation	Definition
MTA	Los Angeles Metropolitan Transit Authority
NAACP	National Association for the Advancement of Colored People
NPL	National Priorities List
NRHP	National Register of Historic Places
Pacific Electric, PERy, or Red Cars	Pacific Electric Railway
Planning Area	South Bay Planning Area
POLA	Port of Los Angeles
SBAP	South Bay Area Plan
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
Shell	Shell Oil Company
Southern Pacific	Southern Pacific Railroad
Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties
TB	tuberculosis
TAC	Technical Advisory Committee for the South Bay Area Plan project
TOD	Transit Oriented District
UCLA	University of California, Los Angeles
WPA	Works Progress Administration
YMCA	Young Men's Christian Association

Executive Summary

PURPOSE

The County of Los Angeles (County) Department of Regional Planning retained Dudek to prepare a historic context statement (HCS) for the South Bay Area Plan (SBAP) Project. The HCS is one component of the larger SBAP project that addresses the following unincorporated communities in Los Angeles County: Alondra Park/El Camino Village, Del Aire, Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills (SBAP communities). Collectively, these SBAP communities reside within the South Bay Planning Area (Planning Area), which is one of the 11 Planning Areas identified in the Los Angeles County General Plan. The purpose of the HCS is to inform and enhance the larger SBAP project as it relates to historical resources within the SBAP communities, including the preparation of goals, policies, and implementation programs.

WHAT IS A HISTORIC CONTEXT STATEMENT?

An HCS provides the foundation for identifying and evaluating historical resources, future preservation and protection of historical resources, and establishing a framework for grouping information about resources that share common themes and patterns of historical development. An HCS is more than timelines of important dates and events. The organization of the document is based on the preferred format and content developed by the National Park Service and California Office of Historic Preservation. The document organizes information about historic properties by theme, place, and time. Historical context is linked with tangible historical resources through the concept of property type. A property type is a group of individual properties that share physical or associative characteristics. An HCS provides a framework for determining the relative significance of properties and evaluating their eligibility for landmark designation.

SOUTH BAY PLANNING AREA HISTORIC CONTEXT STATEMENT

Dudek acknowledges and understands that the history of the Planning Area truly begins with its First Peoples who have occupied the region for thousands of years. This HCS includes a discussion of the ethnohistory of the Planning Area in Section 4.2. A more detailed discussion is also provided in the Tribal Cultural Resources section of the SBAP Programmatic Environmental Impact Report. The document identifies important themes, events, and patterns of development, and describes the different property types, styles, builders, and architects associated with these periods and themes. This document also provides registration requirements for the evaluation of historical resources in consideration of both historical significance and integrity requirements specific to the eligibility requirements criteria established by the County for historical resources. Finally, this document concludes with a discussion of recommendations for future study and action by the County to facilitate its historic preservation program. The SBAP HCS is an evolving document, based on the input of the community and interested parties.

The HCS first presents each community's historical background information to orient the reader to the specific community and its unique history. The community historical overviews are followed by a discussion of significant themes that are present throughout the Planning Area. While the development of the SBAP communities can be looked at independently, the HCS looks at the unincorporated

communities holistically to consider trends and patterns that were widespread throughout all the communities.

THEMES IDENTIFIED FOR THE SOUTH BAY PLANNING AREA COMMUNITIES

The bulk of the HCS presents significant themes that shaped the development history of the Planning Area and impacted the built environment. The following themes were identified as significant throughout the Planning Area: Agricultural Development; Commercial Development; Industrial Development; Infrastructure and Public Transit; Residential Development; Religion and Spirituality; Parks and Recreation; Education; Civil Rights and Social Justice; Civic Development; Health and Medicine; and Public Art, Music, and Cultural Celebrations. Overviews of these themes are provided on the following pages.

METHODOLOGY

Research for the SBAP HCS was gathered from both primary and secondary sources and was conducted at a variety of local, regional, state, national, and online repositories. Primary sources consulted for this project included historical maps, historical aerial photographs, Sanborn Fire Insurance Company Maps, historical traveler's guides, census data, directories, contemporary historical accounts, and historical photographs. Secondary sources included books, newspaper articles, historical reports, surrounding area historical contexts, SurveyLA documentation about the adjacent neighborhoods, and online repositories.

A windshield survey of all the SBAP communities was completed to identify and inform the development of the HCS. During this survey, descriptive information about buildings and general development patterns and property types in the communities was collected. Photographs were taken of representative properties and specific locations identified through community outreach and research.

Historical accounts, information, important places, and photographs were provided by the public through the County's project page; an interactive online mapping tool available on the County's project page called the SBAP Historic Resources Mapping Tool; and community engagement meetings. Community outreach included a public meeting on July 17, 2023, which introduced the HCS and how to use the Historic Resources Mapping Tool. During the community engagement meeting, the public was invited to provide comments to a project-specific email and contribute information to be used to develop the HCS and identify important local resources for the SBAP communities. A draft of the HCS was provided to stakeholders for review prior to its finalization, and a second public outreach meeting was held on January 24, 2024. The final draft of the HCS was presented to the County's Historic Landmarks Review Commission in April 2024.

RECOMMENDATIONS

Dudek developed the following recommendations, which will be used to inform the development of the SBAP. Additional information on these recommendations is provided in Section 6, Recommendations:

- **Preserve Historic Resources:** Dudek recommends stewarding those existing designated historical resources in the Planning Area, including Alpine Village in West Carson, identifying additional eligible historical resources through community input, and working to designate new historical resources based on properties identified in this HCS and through community outreach efforts.
- **Reconnaissance-Level Surveys of SBAP Communities:** As part of the County's ongoing commitment to identify and document historical resources, the County should consider completing

reconnaissance-level historical resources surveys for all SBAP communities for use as a future planning tool. Context-based surveys make it possible to evaluate resources for land use planning purposes without needing to research each individual property. A historical resources survey can greatly streamline the entitlement process and streamline environmental reviews pursuant to the California Environmental Quality Act.

- **Encourage a Sense of Place, Identity, and History:** Dudek recommends engaging in public outreach efforts to help 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. This interpretation may include signage or the development of design standards with the goal of encouraging a sense of place, identity, and communicating historical significance.

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How to Use this Document

This historic context statement (HCS) presents a detailed context that identifies important themes and patterns of development, property types, architectural styles, and registration requirements for the Planning Area. This document was designed to function as a tool for use by the County, its residents, and property owners to better understand, interpret, evaluate, and protect the County's historical resources located in the project study area (the communities of Alondra Park/El Camino Village, Del Aire, Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills). Study lists have also been developed identifying potential historic resources for future study in Appendix A. This document is organized into the following major sections:

1. **Introduction** provides an overview of the Planning Area and background including location, project team, and previously conducted studies.
2. **Methodology** provides an overview of the process for researching and developing the HCS. This section includes a breakdown of all methodologies used throughout the project.
3. **Regulatory Setting** provides an overview of the national, state, and local guidelines for evaluating properties in the County for historical significance and integrity.
4. **Historical Background** provides a framework for future property evaluations by providing an overview of significant themes and guidelines for the evaluation of historical significance and integrity. A Planning Area-specific timeline and a summary table of historical events and resulting current issues is included in this section. Additionally, this section serves as a detailed narrative of the Planning Area's history divided into major chronological periods of development that are supported by important themes and patterns of development. The registration requirements of this section provide a discussion of the national, state, and local designation criteria and integrity requirements and identify eligibility standards and considerations for assessing historical significance in the South Bay Area Plan (SBAP).
5. **Architectural Styles** provides an overview of all major architectural styles identified as a result of the windshield survey. This section includes a representative photograph of each style (organized by property type), the style's associated period of significance in the Planning Area, and a list of major character-defining features for each architectural style. This section provides a discussion of the national, state, and local designation criteria and integrity requirements and identifies architectural styles and registration requirements for assessing historical significance in the SBAP.
6. **Recommendations** provides recommendations for further study, future surveys. and consideration in developing goals, policies, and implementation programs for the SBAP.
7. **Bibliography** provides a complete list of references for all sources listed throughout the document.

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1 INTRODUCTION

1.1 Project Description

The Los Angeles County Department of Regional Planning retained Dudek to prepare a historic context statement (HCS) for the SBAP. The goal of the HCS is to inform, enhance, and streamline the larger SBAP project as it pertains to historical resources. An HCS provides the foundation for identifying and evaluating historical resources and establishing a framework for grouping information about resources that share common themes and patterns of historical development. This document presents the history of the following unincorporated communities within the Planning Area: Alondra Park/El Camino Village, Del Aire, Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills (SBAP communities). The built environment of the SBAP communities from the Rancho period to the present identifies important themes, events, and patterns of development. It also describes the different property types, styles, builders, and architects associated with these important periods and themes. This document also develops registration requirements for resource evaluation that are specific to the County of Los Angeles (County), in consideration of both historical significance and integrity requirements. Finally, this document concludes with a discussion of recommendations for future study and action by the County to facilitate and streamline the historic preservation program.

1.2 South Bay Planning Area and Communities

The HCS focuses on the South Bay Planning Area (Planning Area) in Los Angeles County, which is located in the geographic southwestern section of the County. The Planning Area includes the communities of Alondra Park/ El Camino Village, Del Aire, Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/ Academy Hills, which are identified in Figures 1 through 8.

A. Project Team

The Dudek team responsible for this HCS consists of Architectural Historian Nicole Frank, MSHP; Architectural Historian Claire Cancilla, MSHP; Architectural Historian Katie Ahmanson, MHC; and Senior Architectural Historian Monte Kim, PhD. The entire team meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History and/or History.

All project work was coordinated with the County's SBAP Project Managers, Patricia Lin Hachiya, AICP; Thomas Dearborn, AICP; and Historic Preservation Program Coordinator, Dean Edwards. Dudek also participated in public outreach meetings led by the Los Angeles County Department of Regional Planning.

1.3 Previous Studies

B. Existing Community-Based Plans and Specific Plans

Community-based plans and Specific Plans (including Transit Oriented District Specific Plans) are used as General Plan implementation tools within communities or community subareas within the County. Community and Specific Plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. Brief summaries of the community-based plans and Specific Plans that have been completed for the SBAP communities, including information on if and how these plans address cultural resources, are provided below.

LENNOX COMMUNITY PARKS AND RECREATION PLAN (2016)

The Lennox Community Parks and Recreation Plan establishes a vision, goals, policies, and strategies to increase access to green spaces throughout the community of Lennox, which on average provides only 0.2 acres of local parks per 1,000 residents, far below the County standard of 4 acres per 1,000 residents set forth in the Los Angeles County General Plan. Contemplated improvements include a potential "green street" along Lennox Boulevard, new parks and pocket parks, community gardens, and trail opportunities, which were identified for locations across the Lennox Community Parks and Recreation Plan Area based on an assessment of current park access. The plan does not specifically address historical and cultural resources; however, it does discuss Lennox Park, the existing historic-age green space in the community.

VISION LENNOX (2010)

Vision Lennox was the result of a 6-month planning effort intended to represent the community's expectations for the future development of Lennox. Consulting team Raimi + Associates partnered with the Los Angeles County Department of Regional Planning to conduct public workshops and stakeholder meetings to develop goals, key strategies, and an action plan for implementation of the identified goals. Vision Lennox identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community, such as overcrowding, which has led to a shortage of parking spaces and encroachment into adjacent commercial lots, as well as existing transportation infrastructure. Specifically related to the built environment and historic preservation, Public Workshop No. 2 identified the preservation and restoration of historic buildings as a primary community goal. Cultural resources were further addressed in the Key Strategies Section through the preservation and enhancement of Lennox's neighborhoods and by enhancing the unique identity of Lennox by expressing the community's historical and cultural roots through improvements in the public streetscapes, parks, schools, and other civic buildings.

WEST CARSON TRANSIT ORIENTED DISTRICT SPECIFIC PLAN (2019)

The West Carson Transit Oriented District Specific Plan for the Los Angeles County Metropolitan Transportation Authority (Metro) J Line Carson Street Station establishes a vision for development and a regulatory framework, including policies, development standards, design standards, and recommended capital improvement projects. The West Carson Transit Oriented District Specific Plan identifies opportunities for compact, infill development that support the intensification and expansion of Harbor-UCLA Medical Center while remaining sensitive to existing single-family neighborhoods. Increased

housing opportunities and employment-generating uses are targeted adjacent to the Carson Street Station to create a walkable and destination-rich transit-oriented district with local and regional transit as an amenity and to facilitate more active transportation trips via walking and biking. Specific corridors that are identified with a vision for more livable and sustainable multimodal streets are Carson Street and 223rd Street. The associated programmatic environmental impact report (PEIR) stated that the area is sensitive due to the presence of historic built environment structures that predate 1965. The PEIR identifies 12 properties with potential historical significance: the Harbor-UCLA Medical Center, eight pre-1930 residential properties, and three commercial properties constructed in 1969.[1] Mitigation Measure CUL-1 states that future projects in accordance with the Specific Plan that involve those 12 identified potential historic built environment resources would require the preparation of an intensive-level historical evaluation in accordance with all applicable federal, state, and local guidelines. Recommendations for preservation should be considered in the report if applicable, and the evaluation should be submitted to the County of Los Angeles Department of Regional Planning for review and approval.[2]

1 Commercial properties: 1029 Carson Street; 1019 Carson Street; and 1107 Carson Street.
Residential properties: 958 222nd Street; 1016 Jay Street; 1011 222nd Street; 1015 222nd Street; 1041 222nd Street; 1139 Jay Street; 22042 Normandie Avenue; 1203 223rd Street and Nursery.

2 *West Carson TOD [Transit Oriented District] Specific Plan, Attachment 4. Final Environmental Impact Report*, October 23, 2018, State Clearinghouse No. 2017011010, https://case.planning.lacounty.gov/assets/upl/project/west-carson-tod_bos-attachment4.pdf, 19 and 5.3-8.

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2 METHODOLOGY

2.1 Historic Context Statement Research and Development

A. SCCIC and BERD Records Search

Dudek architectural historians closely reviewed information on previously recorded properties provided by South Central Coastal Information Center (SCCIC), which houses cultural resources records for the County. Dudek also reviewed the Built Environment Resources Directory (BERD) files, which provide information, organized by county, regarding non-archaeological resources in the California Office of Historic Preservation's inventory. The California Office of Historic Preservation administers federally and state-mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources. All applicable portions of unincorporated Los Angeles County were reviewed.

B. Background Research

Historic built environment research was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Archival materials were requested and/or assembled from the Los Angeles Public Library, County of Los Angeles, El Segundo Public Library, Hawthorne Historical Society, Los Angeles International Airport (LAX) Flight Path Museum, California State University Dominguez Hills, University of Southern California Special Collections, Wilmington Historical Society, Palos Verdes Historical Society, Historical Society of the Centinela Valley, San Pedro Historical Society, and online repositories including Calisphere, Ancestry.com, SurveyLA, and Newspapers.com. Resources gathered from these repositories included community plans, planning documents, maps, newspaper articles, photographs, and relevant books.

Additional primary sources consulted for this HCS included historical maps, historical aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, and historical photographs. Secondary sources include reference books, newspaper articles, magazine articles, and HCSs. Multiple databases were reviewed to generate a list of historical resource information including the California Historical Resource Information System, BERD, the SCCIC, and the County of Los Angeles Department of Regional Planning website and County of Los Angeles GIS Historic Resources layer.

C. Desktop and Field Surveys

For the purposes of this HCS, Dudek architectural historians performed windshield surveys of each of the SBAP communities in August 2023. These surveys were conducted to inform important themes, property types, and architectural styles in an effort to develop an HCS and community plan area overview for all of the communities within the Planning Area. In addition to the windshield surveys, Dudek also performed extensive desktop reconnaissance-level surveys of each of the SBAP communities. Desktop surveys

included current Google Street View imagery, Los Angeles County Assessor data, historical aerial photographs, historical topographic maps, historical redlining maps, and current subdivision maps.

2.2 Data Management

Following completion of the background research and the preparation of the HCS, Dudek completed a windshield survey of an area that encompassed the SBAP communities. Dudek used multiple data sources to create accurate maps of the survey area and identify all properties that met the age threshold for the scope of this study.

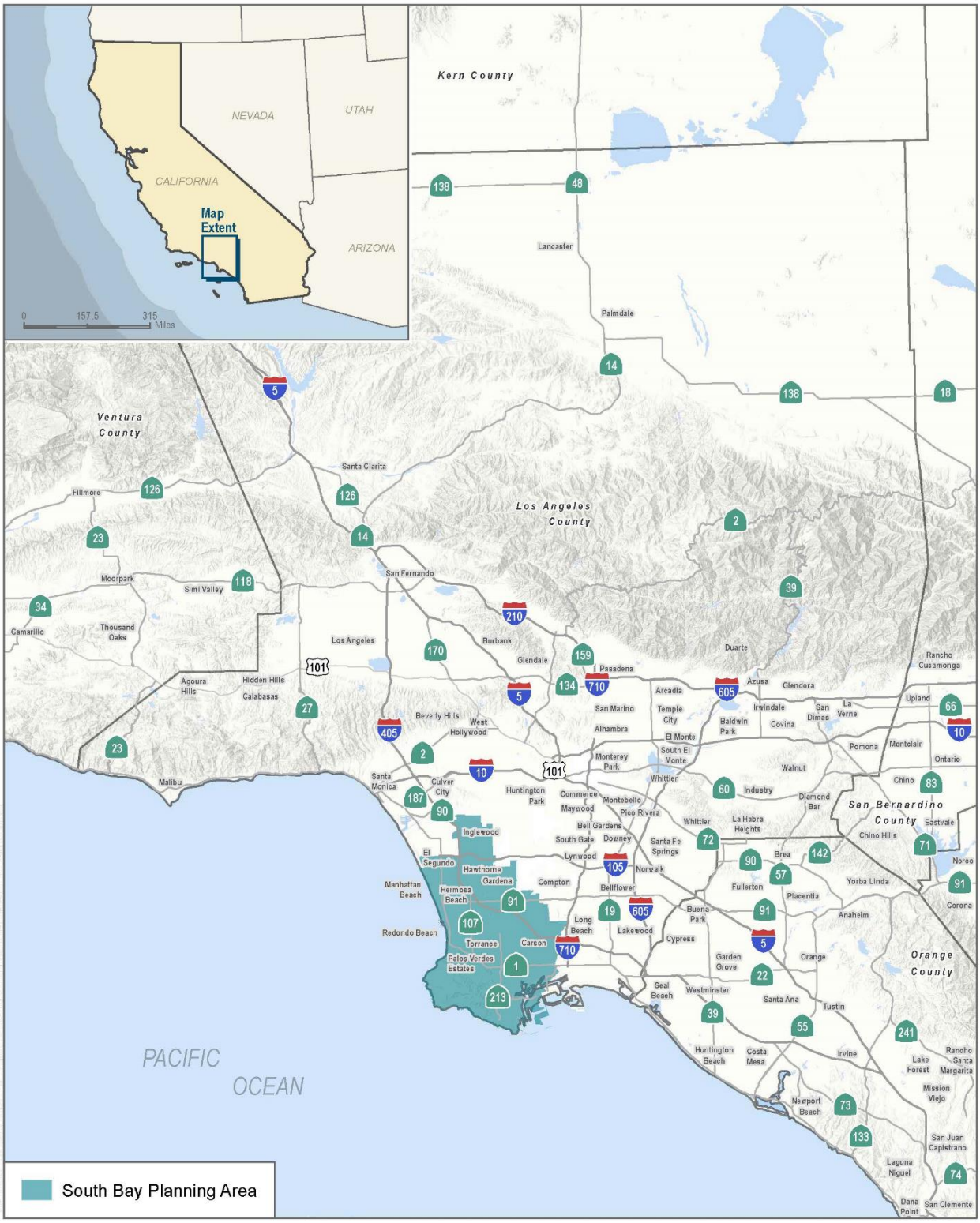
To start, Dudek collected publicly available parcel data from the Los Angeles County Assessor, which served as a baseline for identifying properties constructed before 1980.[3] This information was compiled into field maps that included details such as Planning Area and SBAP community boundaries, decade of construction, road names, zoning, and existing on-the-ground land use. Decade of construction was divided into the following time periods: pre-1900, 1900s, 1910s, 1920s, 1930s, 1940s, 1950s, 1960s, 1970s, and post 1980, and then color-coded by that decade. These field maps allowed Dudek to observe patterns of development throughout the Planning Area and survey those areas within the communities that have concentrations of historic-age properties.

2.3 Community Outreach

Community outreach efforts for the HCS were completed in two major phases. The first phase of community outreach for the HCS was completed in the summer of 2023. This phase included a remote public meeting held on July 17, 2023, that introduced the project team, identified the project's scope, and outlined the purpose of an HCS. As part of this phase, two public data collecting methods were shared as part of the community outreach, which included the SBAP Historic Resources Mapping Tool and the project-specific email SouthBayAreaPlan@dudek.com. The SBAP Historic Resources Mapping Tool allowed community members to provide their input on locations of historical interest by adding points, lines, and polygons to their community on the web-based map. The project-specific email allowed members of the SBAP communities to reach out to Dudek directly and submit any historical photographs, legacy business locations, and events that might be helpful for the project.

Two committees were consulted to gather information and provide assistance in reviewing and providing feedback on technical documents, a Community Advisory Committee and a Technical Advisory Committee. The Community Advisory Committee was composed of engaged local leaders who live in and represent the SBAP communities. The Technical Advisory Committee was composed of representatives from various County departments, including Public Works, Public Health, Parks and Recreation, Economic Development/Chief Executive Office, Fire, and Arts and Culture. Both the Community Advisory Committee and Technical Advisory Committee received drafts of the HCS along with recordings of community outreach meetings to gain a full understanding of the document and how it will be used by the County.

[3] Built environment historic-era properties are defined in this HCS as buildings or structures 45 years of age or older.



SOURCE: Dudek

DUDEK 0 5.5 11 Miles

FIGURE 1

Regional Location Map

Los Angeles County South Bay Area Plan Project Historic Context Statement

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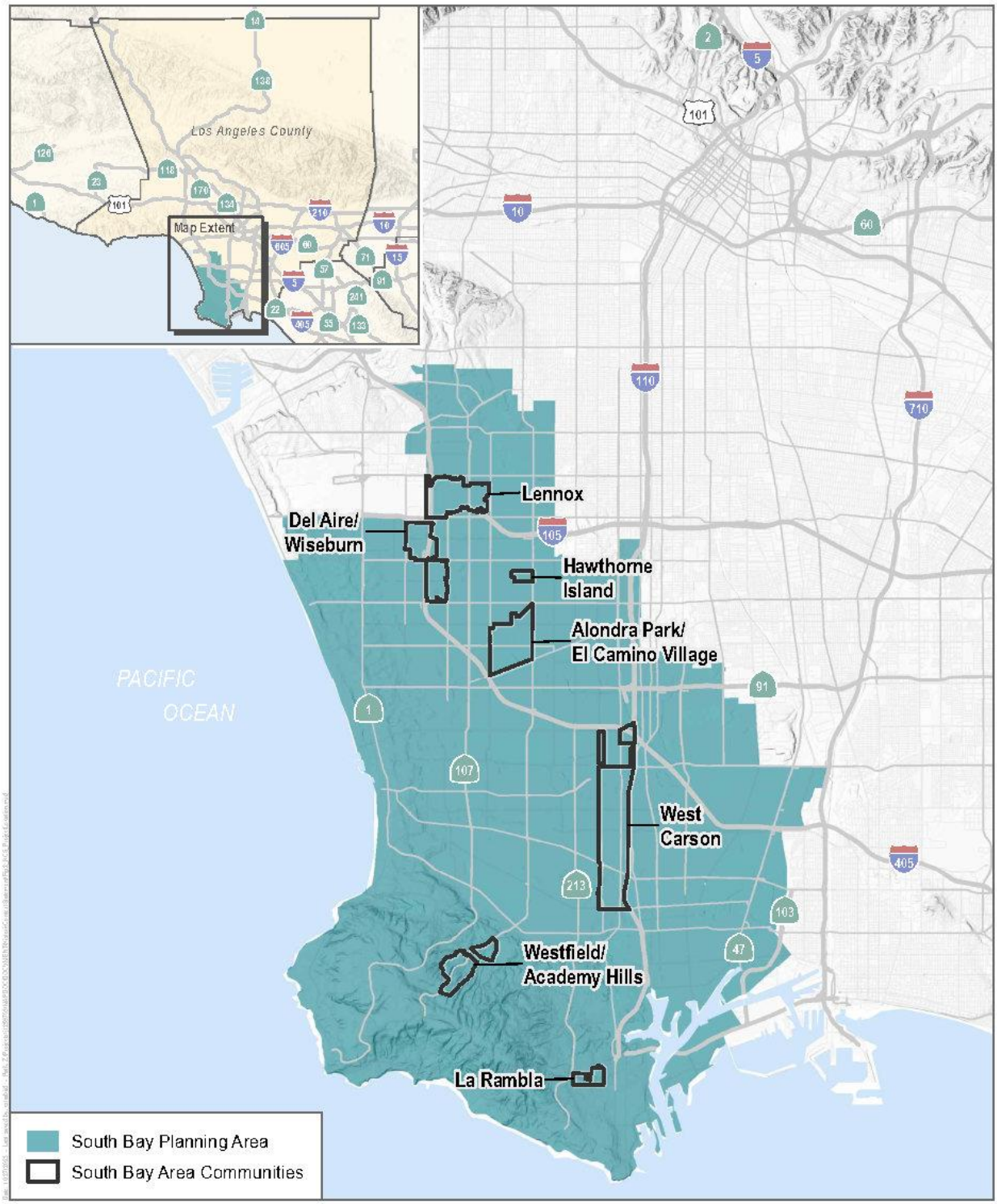

FIGURE 2
Historic Context Study Area
Los Angeles County South Bay Area Plan Project Historic Context Statement

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3 REGULATORY SETTING

Federal, state, and local historic preservation programs provide specific criteria for evaluating the potential historical significance of a resource. The most relevant programs for the SBAP include the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the County's Criteria for the Designation of Landmarks and Historic Districts. Although the criteria used by these programs vary in their specifics, they focus on many of the same general themes. In general, a resource needs to meet only one criterion from either the NRHP, CRHR, or the County to be considered historically significant.

Another area of similarity is the concept of integrity — generally defined as the survival of physical characteristics that existed during the resource's period of significance. Federal, state, and local historic preservation programs require that a resource must possess significance and maintain integrity in order to be eligible for listing in the NRHP, CRHR, or a local register.

A. Federal

NATIONAL REGISTER OF HISTORIC PLACES

While there is no federal nexus for the HCS, the subject properties were evaluated in consideration of NRHP designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings also encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historical significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded, or may be likely to yield, information important in prehistory or history.

In addition to these basic evaluation criteria, the NRHP outlines further criteria considerations for significance. Moved properties; birthplaces; cemeteries; reconstructed buildings, structures, or objects; commemorative properties; and properties that have achieved significance within the past 50 years are generally not eligible for the NRHP. The criteria considerations are exceptions to these rules, and they allow for the following types of resources to be NRHP eligible:[4]

- a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events;
- a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- a property achieving significance within the past 50 years if it is of exceptional importance.

Once the significance of a resource has been determined, the resource then must be assessed for integrity. Integrity is (1) the ability of a property to illustrate history, and (2) possession of the physical features necessary to convey the aspect of history with which it is associated.[5] The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to the property's significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity:[6]

1. **Location** is the place where the historic property was constructed or the place where the historic event occurred.
2. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting** is the physical environment of a historic property.
4. **Materials** are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.

[4] National Parks Service, *How to Apply the National Register Criteria for Evaluation,* National Register Bulletin 15. January 31, 2022, pg. 25, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.
[5] National Parks Service, *How to Apply the National Register Criteria for Evaluation,* 44.
[6] National Parks Service, *How to Apply the National Register Criteria for Evaluation,* 44–45.

5. **Workmanship** is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
6. **Feeling** is the property's expression of the aesthetic or historic sense of a particular period.
7. **Association** is the direct link between an important historic event or person and a historic property.

B. State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historical importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Historical Resources

Under the California Environmental Quality Act (CEQA), a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource"

(California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historical resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (14 CCR 15064.5[b][1]; California Public Resources Code, Section 5020.1[q]). In turn, CEQA Guidelines, Section 15064.5(b)(2), states that the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether the project would cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance would be materially impaired.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Where a project has been determined to conform with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards), the project's impact on historical resources would be considered mitigated to below a level of significance and, thus, not significant (14 CCR 15126.4[b][1]). In most cases, a project that demonstrates conformance with the Standards is categorically exempt from CEQA (14 CCR 15331), as described in the CEQA Guidelines (14 CCR 15126.4[b][1]):

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995), the project's impact on the

historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

The Standards are a series of concepts focused on maintaining, repairing, and replacing historical materials, as well as designing new additions or making alterations. They function as common-sense historic preservation principles that promote historic preservation best practices. There are four distinct approaches that may be applied to the treatment of historical resources:

- Preservation focuses on the maintenance and repair of existing historical materials and retention of a property's form as it has evolved over time.
- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.
- Reconstruction recreates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation. The Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Guidelines) provide general design and technical recommendations to assist in applying the Standards to a specific property. Together, the Standards and Guidelines provide a framework that guides important decisions concerning proposed changes to a historic property.

The following 10 Standards for Rehabilitation are used to determine if a project is in conformance with the Standards for a rehabilitation. To be in conformance, a project must be consistent with the historical character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials.

Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

C. Local

COUNTY OF LOS ANGELES HISTORIC PRESERVATION ORDINANCE

The County adopted the Historic Preservation Ordinance on September 1, 2015. The Historic Preservation Ordinance established criteria and procedures for the designation, preservation, and maintenance of landmarks and historic districts within unincorporated areas of Los Angeles County. Below, the applicable portions of the Historic Preservation Ordinance are excerpted:

The purpose of the Historic Preservation Ordinance is to:

A. Enhance and preserve the County's distinctive historic, architectural, and landscape characteristics that are part of the County's cultural, social, economic, political, and architectural history;
B. Foster community pride in the beauty and noble accomplishments of the past as represented by the County's historic resources;
C. Stabilize and improve property values in and around the County's historic resources, and enhance the aesthetic and visual character and environmental amenities of these historic resources;
D. Recognize the County's historic resources as economic assets and encourage and promote the adaptive reuse of these historic resources;
E. Further establish the County as a destination for tourists and as a desirable location for businesses; and
F. Specify significance criteria and procedures for the designation of landmarks and historic districts, and provide for the ongoing preservation and maintenance of these landmarks and historic districts.

The County established the following criteria for the designation of Landmarks and Historic Districts (22.124.070).

A. A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:
    1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
    2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
    3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
    4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
    5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
    6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
    7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.
C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.
D. Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:
    1. More than 50 percent of owners in the proposed district consent to the designation;
    2. The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
    3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

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4 HISTORICAL BACKGROUND

4.1 Ethnographic Background

SUMMARY STATEMENT

The South Bay Planning Area is located in Los Angeles County. In total, the County boundaries contain more than 4,000 square miles. The County is the ancestral territory of the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples.

The following section provides a brief overview of the Native American Period and groups in the South Bay Planning Area. This section has been taken in part from Appendix F-4 Cultural Background Context for the South Bay Area Plan in Dudek's Draft Program Environmental Impact Report (Draft PEIR) for the proposed Los Angeles County South Bay Area Plan. There are no known built resources in the South Bay Planning Area dating from the pre-colonial period (before 1769).

A. Native American Period (Pre-1769)

The history of the Native American communities prior to the mid-1700s largely relies on later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims, often combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century.[7]

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact.[8] The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families.[9]

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7 Lowell J. Bean and Florence C. Shipek, "Luiseño," in *California*, ed. Robert F. Hazier, vol. 8, *Handbook of North American Indians*, ed. W.C. Sturtevant (Washington, D.C.: Smithsonian Institution, 1978), 550–563; Geronimo Boscana, "Chinigchinich: A Historical Account of the Origin, Customs, and Traditions of the Indians at the Missionary Establishment of St. Juan Capistrano, Alta California," in *Life in California*, by Alfred Robinson (New York: Wiley & Putnam, 1846), 227–341; Maynard J. Geiger and Clement Woodward Meighan, *As the Padres Saw Them: California Indian Life and Customs as Reported by the Franciscan Missionaries, 1813–1815* / Historical Introduction, Notes, and Translation by Maynard Geiger, Anthropological Commentary, Notes, and Appendices by Clement W. Meighan (Santa Barbara, California: Santa Barbara Mission Archive Library, 1976).

8 John R. Johnson and Joseph G. Lorenz, "Genetics, Linguistics, and Prehistoric Migrations: An Analysis of California Indian Mitochondrial DNA Lineages," *Journal of California and Great Basin Anthropology*, UC Merced 26, no. 1 (2006): 34.

9 Victor Golla, "Linguistic Prehistory," in *California Prehistory: Colonization, Culture, and Complexity*, ed. Terry L. Jones and Kathryn A. Klar (New York: Altamira Press, 2007), 71.

People in the South Bay and vicinity have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family.[10] Languages of the broader region now called Los Angeles County include Tongva, Tataviam, Kizh, Serrano, and Cahuilla (all Takic languages) but also include speakers of Chumash (which is completely unrelated). Today, traditional speakers of these languages are members of multiple Tribes with ancestral territories that intersect the modern boundaries of Los Angeles County: Fenandeño Tataviam Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, San Fernando Band of Mission Indians, and Yuhaaviatam of San Manuel Nation.[11]

GABRIELINO

The archaeological record indicates that the land comprising the South Bay Area Plan and vicinity was occupied by the Tongva and Kizh. Surrounding cultural groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.[12]

The name "Gabrielino" (also spelled "Gabrieliño" and "Gabrieleño") denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups.[13] Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in Southern California identified themselves have, in some cases, been lost. Many modern California Native Americans identify themselves as the Tongva, within which there are a number of regional bands.[14] Though the names "Tongva" or "Gabrielino" are the most common names used by modern Native American groups in Los Angeles County and are recognized by the California Native American Heritage Commission, there are groups within the region that self-identify differently, such as the Gabrielino Band of Mission Indians - Kizh Nation.[15] In order to be inclusive of the majority of tribal entities within the region, the name "Tongva" or "Kizh" is used in this document.[16]

HISTORIC SETTING

Post-Contact history for the State of California is generally divided into three periods: the Spanish Period (1769–1821), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1539 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American Period when California became a

10 "Linguistic Prehistory," 74.
11 "Linguistic Prehistory," 71–82.
12 Alfred J. Kroeber, *Handbook of the Indians of California* (New York: Smithsonian Institution, Bureau of American Ethnology, 1925), 620–635; Raymond White, "Luiseño Social Organization," *University of California Publications in American Archaeology and Ethnology* 48 (1963): 91–194.
13 *Handbook of the Indians of California,* 620–635; Bean and Shipek, "Luiseño," 550–563.
14 Gerónimo Boscana and John P. Harrington, "A New Original Version of Boscana's Historical Account of the San Juan Capistrano Indians of Southern California," *Smithsonian Institution* 92, no. 4 (1934): 62.
15 Don Laylander, *Early Ethnography of the Californias, 1533–1825* (Salinas, California: Coyote Press Archives of California Prehistory, 2000), 1–214.
16 Boscana and Harrington, "A New Original Version of Boscana's Historical Account of the San Juan Capistrano Indians of Southern California."

territory of the United States (see Section 4.4.1, Agricultural Development, for additional information on the Rancho Era in the SBAP).

B. Spanish Period (1769–1821)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabrillo stopped in 1542 at present-day San Diego Bay. With his crew, Cabrillo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica Bays. Much of the present California and Oregon coastline was mapped and recorded during the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica Bays, giving each location the names we use today. The Spanish crown laid claim to California based on the surveys conducted by Cabrillo and Vizcaíno.[17]

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonial matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring southern California, Franciscan Friar Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Friar Juan Crespí named the campsite by the river "Nuestra Señora la Reina de los Angeles de la Porciúncula" or "Our Lady the Queen of the Angeles of the Porciúncula." Two years later, Friar Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771.[18]

The arrival of Spanish explorers, soldiers, missionaries, and colonists in the late eighteenth century ushered in a new era during which Native Americans were subjugated to Spanish rule. This colonization often erased the Native American population's way of life, forcing them to work at the missions growing crops, raising livestock, and building infrastructure. Thousands of Indigenous people died from European diseases brought by the Spanish during this period. A collaborative document sponsored by the County of Los Angeles puts it bluntly: "As the Spanish expanded along the coast of Alta California, they enslaved Native peoples, forcing them to build and maintain the missions, pueblos, and presidios for the Spanish settlers while enduring unspeakable abuse at the hands of Spanish soldiers. Local Tribes were forced to move from their villages and give up their languages and culture. Tribes were given new names after the missions, which is reflected in the names of many local Tribes today."[19]

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17 Hubert Howe Bancroft, *History of California, Volume III: 1825–1840* (San Francisco: A.L. Bancroft & Co., 1885); Blake Gumprecht, *The Los Angeles River: Its Life, Death, and Possible Rebirth* (Baltimore, Maryland: The Johns Hopkins University Press, 1999).

18 Douglas E. Kyle, *Historic Spots in California*, 5th ed. (Stanford, California: Stanford University Press, 2002).

19 Ashley Dobson, Tremayne Nez, and Desireé Martinez, "We Are Still Here," A Report on Past, Present, and Ongoing Harms Against Local Tribes, Prepared for the County of Los Angeles in collaboration with representatives from the Fernandeño Tataviam Band of Mission Indians, the Gabrieleno/Tongva San Gabriel Band of Mission Indians, the Gabrielino Tongva Indians of California Tribal

C. Mexican Period (1821–1846)

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to colonize the Native American population and force them into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the Indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.[20]

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and the establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods, and were known as "California banknotes." Rancheros often traded cowhides for clothing, furniture, sugar, whiskey, and other goods with American ships anchored off the coast in San Pedro. Hides from Los Angeles were sent to factories in Boston where they were made into leather shoes, boots, and saddles. Tallow (rendered fat) was used to make candles and soap, and rawhide served as a binding material for making quick repairs. "Secularization and the continued strength of the foreign market, in turn, drove an economy centered on ranchos and gave increased prominence to rancheros." Beef did not become economically significant until after the Gold Rush in 1849 when the demand for meat from settlers and miners skyrocketed.

The number of non-native inhabitants increased during this period with the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who did not possess immunities to them.[21]

4.2 South Bay Planning Area and Communities Timeline

The following is a timeline of significant events that have affected the development and history of the Planning Area and the SBAP communities. Each event is associated with a theme in this document, indicated in brackets.

1834: Secularization of the California missions and start of rancho land grants [Agricultural]

1845: California becomes a U.S. territory [Agricultural]

Council, the San Fernando Band of Mission Indians, and the San Manuel Band of mission Indians, Cogstone Project Number 5475, January 2023.

20 S. F. Dallas, *The Hide and Tallow Trade in Alta California 1822–1848*, (Ph.D. diss., Indiana University, Bloomington, 1955).

21 *The Hide and Tallow Trade in Alta California.*

1851: Congress passes the California Lands Act [Agricultural]

1856: Daughters of Charity of St. Vincent DePaul opens an eight-bed hospital [Public and Private Health and Medicine]

1862: Homestead Act passes [Agricultural]

1869: Southern Pacific Railroad (Southern Pacific) arrives in Los Angeles [Industrial]

1872: Formation of the Los Angeles City School District [Education]

1883: Atchison, Topeka, and Santa Fe Railway arrive [Industrial]

1888: The County opens the Los Angeles County Hospital and Poor Farm (later, Rancho Los Amigos) [Public and Private Health and Medicine]

1888: Los Angeles County Chamber of Commerce is founded [Agricultural]

1894: The first Los Angeles Sheriff is elected [Civic]

March 8, 1896: Establishment of the Wiseburn Unified School District [Education]

1901: Pacific Electric Railway (PERy or Red Cars) forms [Industrial/Infrastructure and Public Transit]

1903: Pacific Electric trolley line established from Los Angeles to Santa Monica and down the coast to Redondo Beach [Infrastructure and Transit]

1905: Union Pacific Railroad opens [Industrial]

1905: San Pedro Vegetable Growers' Association founded [Agricultural]

1906: Lawndale Elementary School District is formed [Education]

1906: The first Young Men's Christian Association (YMCA) in Los Angeles is formed by Thomas A. Greene [Civic]

1911: The Great Merger of 1911 between Pacific Electric and Southern Pacific [Industrial]

1912: The County Free Library Act passes [Civic]

1912: The Lennox School District is formed [Education]

1913: City of Los Angeles completes the first Los Angeles Aqueduct [Education/Agricultural]

1913: First California Alien Land Laws passed [Agricultural/Civil Rights and Social Justice]

1914: Opening of the Panama Canal [Residential]

1915: Los Angeles County Public Health Department appoints John Larabee Pomeroy as the County's first health officer [Public and Private Health and Medicine]

1920: Passage of a stricter Alien Land Law [Civil Rights and Social Justice]

1921: Two major oil discoveries in Signal Hill and Torrance; oil extraction becomes a major economic driver for the South Bay region throughout the 1920s and 1930s [Industrial]

1922: Los Angeles Union Stockyards is formed [Agricultural]

1924: The first fire protection district for the unincorporated areas of Los Angeles is created under the responsibility of the County Department of Forester and Fire Warden [Civic]

1925: San Pedro General Hospital (present-day Providence Little Company of Mary Medical Center – San Pedro) opens [Public and Private Health and Medicine]

1926: Land of present-day Alondra Park seized through eminent domain, preventing the development of Gordon Manor, an upper- and middle-class subdivision for African-American residents [Residential Development/Civil Rights and Social Justice]

October 1, 1928: Los Angeles Municipal Airport (renamed Los Angeles International Airport the next year) opens at Mines Field [Industrial]

1929: Open-pit mining began at present-day site of South Coast Botanic Gardens in Westfield/Academy Hills [Industrial]

1930s: Aviation and aerospace industries flourished providing both jobs and economic opportunity for the region [Industrial]

1932: County library system is renamed the Los Angeles County Public Library [Civic]

March 10, 1933: Long Beach Earthquake hits the greater Los Angeles area [Commercial and Education]

1934: The Field Act is adopted by the State of California to update building codes tailored to upgrading seismic stability [Education]

1934: The National Housing Act creates the Federal Housing Administration (FHA) [Residential]

May 6, 1935: President Franklin D. Roosevelt creates the Works Progress Administration (WPA) [Parks and Recreation]

1935: The Chadwick School is founded by Margaret Lee Chadwick [Education]

1935: The Sheriff's School of Instruction is created [Civic]

1939: The Home Owners' Loan Corporation (HOLC) creates a redlining map of Los Angeles [Residential]

1939: Northrop Field opens to the north of Hawthorne Island (present-day Hawthorne Municipal Airport/Jack Northrop Field) [Industrial]

1940: Northrop moves operations to the City of Hawthorne, and community of Hawthorne Island developed as tract housing [Industrial/Residential]

1940: Trolley lines to the South Bay terminated [Infrastructure and Transit]

1941: County Regional Planning Commission and the City Planning Department adopt the Los Angeles Transportation Engineering Board's plan calling for express highways throughout Los Angeles [Commercial/
Infrastructure and Public Transit]

February 19, 1942: President Franklin D. Roosevelt issues Executive Order No. 9066, which allowed for the legal forced removal and incarceration of Japanese and Japanese Americans within the United States [Civil Rights and Social Justice]

1943: Del Amo synthetic rubber facility opens near West Carson [Industrial]

1943: Los Angeles Port of Embarkation Hospital (present-day Harbor-UCLA Medical Center) established by the United States Army [Public and Private Health and Medicine]

July 1944: The Department of Recreation and the Department of Parks merges to form the County of Los Angeles Department of Parks and Recreation [Parks and Recreation]

1945: Beginning of postwar development of religious institutions in SBAP communities [Religion and Spirituality]

1946: County purchases the Los Angeles Port of Embarkation Hospital from the United States Army, opening it as Harbor General Hospital the following year [Public and Private Health and Medicine]

1947: Office of Los Angeles County Engineer publishes the County Master Highway Plan [Commercial Development/Infrastructure and Transit]

1947: Montrose Chemical Corporation campus established west of West Carson [Industrial]

July 1947: El Camino College is established in Alondra Park/El Camino Village [Education]

1948: In *Shelley v. Kraemer*, the Supreme Court rules that restrictive covenants that would prohibit a person from owning or occupying property based on race or color can no longer be enforced [Residential/Civil Rights and Social Justice]

1949: The Westfield single-family residential tract is developed in Westfield/Academy Hills [Residential]

March 1949: The Los Angeles County Board of Supervisors establishes the Consolidated Fire Protection District (CFPD) [Civic]

1951: The Los Angeles Metropolitan Transit Authority (LAMTA) forms [Infrastructure and Transit]

1956: Present-day Harbor-UCLA Medical Center becomes associated with the University of California Los Angeles (UCLA) [Public and Private Health and Medicine]

1952: Alondra Park/El Camino Village's El Camino Manor developed by the Kauffman Construction Corporation [Residential]

1954: *Brown v. Board of Education* passes, establishing racial segregation in public schools as unconstitutional [Education]

1959: The California Civil Rights Act is authored by Jesse Unruh [Residential]

1960s: Interstate 110 (I-110) freeway expanded at eastern boundary of West Carson to connect the Port of Los Angeles (POLA) to downtown Los Angeles [Infrastructure and Transit]

1961: Three separate entities of the Los Angeles City School District, Elementary School District, High School District, and Junior College, are unified to become Los Angeles Unified School District (LAUSD) [Education]

1961: Last run between Los Angeles and Long Beach by Pacific Electric [Industrial]

1961: South Coast Botanic Garden opens in Westfield/Academy Hills [Parks and Recreation]

November 1962: President Kennedy issues an Executive Order prohibiting racial discrimination in all housing that receives federal aid [Residential]

1963–1964: Interstate 405 (I-405) freeway constructed through Del Aire, Wiseburn and Lennox [Infrastructure and Transit]

1963: Rumford Act, which specifically prohibits racial discrimination by banks, real estate brokers, and mortgage companies is passed [Residential]

1963: *Crawford v. Los Angeles City Board of Education* is filed by the American Civil Liberties Union [Education]

1965: First Cinco de Mayo parade held in Lennox [Public Art, Music, and Cultural Celebrations]

August 11–16, 1965: Watts Uprising to protest the mistreatment by law enforcement and discrimination in housing, employment, and schools [Civil Rights and Social Justice]

March 1968: East Los Angeles Blowouts protesting the inequality in the public education system [Education]

1968: Civil Rights Act is signed by President Lyndon Johnson [Residential]

1968: Alpine Village is opened by Josef Bischof and Johann "Hans" Rotter in West Carson [Commercial]

August 29, 1970: National Chicano Moratorium March held in East Los Angeles to protest the disproportionate number of Mexican Mercians in the Vietnam War [Civil Rights and Social Justice]

1972–1973: The Academy Hills neighborhood is developed in Westfield/Academy Hills [Residential Development]

1979: Twenty-five students at Lennox High School stage walkout to protest discrimination against Latino students [Civil Rights and Social Justice]

1980: Congress passes the Comprehensive Environmental Response, Compensation, and Liability Act [Industrial]

1986: The Universal, Wrightwood, and Dominguez districts are dissolved and annexed to the CFPD [Civic]

1991: End of the Cold War and decline in the South Bay's aerospace industry [Industrial]

1992: Southern California Regional Rail Authority founds Metrolink [Infrastructure and Transit]

April 29–May 4, 1992: Los Angeles Uprising protesting police brutality [Civil Rights and Social Justice]

1993: The Los Angeles County Metropolitan Transportation Authority (Metro) is founded [Infrastructure and Transit]

1993: Interstate 105 (I-105) freeway constructed, running from SR 1 near El Segundo and Los Angeles International Airport to the I-605 in the City of Norwalk [Infrastructure and Transit]

1994: Del Amo Action Committee (DAAC) established in West Carson [Industrial]

1995: Metro opens the C-Line, which runs from Redondo Beach to Norwalk with stops in Del Aire and Lennox [Infrastructure and Transit]

1996: Buyout of houses on West 204th Street in West Carson negotiated between the DAAC, the Environmental Protection Agency (EPA), and Shell Oil Company (among other groups) to demolish homes that had a high level of toxic insecticide dichloro-diphenyl-trichloroethane (DDT) in their yards [Industrial]

1997: Northrop closes its facility north of Hawthorne Island [Industrial]

2004: Board of Supervisors adopted the County's first Civic Art Policy, allocating one percent of design and construction costs of new County capital projects to a Civic Art Special Fund for the creation of civic artworks [Public Art, Music, and Cultural Celebrations]

2010: Lennox Past, Present, and Future created at the Lennox Pool House [Public Art, Music, and Cultural Celebrations]

2017: Los Angeles County Health Agency launches the Center for Health Equity [Public and Private Health and Medicine]

2018: Ground broken on Wishing Tree Park in West Carson [Industrial/Parks and Recreation]

2020: Alpine Village designated as Los Angeles County Historic Landmark No. 7 [Commercial]

June 2022: Green Zones Ordinance adopted by the Los Angeles County Board of Supervisors to enhance public health and land use compatibility [Public and Private Health and Medicine/Industrial]

November 2022: Los Angeles County Board of Supervisors declares oil extraction a nonconforming land use [Industrial]

2023: Alpine Village closes [Commercial]

4.3 Historical Events and Impacts

There have been numerous historical events and patterns of development that have influenced the current conditions within the Planning Area. Table 1 presents a summary of the significant events and themes presented in the Planning Area Timeline and those presented throughout the historical background section of this document. These events and themes were found to have lasting impacts on the SBAP communities and their built environment. Detailed discussions of these events and themes are also presented throughout the document. While events such as the Watts Uprising (1965), the East Los Angeles Blowouts (1968), the Chicano Moratorium March (1970), the Los Angeles Uprising (1992), and civil rights movements and organizations such as the Chicano Movement, Black Panthers, and the Brown Berets have played pivotal roles the County's development, research has not identified these events or movements as playing substantial visible roles in the built environment of the SBAP's communities. As a result, they are not included in the below table but are discussed in Section 4.4.9, Civil Rights and Social Justice.

Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects

Significant Events and Patterns of Development	Current Issues/Lasting Impacts/Lasting Effects
March 10, 1933: Long Beach Earthquake ▪ Pre-1933 oil over-drilling ▪ 1933 California Field Act ▪ 1934 Federal New Deal Loan Program	Construction of Low-Rise Schools Lacking Ornamentation New Construction Using Modern Materials and Architectural Styles The Planning Area's building stock changed after the 1933 Long Beach Earthquake, which destroyed few buildings within the Planning Area but had long-term effects on what future buildings would look like in the developing communities. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. After the earthquake, the State of California adopted the Field Act, which mandated earthquake-resistant construction specifically for schools. After 1933, school designs reflected these standards and were constructed as one- or two-story buildings that lacked ornament. An additional influence on the rebuilding that took place in the aftermath of the 1933 earthquake was the federal New Deal program of loan guarantees. This financing led to the construction of many commercial and residential properties using modern materials and architectural styles.
1930s–1940s: Discriminatory Housing Practices ▪ Redlining ▪ Restrictive housing covenants ▪ 1948 Supreme Court *Shelley v. Kraemer* struck down racially restrictive housing covenants	Segregation Disinvestment in Area Loss of Tax Revenue and Funding Discriminatory housing practices, specifically the creation of redlining maps and restrictive housing covenants, resulted in long-term inequality in the SBAP communities and are recognized as sources of the systemic racism that impacts the SBAP communities to the present day. The communities of La Rambla, Alondra Park/El Camino Village, Del Aire, Wiseburn, and Lennox were graded as Blue (B), Yellow (C), or Red (D) by the HOLC. The legacy of the redlining practice is reflected in long-term disinvestment in many of the SBAP communities, with some communities still showing that disinvestment into the present. Restrictive housing covenants resulted in disinvestment in multiple SBAP communities, and despite the passing of *Shelley v. Kraemer,* communities were reluctant to integrate neighborhoods. These practices resulted in disinvestment in some areas and investment in other areas such as Del Aire (Wiseburn was redlined) and Westfield/Academy Hills, which display residential neighborhoods with larger homes, bigger lots, and more street trees.

Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects

Significant Events and Patterns of Development	Current Issues/Lasting Impacts/Lasting Effects
February 19, 1942: Japanese Internment/ Executive Order No. 9066	Initial De-population of Japanese Americans Decline of Agriculture Postwar Community Rebuilding After the issuance of Executive Order No. 9066, the homes once occupied by Japanese Americans within the South Bay were forcibly vacated when their residents were sent to internment camps. Japanese Americans who worked as agricultural laborers in the Planning Area overwhelmingly lost their property, including their farms. After World War II ended and Japanese Americans were permitted to return to their respective cities, they often found that their residences and businesses were occupied and they could not return home. Farmland that was cultivated by Japanese and Japanese American residents had often been sold or redeveloped. Many Japanese and Japanese Americans did not return to their homes and businesses in the South Bay, resulting in a decline in agricultural output in the region. Today, however, the South Bay has the highest percentage of Japanese and Japanese Americans in Los Angeles County.
1940–1990s: Environmental Issues ▪ Expansion of LAX ▪ Industrial development ▪ Freeway construction	Superfund Sites Health issues Air and noise pollution Loss of Residences and Farmland Industrial development surrounding the Planning Area proliferated rapidly during and after World War II, including the establishment of present-day Superfund sites in Del Amo and Montrose, adjacent to West Carson. The aviation and aerospace industries flourished in the region starting in the 1930s, providing both jobs and economic opportunity for the region but also contributing to the area's pollution, industrialization, and suburbanization. LAX also expanded in this period, first to accommodate war usage and later to accommodate increased pedestrian and air freight traffic. The 1960s saw the development of the I-405 and I-110 freeways, which were expanded in subsequent decades, resulting in the demolition of existing single-family residences within the SBAP, especially in Del Aire, Wiseburn and Lennox. The I-105 freeway was constructed in the 1990s. These factors coalesced to create substantial air, noise, and groundwater pollution for many

Table 1. Significant Events/Patterns of Development and Current Issues/Lasting Impacts/Lasting Effects

Significant Events and Patterns of Development	Current Issues/Lasting Impacts/Lasting Effects
	communities within the Planning Area, resulting in ongoing and pervasive health and environmental consequences for SBAP communities.

Notes: SBAP = South Bay Area Plan; HOLC = Home Owners' Loan Corporation ; LAX = Los Angeles International Airport; I = Interstate.

4.4 Community-Specific Historical Backgrounds

Eight unincorporated communities are encompassed by the Planning Area that was established as part of the Los Angeles County General Plan in 2015. The boundaries for these SBAP communities do not follow the lines of distinct historic communities. Many adjacent communities were shaped by the same historical development patterns, events, and people.

A. Alondra Park/El Camino Village Community

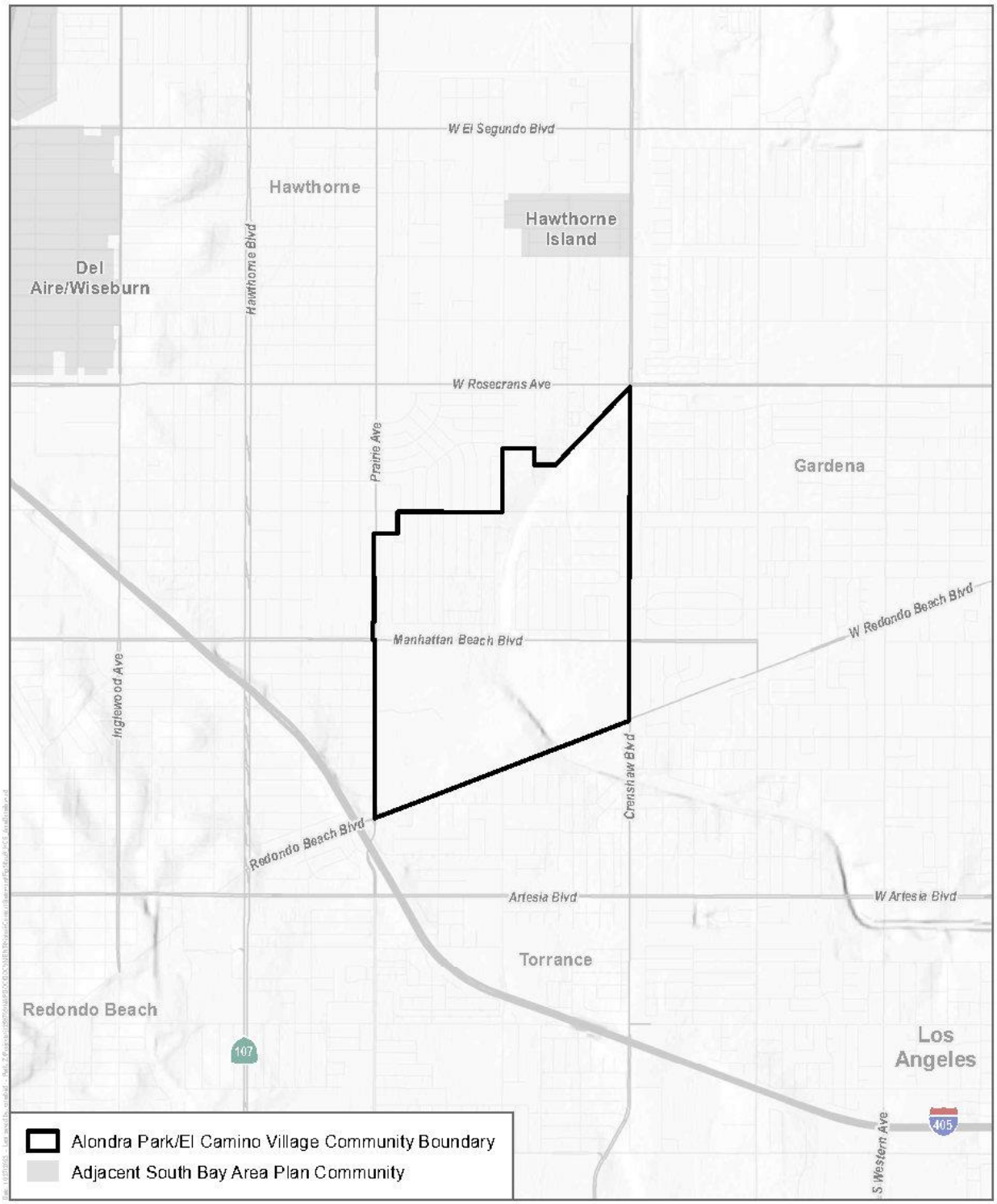
Alondra Park/El Camino Village is an unincorporated community located in the South Bay region of Los Angeles County. Alondra Park/El Camino Village encompasses 1.14 square miles and as of 2020 has 8,569 residents. Alondra Park/El Camino Village's residential demographics include Latino (49.5%), Caucasian (20.6%), Asian (17.7%), African-American (11.9%), Indigenous Peoples (0.30%), and Pacific Islander (0.20%).[22] The community is roughly kite-shaped and is bounded by Prairie Avenue to the west, Redondo Beach Boulevard to the south, and Crenshaw Boulevard to the west. Alondra Park/El Camino Village has an irregular northern boundary that stairsteps between Marine Avenue to the south, Crenshaw Boulevard to the east, and West Rosecrans Avenue to the north.[23] Alondra Park/El Camino Village's boundaries predominantly align with city streets. Alondra Park/El Camino Village is bordered by the cities of Hawthorne to the north, Gardena to the east, Torrance to the south, Redondo Beach to the southwest, and Manhattan Beach to the west (Figure 3).

The built environment of Alondra Park/El Camino Village is dominated by single-family one-story tract housing constructed during the 1950s and 1960s and the 53-acre Alondra Community Regional Park. Crenshaw Boulevard, on the community's eastern boundary, is a large north–south commercial corridor, although only the east side of the street is located within the boundaries of Alondra Park/El Camino Village. The community also includes the Dominguez Channel, El Camino College, and Bodger Park. Institutional properties include El Camino College, Franklin Delano Roosevelt Elementary School, and Mark Twain Elementary School.[24] There are no civic, industrial, or medical facilities within the boundaries of the Alondra Park/El Camino Village community.

22 Los Angeles County Department of Public Works, "Community Profiles & District Maps Catalog: Alondra Park/El Camino Village," 2021, https://experience.arcgis.com/experience/f6e41347adf541f8a77cc6f3ae979df9.; Los Angeles Department of City Planning, "Alondra Park," *Los Angeles Times,* December 30, 2021.

23 Los Angeles Department of City Planning, "Alondra Park."

24 "Alondra Community Regional Park," Los Angeles County Parks and Recreation, accessed July 2023, https://parks.lacounty.gov/alondra-community-regional-park/; "Bodger Park," Los Angeles County Parks and Recreation, accessed July 2023, https://parks.lacounty.gov/bodger-park/; Los Angeles Department of City Planning, "Alondra Park."



SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK 0 0.25 0.5 Miles

FIGURE 3

Alondra Park/El Camino Village

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE ALONDRA PARK/EL CAMINO VILLAGE COMMUNITY

Prior to the 1880s, the Alondra Park/El Camino Village community was located within public land prone to cyclical flooding from a natural slough. The land was divided into large, agricultural parcels in the late nineteenth century and remained sparsely developed into the mid-twentieth century. In the 1920s, African-American real estate developers purchased the southern portion of the community, but after protests from Caucasian citizens, the Los Angeles County Board of Supervisors seized the land. For the next two decades, the northern portion of the community remained agricultural, while the south stayed largely vacant.

Development increased after World War II. In the late 1940s, Alondra Park and El Camino College formally opened. After a significant flooding event in the early 1950s, the County channelized the natural slough to create the Dominguez Channel, reclaim flooded lands, and open the area to increased residential development. Real estate developers purchased the northern part of the community, subdivided the land, and established a suburban neighborhood called El Camino Manor. The community grew steadily in the late twentieth century as an unincorporated Census Designated Place (CDP). By the early 1990s, opinions of the community's residents were divided on the consistency of the County's services, and opposing campaigns were mounted over whether to be annexed into the City of Gardena. The annexation vote failed. In the early twenty-first century, the Alondra Park/El Camino Village community has remained divided into three distinct functions: residential, recreational, and municipal (education facilities). As of 2020, the Alondra Park/El Camino Village community has approximately 8,600 residents.[25]

ALONDRA PARK/EL CAMINO VILLAGE'S DEVELOPMENT HISTORY

During the Spanish, Mexican, and early American eras (circa 1848–1880) Alondra Park/El Camino Village was located within public land bounded by Rancho Sausal Redondo to the west and Rancho San Pedro to the south. A natural slough known today as the Dominguez Channel bisected the area, making the agriculturally rich land inhospitable to early settlers. Despite the flood risk, farmer W.F. Summers purchased land at the present location of Alondra Park and El Camino College by 1888. In an 1896 topographic map, the community is a sparsely developed rural area north of the Redondo Railroad. While the northern portion of the community remained rural, with agricultural properties until the mid-twentieth century, Wilber Clarence Gordon, a medical physician, real estate developer, and civil rights activist, purchased Summers' property in 1925.[26] By March 1926, Gordon announced that he had sold more than $200,000 worth of property in the newly established Gordon Manor, an upper- and middle-class subdivision for African-American residents. Although Gordon Manor gained interest from African-American citizens, the subdevelopment also gained negative attention from Caucasian residents, community leaders, and politicians.[27]

After Caucasian residents and real estate developers lobbied against the development, the Los Angeles County Board of Supervisors voted on May 3rd and May 4th of 1926 to seize the land by invoking the

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25 Los Angeles County Department of Public Works, "Community Profiles and District Maps Catalog: Alondra Pak/El Camino College."

26 "Tongva (Gabrieleno) [map]," Native Land Digital, Mapbox, accessed July 21, 2023, https://native-land.ca/; Henry Handcock, "Original Survey of California, San Bernardino Range, Township 003.0S, 14.0W [map]," scale not given, San Francisco, California: U.S. Surveyor General's Office, February 7, 1868; William Hammond Hall, "Compton: Detail Irrigation Map [map]," 1: 42,240, Sacramento, California: California Department of Engineering, 1888; Alison Rose Jefferson, "Alondra Park, El Camino College Replaced a Planned Luxury Black Neighborhood called 'Gordon Manor,'" *Daily Breeze*, May 2, 2022.

27 Jefferson, "Alondra Park, El Camino College Replaced a Planned Luxury Black Neighborhood called 'Gordon Manor.'".

Acquisition and Improvement Act. The Act allowed California authorities to acquire property through eminent domain and/or condemnation to purportedly facilitate community development and public works projects.[28] Before the end of 1926, plans for the proposed Gordon Manor had been replaced with blueprints for an Alondra Park recreation area, which would feature a 200-acre greenspace, lake, playground, and golf course.

Alondra Park was named in honor of the area's Spanish and Mexican history and translates to "Park of the Lark." Initially, proponents of the park rejoiced, until they were informed that per the Acquisition and Improvement Act, residents of the acquisition district were responsible for the cost of the desired improvements. Residents of the Alondra Park assessment district protested and succeeded in stalling the development of the recreation area for several years, leaving the land vacant. The County was unable to recover its bond, as, under provisions of the act, the land could not be developed with anything other than a public improvement project. In 1929, an estimated 125 to 200 people attended an assessment-district-wide meeting on whether to carry out the proposed improvements. A total of 102 people voted to forgo the improvements, two residents voted to continue with Alondra Park as planned, and the remainder of the voting pool abstained. The communities paused incorporation efforts in 1923 when the Los Angeles County Junior Chamber of Commerce approved the general funds to be used for the development of Alondra Park.[29]

The federal government and the County continued construction on the park during Great Depression (1929–1939), employing WPA laborers to plant trees, dig an artificial lake and pool, build a golf course, and construct a picnic area. The citizens of the Alondra Park Assessment District, however, were still required to pay the taxes on the original requisition of the land. By 1938, the residents of Torrance, Redondo Beach, and Gardena allowed the debt to become delinquent in order to force the County to take ultimate ownership of Alondra Park. In 1940, the Los Angeles County Board of Supervisors approved refinancing the district to ease the tax burden on area residents but did not take ownership of the property.[30]

Alondra Park/El Camino Village grew rapidly in the post-World War II era. In 1946, the Alondra Park Recreation Area formally opened, and the planning committees from Centinela Valley, Redondo, Inglewood, and El Segundo approved the creation of a junior college to benefit 533,000 residents of the Inglewood-South Bay area (Exhibit 1). The parcel adjacent to the east side of Alondra Park was chosen, and El Camino College opened to students a year later. The first classroom buildings included surplus World War II barracks. The first permanent building, the Workshop, was constructed in 1949.[31]

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28 Jefferson, "Alondra Park, El Camino College Replaced a Planned Luxury Black Neighborhood called 'Gordon Manor.'"

29 Originally PB, "PB and the Mattoon Act," *Another Side of History,* July 26, 2016, http://thewebsters.us/2016/07/26/pacific-beach-and-the-mattoon-act/.; "The Hollywood-Palos Verdes Parkway," *San Pedro Daily Pilot,* June 5, 1926, 4; "Oil Firms Eye Alondra Park, May Seek Slant Drilling O.K." *News Pilot,* September 2, 1944, 2; "Gardena Notes," *The Long Beach Sun,* March 11, 1929, 12; "Alondra Park Work to Start," *Los Angeles Times,* January 31, 1932, 14.

30 "Admirable Park," *Los Angeles Times,* March 12, 1933, 16; "Montena," *Los Angeles Times,* January 2, 1936, 118; "Tolson to Preside at Tax Meeting," *News-Pilot,* September 28, 1938, 8; "Alondra Park Row Finally Settled With Refinancing," *Daily News,* May 20, 1995, 27.

31 Jefferson, Alondra Park, El Camino College Replaced a Planned Luxury Black Neighborhood called 'Gordon Manor.'"; El Camino College, "Sharing Our History," 2024, https://www.elcamino.edu/about/history.aspx/.

Exhibit 1. Aerial photograph of El Camino College and the surrounding community (undated).

Source: Herald Examiner Collection/Los Angeles Public Library.

In 1952, the Dominguez Channel flooded after several days of continuous rain, forcing residents of Alondra Park/El Camino Village, Gardena, and Torrance to evacuate. Los Angeles County Supervisor Kenneth Hahn surveyed the channel, which included a patchwork of concrete embankments and boulder-lined ditches. Hahn formulated a plan to construct one continuous 15.7-mile channel equipped with multiple feeder tunnels and culverts to collect rainwater runoff. Once the project was completed in 1967, the channelized slough began at 116th Street in Hawthorne and traveled along Hawthorne's city limits before passing beneath a parking garage at El Camino College. The channel bisects the Alondra Park/El Camino Village community and continues through the cities of Gardena, Carson, and Wilmington before emptying into the East Basin of the POLA. While the channelized slough provided flood control and protected the region's established infrastructure, it also opened new land for development.[32]

As Dominguez Channel was under construction, Milton Kauffman, owner of the Kauffman Construction Corporation, purchased large tracts of agricultural land in the South Bay and established large residential subdivisions. Between 1948 and 1952, Kauffman developed over 4,000 residences in Downey, Norwalk, Bellflower, and Gardena. In the early 1950s, Kaufman developed Torrance-area communities, including El Camino Manor (included within the Alondra Park/El Camino Village community), Southchester Gardens, Campus Manor, Southwest Park, and Southwest Knolls. El Camino Manor's original marketing materials,

[32] Sam Gnerre, "South Bay History: Dominguez Channel Changed the Face of a Large Swath of the South Bay/Harbor Area," *Daily Breeze*, November 8, 2021.

published in 1952, promoted the subdivision's original 318 Ranch-style tract residences with attached garages and its proximity to Alondra Park and El Camino College. Kauffman Construction Corporation also developed Bodger Park, named for the John Bodger and Son seed company that had formerly owned an agricultural parcel in the northwest quadrant of the community, and the El Camino College Library. By the time Kauffman died in 1956, he had been responsible for the construction of over 20,000 residences in the Los Angeles area, most of them in the South Bay. After his death, the Irvine Company purchased El Camino Manor and renamed it "the Village at El Camino" to align with its uniform subdivision branding and continued to develop residences. Residential development and population growth continued into the 1960s, and a commercial development was established in the northwest corner of the community. By the late 1970s, the residential community had become densely populated, and the area's one commercial complex had grown into a strip mall.[33]

By the early 1990s, Alondra Park/El Camino Village had become densely populated, and several thousand homes had been constructed. The community struggled to develop a distinct identity and was interchangeably referred to as the Village at El Camino, El Camino Village, Alondra Park, western Gardena, and north Torrance. Discontented with its unincorporated status and perceived lack of attention from the County, the southeastern quadrant of the neighborhood rallied for annexation into the City of Gardena. The west half of the community lobbied to stay an unincorporated area and, in 1993, received permission to formally name the neighborhood El Camino Village. Los Angeles County Supervisor Yvonne Burke and the U.S. Postal Service recognized El Camino Village and in 1995, the name was used in the annual Thomas Guide and in area maps. When an annexation vote was taken, annexation failed to garner enough votes. The Alondra Park/El Camino Village community remains an unincorporated CDP.[34]

[33] Sam Gnerre, "South Bay History: Meet Milton Kauffman, Whose Company Build Thousands of Houses in Torrance," *Daily Breeze*, September 17, 2018.; "Original Marketing Package for 'El Camino Manor'," El Camino Village News, accessed July 2023, https://www.elcaminovillagenews.org/history; National Environmental Title Research, "Alondra Park [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1965, https://www.historicaerials.com/viewer.

[34] Deborah Schoch, "Islands Unto Themselves," *Los Angeles Times*, October 27, 1994, 192–194.; "El Camino Village," *News-Pilot,* May 20, 1995, 51.;

B. Del Aire and Wiseburn Communities

Presently, Del Aire and Wiseburn are their own distinct communities. However, their development patterns and histories overlap due to their geographic proximity. This section presents both communities' mutual histories, while identifying specific historic events, buildings, people, and groups that helped shape the individual communities of Del Aire and Wiseburn. The developmental differences between the two were in large part the result of the construction of the I-405 freeway in 1963, which resulted in the demolition of dozens of residential properties and the formal separation of Del Aire and Wiseburn.

Del Aire and Wiseburn are unincorporated CDPs located in the Planning Area. Located approximately 16 miles southwest of downtown Los Angeles, the communities encompass an area of about 1 square mile and have a population of 10,060 people. Residents in Del Aire and Wiseburn self-identify as Latino (47.5%), Caucasian (34.9%), Asian (11.3%), African-American (4.8%), Pacific Islander (1.2%), and Indigenous Peoples (0.1%).[35] Residential property types in Del Aire and Wiseburn are single-family and multifamily, primarily designed in the Minimal Traditional, Ranch, and Contemporary architectural styles. Public parks, religious properties, and schools, including Del Aire Park, Ocean Gate Southern Baptist, and Del Aire Elementary School (formerly Juan De Anza Elementary School) serve as informal community gathering hubs.

Del Aire's community boundaries are roughly West 116th Street to the north; East El Segundo Boulevard to the south; the I-405 freeway to the east; and Aviation Boulevard to the west. Wiseburn's community boundaries are roughly West El Segundo Boulevard to the north; Rosecrans Avenue to the south; South Inglewood Avenue to the east; and I-405 freeway to the west. The communities are composed of two roughly rectangular-shaped areas divided by East El Segundo Boulevard running east to west and the I-405 freeway running north to south. The northern section is distinguished as Del Aire, while the southern section is Wiseburn. Surrounding Del Aire and Wiseburn to the north is the Los Angeles, Hawthorne to the east and south, and El Segundo to the west. Major highways and thoroughfares that either bind or bisect Del Aire and Wiseburn are the I-405 freeway, East El Segundo Boulevard, North Aviation Boulevard, South Inglewood Avenue, La Cienega Boulevard, West 135th Street, and West 120th Street. Located just outside the northwest corner of Del Aire is the Metro C-Line Aviation/LAX station (Figure 4).

[35] Los Angeles County Department of Public Works, "Community Profiles and District Maps Catalog."

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK 0 0.25 0.5 Miles

FIGURE 4

Del Aire and Wiseburn

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE DEL AIRE AND WISEBURN COMMUNITIES

The communities of Del Aire and Wiseburn are located within a former Mexican land grant known as Rancho Sausal Redondo. The introduction of rail lines and the construction of the Burwell Station in 1888 brought reliable transportation to the area as well as the ability to transport hay and grain. The communities remained relatively undeveloped aside from smaller farmsteads into the 1920s. In 1930, the Wiseburn Santa Fe Railway (Santa Fe) station was demolished and replaced with the Los Angeles Airport at Mines Field, also known as "Lairport" and later renamed the Los Angeles International Airport, or LAX. The new airport brought a massive amount of aerospace jobs and private companies to the area. By the early 1950s, both communities were entirely developed, primarily with single-family residential tracts intended to house aerospace workers. With the increase in residences came new schools, parks, and libraries. Despite protest from residents and citizen groups, between 1962 and 1963 the Division of Highways extended the I-405 freeway to run between Del Aire and Wiseburn, resulting in the demolition of dozens of residential properties. During the 1980s and into the 1990s, the once dominant aerospace industry slowed, although it stilled employed a large workforce. To provide public transportation for those workers, Metro expanded its network by establishing the C Line (formerly the Green Line) just north of the community. In 2000, the northwest corner of Del Aire was developed with the Los Angeles County Airport Courthouse, which is still in use. As of the 2020s, the community makeup is predominantly Latino and Caucasian. Small businesses continue to operate throughout the community, but it remains primarily residential.

DEL AIRE AND WISEBURN COMMUNITY DEVELOPMENT HISTORY

The area that would become Del Aire and Wiseburn fell within an area of the former Rancho Sausal Redondo that became public land as a result of a land dispute case, settled by the United States General Land Office, known as the Rancho Sausal Redondo Decision. This land was eventually subdivided for agricultural purposes. Farms ranged in size from 40 to several hundred acres. Among the agricultural commodities they produced were sweet potatoes, grain, barley, and corn. Grape vineyards and eucalyptus groves for firewood were also common.[36]

Del Aire and Wiseburn's formal establishment began with the introduction of rail lines and the construction of an Atchison, Topeka, and Santa Fe Railroad depot in 1888, near the intersection of West 120th Street and Aviation Boulevard (along the western boundary of Del Aire). Originally, the station was called Burwell Station and was part of the Santa Fe's Redondo Beach Branch Railway, which ran from Redondo Beach to El Segundo.[37] The railway was used to transport hay and grain. By the 1890s, a prominent farmer named K.D. Wise, also known as Doc, was using the area around the station for horse breeding and racing. The area was known as Wise Ranch. The train station's name changed from Burwell to Wiseburn; the origin of this name is not completely known but it is thought to be a combination of Wise and Burwell. Wise had spent $25,000 on improvements to the land, including the construction of stables, warehouses, and a three-quarter-mile-long racetrack.[38]

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36 County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, October 2010, 6.
37 Bob Jenson, "A History of Wiseburn School District," *Hawthorne Historical Society*, accessed July 8, 2023, https://hawthornehistoricalsociety.org/a-history-of-wiseburn-school-district/.
38 "Many Improvements," *Los Angeles Herald*, March 23, 1891, 5.

Throughout the 1890s, development in the area continued, with the establishment of a post office in 1891 and the start of a small school for farmers' children in the area.[39] The Wiseburn School District was established in 1896, and classes were held in the Santa Fe train depot. After the passing of a $2,130 bond issue in 1897, the first official schoolhouse was constructed at the intersection of West 135th Street and South Aviation Boulevard (approximately half a mile from Wiseburn's western border). The first class totaled 13 students.[40]

Topographic maps of the communities display very little change from 1896 through 1910.[41] By the turn of the twentieth century, K.D. Wise had sold his Wiseburn-area land to Joseph H. Bohon. In 1914, the McCarthy Company, a real estate firm, purchased the 480-acre Wise Ranch from Bohon for $425,000. The McCarthy Company intended to subdivide the land into small-acre farms to meet the growing demand for space due to the then popular "Back to the Soil" movement. The movement encouraged lower- and middle-class city residents to purchase farmland to grow their own produce and generate family wealth.[42] The development was named Southland Acres, with villa lots, home lots, and business lots sold as quarter acres, half acres, and one acre for upward of $1,350 per acre.[43] The McCarthy Company became the Southland Home Company and continued to advertise the sale of these lots into the early 1920s.

In 1922, the Sante Fe Railroad was granted permission by the Interstate Commerce Commission to construct 12 miles of railroad extending from Wiseburn on the Redondo Beach line to San Pedro. For the first time, the Santa Fe would become directly connected with the inner and outer Long Beach Harbor. The section of the railroad at Wiseburn during this period was used for service only.[44] In 1927, a vote by members of the public was held to annex the Wiseburn addition into the City of Los Angeles, which passed 12 votes to 7. Within three years, the legality of the Wiseburn addition annexation between Los Angeles and Hawthorne (to the east of the present community) was challenged and carried to the California Supreme Court.[45] As a result, Del Aire and Wiseburn remained unincorporated. By 1930, topographic maps show the development of the Pacific Electric's El Segundo Line, which ran from the Standard Oil Refinery in El Segundo to Downtown Los Angeles. There was not a stop in Del Aire or Wiseburn, but the route became the dividing line between the two communities community's northern and southern ends. Maps and aerial photographs also display the increase in formalized roads in the southern section of Del Aire, with main throughfares including Ballona Avenue, La Cienega Boulevard, and South Inglewood Avenue.[46]

In 1930, the Wiseburn Santa Fe railroad station was demolished and replaced with the Los Angeles Airport at Mines Field. The area become the shipping center for the region's industries, including Curtiss-Wright Flying Service, Nicholas Beasly Company, Pacific Airmotive Corporation, California Aerial Transport Company, Pickwick Corporation, and the Moreland Aircraft Company.[47] The community's workforce became increasingly dependent on the aerospace industry. With the growth of aviation in the area came an increase in residential tract development, the first being Wiseburn Park in Del Aire, located east of North

39 "Postal Matters," *The Record-Union*, May 3, 1891, 8.
40 Jenson, "A History of Wiseburn School District."
41 National Environmental Title Research, "Del Aire and Wiseburn [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1896–1910, https://www.historicaerials.com/viewer.
42 "Small Farm Land Deal, $425,000, Closed Today," *Los Angeles Evening Express*, November 21, 1914, 11.
43 "For Sale – Suburban Property," *Los Angeles Times*, November 26, 1914, 15.
44 "Railroad Company Gets Permission to Operate Line Here," *News-Pilot*, June 15, 1922, 1.
45 "Hawthorne Petition Filed," *Los Angeles Evening Express*, May 28, 1930, 11.
46 National Environmental Title Research, "Del Aire and Wiseburn [aerial photos and topography maps].".
47 "Wiseburn Soon Will be Lairport Station," *Los Angeles Times*, January 7, 1930, 26.

Aviation Boulevard and north of East El Segundo Boulevard, adjacent to LAX's plane manufacturing plants and airport. The residences were described as modern, artistic, five-room homes on lots measuring 66 feet by 135 feet and sold for under $3,000. They also advertised "adequate protective restrictions," implying that that homes were only available for purchase by Caucasian people. Additionally, the homes were also advertised as qualifying for Federal Housing Authority (FHA) mortgages.[48]

Development continued to increase throughout the 1940s, and for the first time in newspapers, the communities were called Del Aire as well as Wiseburn. Del Aire is Spanish for "Of the Air," possibly named for the increasing presence of the aviation industry in the area. Additional residential tracts included the Hawthorne Tract. The Del Aire Improvement Association Inc. was established in the mid-1940s and worked toward community improvements including street safety, park construction, community advocacy, and school construction. During this period, Wiseburn underwent multiple attempts at annexation, including the City of Hawthorne's failed 1944 attempt to annex the whole Wiseburn area.[49]

In May 1946, the County created a land use classification map of Del Aire and Wiseburn, which displayed most of the community as single-family residences surrounded by agricultural use to the west and south. Commercial properties such as garages, doctors' offices, cafes, markets, laundromats, machine shops, and storage facilities were restricted to South Inglewood Avenue, Rosecrans Avenue, El Segundo Boulevard, and Aviation Boulevard.[50] The map also displayed the construction of an elementary school at the southwest corner of West 120th Street and La Cienega Boulevard (then named Anza Avenue). The seven-acre tract was purchased by the Wiseburn School District due to the influx of defense worker families to the area. The registration of students in the Wiseburn Elementary School District increased from 170 to 500 between 1941 and 1944.[51] A school named Juan De Anza Elementary School opened on October 31, 1946. According to the 1952 topographic map, oil tanks, wells, and sumps used to collect undesirable liquids were located just south of the community's southern boundary. They were likely connected to the Standard Oil Company Reservoirs located within the current boundaries of the cities of El Segundo and Manhattan Beach.[52] By this time the Del Aire and Wiseburn communities had been completely developed.

In 1955, Supervisor Kenneth Hahn opened a library at 11936 Aviation Boulevard (located in Del Aire) to be used by residents.[53] With the increase of residential development, Del Aire and Wiseburn were in need of a community park and an additional school. In 1956, the Jose Sepulveda School (commonly known as Wiseburn Unified School District Del Aire Site), located at 12501 South Isis Avenue in Del Aire, opened to the public (Exhibit 2). In 1958, architect James H. Garrott was hired to prepare plans and specifications for three County parks, including the Del Aire Community Park located at 12601 South Isis Avenue.[54] Garrot was a prominent African-American architect working in the Los Angeles area in the mid-twentieth century.

48 "Under $3,000," *Los Angeles Times*, June 7, 1936, 37.
49 Jenson, "A History of Wiseburn School District."
50 Los Angeles County Regional Planning Commission, "Del Aire. Land Use Classification. District No. 2 section 3-W [map]," 1:1350, Los Angeles: County of Los Angeles, 1946.
51 "Wiseburn School Site Purchased," *Los Angeles Times*, June 13, 1944, 14.
52 National Environmental Title Research, "Del Aire and Wiseburn [aerial photos and topography maps].".
53 "County Library for Wiseburn," *Redondo Reflex*, September 9, 1955, 1.
54 "Contracts Voted for Parks Work," *Van Nuys News and Valley Green Sheet*, February 13, 1958, 90.

The park was developed to serve the communities of Del Aire, Wiseburn, Lennox, and Lawndale.[55] By 1960, the park included a recreation building with a meeting room, craft rooms, offices, restroom, and arcade.[56]

Exhibit 2. Current view of the Da Vinci Connect school (originally Jose Sepulveda School).

Source: Dudek, August 2023, IMG_3354.

To the direct west of the communities, the Los Angeles Air Force Station was beginning development after the U.S. Air Force consolidated its Space Systems Division and the Research and Development Center of The Aerospace Corporation. By 1964, the U.S. Air Force had opened the Los Angeles Air Force Station (later renamed Los Angeles Air Force Base) at the corner of Aviation Boulevard and El Segundo Boulevard. This continued to bring aviation industries to the Del Aire and Wiseburn area.

Despite protest from residents and citizen groups, between 1962 and 1963, the Division of Highways extended the I-405 freeway 4.8 miles between La Tijera Boulevard and 137th Street. This section of freeway ran between Del Aire and Wiseburn and resulted in the demolition of dozens of residential properties along what was then Anza Avenue.[57] The freeway would become the primary route from Los Angeles through Orange County. In 1965, the Wiseburn Branch Library was moved to a new building constructed at 5335 West 135th Street, at the cost of approximately $90,000. The one-story brick building was built by the City of Los Angeles and leased to the County for 15 years; it was constructed on Wiseburn School District land adjacent to Cabrillo Elementary School.[58] Despite having the name Wiseburn, the library is located outside the unincorporated community's boundaries.

Between the 1960s and 1970s, after the construction of the I-405 freeway bisecting the two communities, residences along either side of the freeway were demolished. In total, 8,000 homes were demolished and

55 "First Phase of Park Job to Take 3 Months," *Los Angeles Times*, November 2, 1958, 169.
56 "Del Aire Park Building Slated," *Los Angeles Times,* July 10, 1960, 165.
57 Sam Gnerre, "South Bay History: Piecing Together the Construction of the 405 Freeway Through the South Bay," *Daily Breeze*, December 6, 2021.
58 "New Library Cost $90,000," *Los Angeles Times*, January 24, 1965, 140.

25,000 people were displaced for the freeway's construction.[59] Streets that were once east to west throughfares, including West 116th Street, West 117th Street, West 118th Street, West 118th Place, West 119th Street, and West 119th Place in Del Aire, became dead-end roads. Beginning in the 1980s and continuing into the 1990s, after the end of the Cold War in 1991 and the Los Angeles Uprising in 1992, the once dominant aerospace industry entered a slump. Despite its decline, the aerospace industry still employed a large workforce in the area. To provide public transportation for those workers, Metro expanded its network by establishing its sixth line, the C Line (formerly the Green line), in 1987. The C Line is a light-rail line running from Redondo Beach to Norwalk through the northern boundary of Del Aire.[60] The light-rail line's expansion was followed by the opening of the Los Angeles County Airport Courthouse in 2000, located at 11701 La Cienega Boulevard in Del Aire. The $107 million County complex was intended to ease overcrowding in the aging criminal courtrooms of Santa Monica, west Los Angeles, Malibu, Culver City, and Torrance.[61] By 2009, the area, which was once open land, was developed with three office buildings, a three-story parking garage, and two large multifamily apartment buildings, as well as the Airport Courthouse.[62] Multiple civic, religious, and educational facilities are named for the community of Del Aire or Wiseburn but are located outside the community's boundaries, including the Wiseburn Branch Library (5335 West 135th Street), Del Aire Baptist Church (4951 West 119th Place), and Wiseburn Middle School (5504 West 135th Street).

C. Hawthorne Island Community

Hawthorne Island is a small 10-square-block unincorporated area in southwest Los Angeles County. The community is bounded by the City of Hawthorne to the north, Crenshaw Boulevard to the east, West 135th Street to the south, and Yukon Avenue to the west. The community is roughly rectangular but excludes the lot on the southwest corner of West 135th Street and Yukon Avenue and the lot on the northwestern corner of West 132nd Street and Yukon Avenue. The community encompasses approximately 400 single-family residences and a handful of commercial businesses on Crenshaw Boulevard. The built environment of Hawthorne Island is overwhelmingly composed of one- or two-story single-family residences, primarily in the Minimal Traditional style, with consistent setbacks and small front yards, located at regular intervals on a rectangular street grid with cul-de-sacs at the terminus of each eastern block. Hawthorne Island is surrounded by the City of Hawthorne's Moneta Gardens neighborhood.[63] Hawthorne Island has an estimated population of 2,533 people, who self-identify as Latino (74.2%), Asian (16.1%), Caucasian (4.98%), African-American (2.6%), and Pacific Islander (2.2%).[64]

The original residences in the neighborhood were all constructed in 1940, although the community today also has some multifamily residential buildings and single-family homes that replaced the original tract housing. Many of the residences within Hawthorne Island now have large additions at the rear of the property. The Hawthorne Island community has no schools, religious or spiritual institutions, medical facilities, or civic buildings located within its boundaries. The Zela Davis Preschool (constructed in 1940 and previously Williams Elementary School), which is operated by the City of Hawthorne but currently closed, is

59 Eric Brightwell, "Exploring the Metro Green Line: From Nowhere to Nowhere and All Points in Between," PBS SoCal KCET, August 12, 2013, https://www.kcet.org/history-society/exploring-the-metro-green-line-from-nowhere-to-nowhere-and-all-points-in-between#:~:text=The%20existence%20of%20the%20Green,some%20form%20of%20rapid%20transit.

60 Eric Brightwell, "Exploring the Metro Green Line."

61 Monte Morin, "Airport Courthouse Set to Open," *Los Angeles Times*, February 7, 2000, 69.

62 National Environmental Title Research, "Del Aire and Wiseburn [aerial photos and topography maps]."

63 "Our Mission," Moneta Gardens Improvement Inc., 2020, http://monetagardens.org/.

64 County of Los Angeles, Enterprise GIS, ArcGIS Hub, https://egis-lacounty.hub.arcgis.com/.

located on the southwestern corner of Yukon Avenue and 135th Street, and the Zela Davis Elementary School is located across the street at 13435 Yukon Avenue.

Hawthorne Island is surrounded by the City of Hawthorne to the north, west, and south, and Gardena to the east. Although Hawthorne Island is in unincorporated Los Angeles County, its development has been closely linked to the City of Hawthorne and neighboring Gardena. As such, information on the development, economy, population, and history of Hawthorne, and to a lesser extent Gardena, is included to provide sufficient information to contextualize Hawthorne Island's development (Figure 5).

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

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FIGURE 5

Hawthorne Island

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE HAWTHORNE ISLAND COMMUNITY

The community of Hawthorne Island was located on former public land and remained undeveloped, open farmland until 1940, when the community was laid out in a grid and developed with modest single-family residential tract houses. It is possible this residential neighborhood was constructed to support workers at the nearby Northrop factory (0.65 miles north of the Hawthorne Island community). The Hawthorne Island community has remained almost entirely residential since that time, although five commercial buildings were constructed within the community's boundaries on Crenshaw Boulevard in 1956 and 1957. The City of Hawthorne's industrial boom continued after World War II; however, an economic downtown in the 1980s and 1990s caused the closure of many aviation and aerospace companies in the region, including Northrop in 1997. Throughout its history, the Hawthorne Island community has retained a consistently residential character.

HAWTHORNE ISLAND COMMUNITY DEVELOPMENT HISTORY

The land encompassing present-day Hawthorne Island is located within formerly public land, with Rancho Sausal Redondo to the west and Rancho San Pedro to the south. The area's development was influenced by the establishment of Santa Fe's Redondo Beach Branch Railway in the 1880s, which ran from Redondo Beach to El Segundo. While this line did not go directly through present-day Hawthorne Island, it was used to transport agricultural products grown in the region.[65]

Although the Hawthorne Island community is not legally a part of the City of Hawthorne, the community has been influenced by the development patterns of both the City of Hawthorne and the Gardena to the east. In 1906, Benjamin Harding and H.D. Lombard founded the present-day City of Hawthorne as the Hawthorne Improvement Company on 80 acres of barley fields. Hawthorne was named after author Nathanial Hawthorne, Harding's daughter's favorite author. By 1908, the community had grown to include a grocery store, community building, and scattered wood frame houses and chicken coops. The community was primarily agrarian, with poultry farming comprising a major industry.[66] At this time, present-day Hawthorne Island remained undeveloped open land.[67]

In addition to farming, some residents worked at the Hawthorne Furniture Company, which employed 50 residents by 1911.[68] Sanborn maps from 1912 show development in Hawthorne as primarily being limited to small single-family wood-frame residences.[69] The Hawthorne-El Segundo interurban rail route, which ran adjacent to the present-day Hawthorne Municipal airport, opened in 1914. The line transported oil from the Standard Oil Refinery in El Segundo and was also used for passenger travel. The line operates today as the Union Pacific El Segundo Industrial Lead. In 1922, Hawthorne became an incorporated city and there were concerted efforts to sell open land for residential development by the Hawthorne Chamber of Commerce and other groups.[70] Despite these efforts, residential development in Hawthorne and the surrounding area remained sparse through the 1920s, with development primarily being constructed in the blocks to the west

65 Bob Jenson, "A History of Wiseburn School District.".
66 Hadley Meares, "Hawthorne's Deceptively Sunny History," Curbed Los Angeles, Vox Media, January 30, 2018, https://la.curbed.com/2018/1/30/16933546/hawthorne-history-south-bay-racism.
67 National Environmental Title Research, "Lennox [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1896–1916, https://www.historicaerials.com/viewer.
68 "Makers Open a Salesroom," *Los Angeles Times*, February 7, 1911, 7.
69 Sanborn Map Company, "Sanborn Fire Insurance Maps: Hawthorne," Hawthorne, California, Sheets 1 and 7, 1912, 1916, 1923.
70 Meares, "Hawthorne's Deceptively Sunny History."

of Hawthorne Island.[71] The area's economic difficulties were compounded by the onset of the Great Depression in 1929.[72]

Since its establishment, the City of Hawthorne had racially restrictive covenants in place preventing African-Americans from living in the City. Hawthorne was known as a sundown town, meaning that African-Americans were prohibited from living in the community and had to leave before dark or risk imprisonment, fines, and physical violence. During the 1930s, racial hostility toward African-Americans was conveyed publicly through billboards in Hawthorne.[73] Hawthorne remained a sundown town for decades.[74]

In 1930, the City of Gardena, to the east of Hawthorne Island, became incorporated by combining several rural, primarily agricultural communities. First-generation Japanese immigrants (Issei) and second-generation Japanese American citizens (Nisei) operated many of the farms, especially berry farms, in Gardena and the surrounding region through the start of World War II.[75] Gardena was an epicenter for berry cultivation in the region, and the fields adjacent to the Hawthorne Island community to the east (across Crenshaw Boulevard) remained farmland until 1959, at which point the land was developed with tract housing.[76]

The City of Hawthorne built a 1-mile-long landing strip between Prairie Avenue and Crenshaw Boulevard (located at 12101 Crenshaw Boulevard, approximately 0.65 miles north of the northernmost boundary of the Hawthorne Island community) in 1939. The City constructed the landing strip as part of a deal to entice aviation entrepreneur Jack Northrop to move operations to Hawthorne. The landing strip was called Jack Northrop Field; the facility was renamed Hawthorne Municipal Airport in 1948.[77] Shortly after the outbreak of World War II, Northrop Field was taken over by the U.S. government's War Assets Administration for use in the war effort.[78] The Northrop Aircraft Factory and Jack Northrop Field were major economic drivers in Hawthorne, reportedly increasing the population by nearly 100%from 1939 to 1942.[79] The blocks to the south of the airport and north of the Hawthorne Island community were subsequently developed with industrial facilities in the 1950s and 1960s, many of which were oriented toward aviation and aerospace.

By 1940, the same year the Northrop factory opened in Hawthorne, residences in the Hawthorne Island community had been developed on Tracts 12216 and 12256 with approximately 400 modest single-family homes laid out on a grid. An aerial photograph from 1941 shows that all houses had identical footprints and

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71 UC Santa Barbara Library, "Hawthorne and Hawthorne Island [aerial photo]," FrameFinder Courtesy of UCSB Library Geospatial Collection, 1928 and 1838, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

72 National Environmental Title Research, "Lennox [aerial photos and topography maps],"1927–1948, https://www.historicaerials.com/viewer.

73 James W. Loewen, *Sundown Towns: A Hidden Dimension of American Racism* (New York: The New Press, 2018), 10 and 78.

74 Quinci LeGardye, "The California Towns Where Blacks Feared Sundown," *Los Angeles Sentinel,* September 3, 2020.; Sam Gnerre, "Several South Bay Cities Have Discriminatory 'Sundown Town' Legacies In Their Past," *South Bay Daily Breeze*, October 24, 2020.

75 Ryan Reft, "Redefining Asian America: Japanese Americans, Gardena, and the Making of a Transnational Suburb," PBS SoCal KCET, August 22, 2014, https://www.kcet.org/history-society/redefining-asian-america-japanese-americans-gardena-and-the-making-of-a-transnational-suburb.

76 "Gardena: Community History," Los Angeles County Library, accessed July 25, 2023, https://lacountylibrary.org/gardena-local-history/.; National Environmental Title Research, 1963, https://www.historicaerials.com/viewer.

77 Today, the Hawthorne Municipal Airport is also called Jack Northrop Field; Sam Gnerre, "Hawthorne Municipal Airport's Roots Lie In the Early Days of the Aerospace Industry," *South Bay Daily Breeze Blog*, May 7, 2016, http://blogs.dailybreeze.com/history/2016/05/07/hawthorne-municipal-airports-roots-lie-in-the-early-days-of-the-aerospace-industry/.

78 Gnerre, "Hawthorne Municipal Airport."

79 "Van Der Oef Gives Office Qualifications," *The Redondo Reflex*, August 13, 1942, 2.

rear yards (Exhibit 3).[80] This type of residential tract housing development was common in the World War II and post-World War II period, particularly in places such as Hawthorne with robust wartime industrial economies that required worker housing. In addition to the residences constructed at Hawthorne Island, there was one commercial property also constructed in 1940, located at 13213 South Crenshaw Boulevard.[81]

Exhibit 3. 1941 aerial photograph of the Hawthorne Island community shortly after its construction. Agricultural fields still surround the future industrial sites to the north.

Source: Geospatial Collection, UCSB Library, University of California, Santa Barbara.

The onset of World War II transformed the County's economy; between 1942 and 1944, investment in new industrial plants and expansions of existing plants in the County totaled more than $303 million and revived the economy after the Depression.[82] At this time, the Northrop plant alone employed more than 2,000 people.[83]

Aerial photographs indicate that the industrial buildings directly north of the Hawthorne Island community were largely constructed in the 1950s. By 1959, industrial facilities to the north of Hawthorne Island included

80 UC Santa Barbara Library, "Hawthorne and Hawthorne Island [aerial photo]," 1941, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

81 Los Angeles County Assessor's Office Information Portal, "3213 South Crenshaw Boulevard," accessed October 2023, https://maps.assessor.lacounty.gov/m/.; UC Santa Barbara Library, "Hawthorne and Hawthorne Island [aerial photo]," 1941, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

82 SurveyLA Los Angeles Historic Resources Survey, Los Angeles Citywide Historic Context Statement, *Context: Industrial Development, 1850–1980*, prepared for City of Los Angeles Department of City Planning, Office of Historic Resources, September 2011, revised February 2018, 12. https://planning.lacity.gov/odocument/ad40500b-cf5a-436e-8c80-a81606544c01/IndustrialDevelopment_1850-1980.pdf.

83 Hadley Meares, "Hawthorne's Deceptively Sunny History."

Hughes Aircraft, Electromagnetic, American Latex Corporation, and Mission Appliance Corporation, among others.[84] Defense contracts continued to pour into the Los Angeles region following World War II as the country shifted into the Cold War. By the 1960s, more than half of all jobs in the County were in the aerospace industry.[85]

The economic and industrial growth of the area prompted a population increase as well, transforming Hawthorne and the surrounding area into a residential community. The population of Hawthorne in 1950 was 16,278, a 97% increase from 10 years earlier.[86] Tract housing, like that in the Hawthorne Island community, provided convenient and affordable housing for rising numbers of workers at the area's industrial facilities.

Within the boundaries of Hawthorne Island, additional commercial development occurred on Crenshaw Boulevard in the 1950s. These commercial businesses included 13315 Crenshaw Boulevard (1956); 3100 West 134th Street (1956); 13439 Crenshaw Boulevard (1957); and 13443 Crenshaw Boulevard (1957). In 1960, a multifamily apartment building was constructed in the boundaries of the Hawthorne Island community at 13305 Crenshaw Boulevard.[87] Aerial photographs of Hawthorne Island from the 1960s to 1990 show increased densification of the lots within the Hawthorne Island community, with additional garages, ancillary buildings, and dwelling units being constructed at the rear of existing residences.[88]

The passage of the Fair Housing Act in 1968 caused a shift in the community's demographics as thousands of Caucasian families left Hawthorne for outlying suburbs (a phenomenon termed "White Flight"), and African-American, Latino, and Asian families moved to Hawthorne and surrounding communities in the 1970s and 1980s.[89]

The 1990s were a period of economic difficulty, as the end of the Cold War prompted a decline in Southern California's aerospace industry that led to the closure of many companies, including Northrop in 1997, and consequent unemployment for swaths of the area's workforce. That year, the Southeast Los Angeles County Economic Development Alliance, a group representing 27 communities including Hawthorne, stated that the community had lost 60% of its aerospace jobs since 1988, making it one of the areas hardest hit by the industry's downturn.[90] However, the area's industrial economy has returned in recent years, with SpaceX, which moved to Hawthorne in 2007, opening at the former Northrop site.[91] Through these decades, Hawthorne Island's physical character has remained consistently residential, with the same street layouts and commercial businesses located on Crenshaw Boulevard.

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84 "Imperial Highway, Hawthorne Industrial Center, Hawthorne Airport, National Cash Register, Pacific Electric Railway," 1959, Los Angeles Herald Examiner Photo Collection/University of Southern California.

85 SurveyLA, *Industrial Development 1850–1980*, 11.

86 U.S. Census Bureau. "Population of California by Counties." April 1, 1950. 1950 Census of Population Preliminary Counts. Department of Commerce. Washington, D.C. September 28, 1950. https://www2.census.gov/library/publications/decennial/1950/pc-02/pc-2-48.pdf.

87 Los Angeles County Assessor's Office Information Portal, "13305 Crenshaw Boulevard," accessed October 2023, https://maps.assessor.lacounty.gov/m/.

88 National Environmental Title Research, "Aerial photographs of Hawthorne Island," 1963–1990, https://www.historicaerials.com/viewer.

89 Meares, "Hawthorne's Deceptively Sunny History."

90 James F. Peltz, "Northrop to Close Hawthorne Site, 3 Other U.S. Plants," *Los Angeles Times*, January 16, 1997.

91 Samantha Masunaga, "Why Does SpaceX Stay In the Costly Los Angeles Area? It's Where the Talent Is," *Los Angeles Times*, October 17, 2018.

D. La Rambla Community

La Rambla is an unincorporated CDP located in the South Bay area of Los Angeles County. The community is located approximately 24 miles south of downtown Los Angeles and encompasses an area of about 0.215 square miles in size with an estimated population of 2,005 people. Residents in La Rambla self-identify as Latino (56%), Caucasian (30%), African-American (7%), Asian (6%), Pacific Islander (1%), and Indigenous Peoples (1%).[92] Residential property types in La Rambla are mostly single-family (67.2%), with some multifamily (32.8%) residences. The residential properties are primarily designed in the Spanish Colonial Revival, Minimal Traditional, California Bungalow, and Contemporary architectural styles.[93] Community hubs include the Providence Little Company of Mary Medical Center – San Pedro and the San Pedro & Peninsula YMCA. The community does not have a school, public park, or library within its boundary.

La Rambla's community boundaries are roughly West 1st Street, West 3rd Street, and Big Canyon Place to the north; West 7th Street to the south; South Meyler Street to the east; and half a block east of South Weymouth Avenue to the west. Surrounding La Rambla to the north, south, east, and west is San Pedro, an incorporated neighborhood within the City of Los Angeles. The community does not have any highways running through it. Adjacent to La Rambla are South Western Avenue (State Route 213 freeway) to the west and South Gaffey Street (I-110 freeway) to the east. Major throughfares through the community include West 6th Street, West 7th Street, and West 3rd Street running east to west and South Meyler Street and South Bandini Street running north to south. There are no Metro lines or stations located within or directly adjacent to La Rambla (Figure 6).

92 County of Los Angeles, Enterprise GIS.

93 Los Angeles Community Development Authority, "Fourth Supervisorial District Strategy Area Designations," accessed July 28, 2023, https://www.lacda.org/docs/librariesprovider25/community-development-programs/cdbg/plans-and-reports/community-profile/fourth-district-full-document-rev.pdf?sfvrsn=7adc67bc_0.

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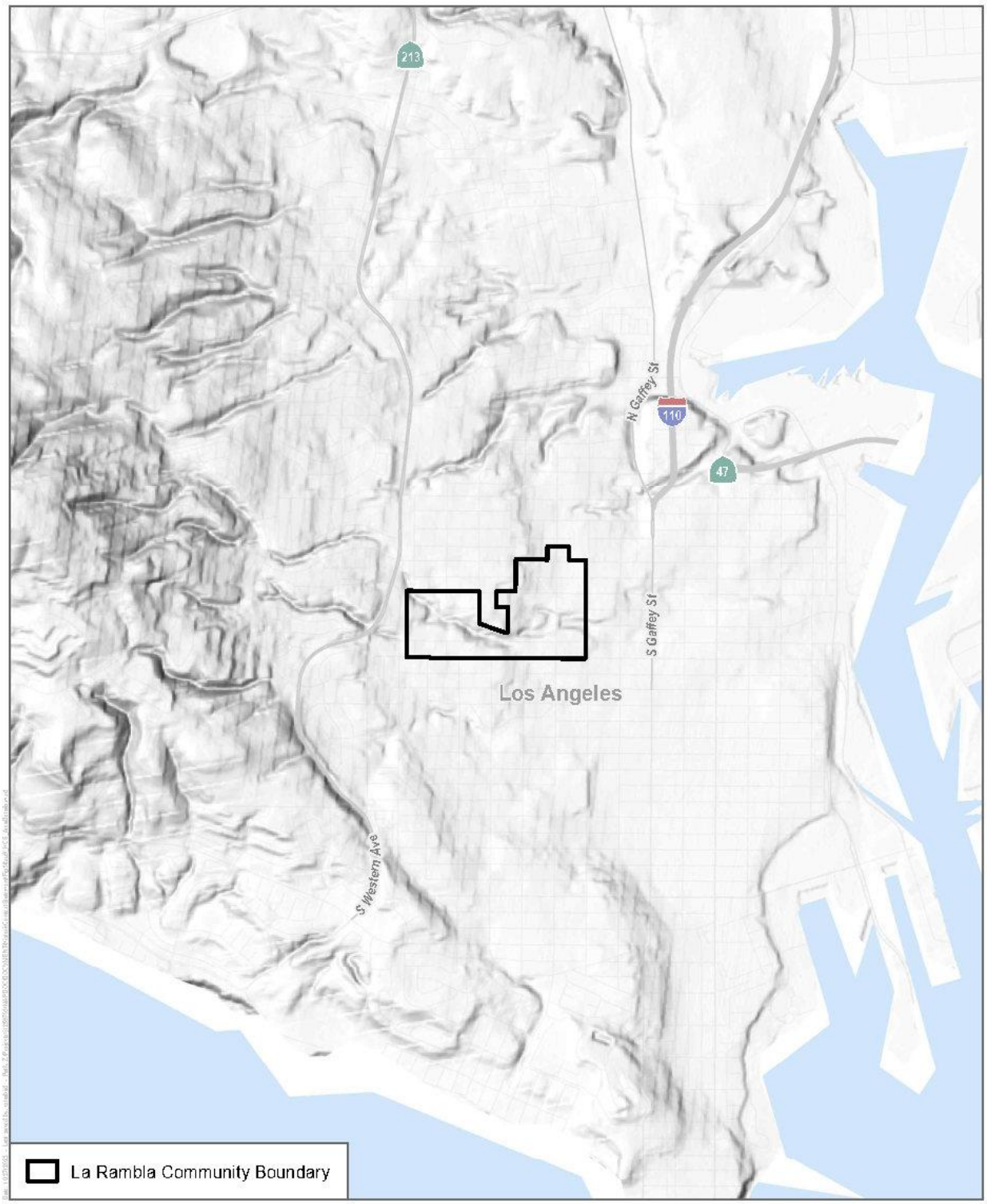

SOURCE: FEMA; Open Street Map 2019; LA County 2021

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0 0.25 0.5 Miles

FIGURE 6

La Rambla

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE LA RAMBLA COMMUNITY

La Rambla is located on a portion of the former Rancho de los Palos Verdes. The community's history is closely intertwined with the incorporated Los Angeles neighborhood of San Pedro, which completely surrounds the unincorporated urban pocket of La Rambla. In 1904, John T. Gaffey and his family moved to La Rambla after Gaffey's wife, Arcadia Bandini, inherited 340 acres of land. In 1906, the family constructed a new home, Hacienda La Rambla. Gaffey worked to develop La Rambla, pushing for the construction of interurban railroad lines and subdividing the 340 acres into smaller tracts. In 1925, San Pedro General Hospital opened at the corner of West 7th Street and Patton Avenue and made the community a hub for medical offices and medical services into the present. Despite multiple attempts to annex La Rambla into the City of Los Angeles, the community fought against it each time and has remained unincorporated. The community is largely residential, with homes constructed before 1900 into the post-1980s in a variety of architectural styles.

LA RAMBLA COMMUNITY DEVELOPMENT HISTORY

The area that would become La Rambla was part of the 31,629-acre Rancho de los Palos Verdes, which was given in 1846 by Governor Pío Pico to José Loreto and Juan Capistrano Sepulveda. According to topographic maps, the section of Rancho San Pedro that included La Rambla remained undeveloped into the 1890s.[94]

The unincorporated community of La Rambla is entirely surrounded by the Los Angeles neighborhood of San Pedro, and their histories are closely intertwined. Unlike the majority of Los Angeles, formal development of San Pedro predated the coming of the railroad by multiple decades due to its proximity to the coast. In 1805, the first non-Spanish ship arrived at the harbor, and the construction of warehouses began as early as 1823. Southern Pacific extended its line to San Pedro in 1881, and by 1882 San Pedro was officially organized as a town. The town's development was focused along the waterfront, east of La Rambla into the turn of the century.[95]

During the early 1900s, multiple real estate speculators came to the area including George H. Peck, Jr.; the Sepulveda Family; and John T. Gaffey.[96] Gaffey was born in Ireland in 1860 and came to California in 1865. He worked in Santa Cruz as a reporter and later as a law clerk for the California State Supreme Court. In 1882, while on a trip to Los Angeles, he met Arcadia Bandini; she was the daughter of Juan Batista Bandini, grandson of pioneer Spanish California settler Jose Bandini. Gaffey and Bandini soon married. In 1892, Bandini inherited 340 acres of land in the middle of San Pedro (portions would become the community of La Rambla). Gaffey moved his family to the land, and in 1904, he started a formal real estate business based on the family's land holdings called the Gaffey Investment Company. In 1906, Gaffey constructed a wooden ranch house at 1131 West 3rd Street, which was later moved across the street when the family constructed

94 National Environmental Title Research, "La Rambla [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1896, https://www.historicaerials.com/viewer.

95 SurveyLA Citywide Historic Context Statement, *Pre-Consolidation Communities of Los Angeles, 1862–1932*, prepared for City of Los Angeles Department of City Planning, Office of Historic Resources, July 2016, 31.

96 SurveyLA, *Pre-Consolidation Communities of Los Angeles,* 47.

a three-story stone residence for $35,000.[97] The home was named Hacienda La Rambla, *la rambla* meaning "sandy riverbed" in Spanish (Exhibit 4).[98] This is the reason the community is named La Rambla today.

Exhibit 4. Photograph of John T. Gaffey's residence, Hacienda La Rambla, in 1912 (demolished 1964).

Source: *News-Pilot*, June 19, 1912, page 4.

Gaffey worked to continue the development of La Rambla and San Pedro. In 1906, he pushed for the development of interurban railroad lines operated by California Pacific Interurban (later acquired by Pacific Electric), which would allow the compact walking-city core to expand outwards. Five streetcar routes were developed, including the La Rambla line, which served the west and northwest sides of San Pedro.[99] In 1909, San Pedro was annexed into the City of Los Angeles, while La Rambla remained unannexed due to its independent ownership by the Gaffey family. Gaffey subdivided the 340 acres inherited by his wife into smaller tracts including the Gaffey, Atalaya, Mirador, Buenos Ayres, Valambrosa, La Mirada, Arcadia Park, and Centinela tracts.[100] The Gaffey Investment Company operated out of the Gaffey Building, located at 333 West 6th Street in downtown San Pedro (building still extant). The real estate company advertised in local newspapers into the 1920s. The 1921 Baist's Real Estate Survey map of La Rambla displayed the center of the community around Big Canyon Place, Canon Drive, and Arcadia Drive as under the ownership of John T. Gaffey. The surrounding lots were within the Montana, Buenos Ayres, Gaffey, Mirador, and Centinela tracts.[101]

With La Rambla's increasing population came a need for civic development and community services. The area's first hospital was located in the abandoned Clarence Hotel in San Pedro. The hospital was started in

97 The current address of this home is 241 South La Alameda Avenue, located within the La Rambla community.
98 Sam Gnerre, "The Man Behind San Pedro's Gaffey Street," *Daily Breeze*, May 17, 2014.
99 SurveyLA, *Pre-Consolidation Communities of Los Angeles,* 43.
100 Ray Mitchell, "San Pedro an Ideal Section for Great Jobbing Establishments," *News-Pilot,* June 19, 1912, 6.
101 National Environmental Title Research, "La Rambla [aerial photos and topography maps].".

1909 by Lillian B. Mullen, a graduate nurse and physician from New York.[102] By the 1920s, the area needed a larger and more permanent facility. In 1925, San Pedro General Hospital opened at the corner of West 7th Street and Patton Avenue (located within La Rambla).[103] Upon its opening, the building was slated for expansion and underwent several additions and remodels, as well as name changes including San Pedro and Peninsula Hospital, San Pedro Community Hospital, and Providence Little Company of Mary Medical Center – San Pedro.

La Rambla remained partially developed into the 1940s and 1950s. The 1942 official zoning map of the community displayed the area's center around Big Canyon Place, a street located to the north of West 6th Street and present-day Providence Little Company of Mary Medical Center – San Pedro, as undeveloped. Residential development was focused in the eastern portion of the community along West 1st Street, West 2nd Street, South Bandini Street, and West 6th Street. Commercial properties were scattered around the perimeter of the community and included a lumber yard, used furniture store, dry cleaners, grocery stores, markets, and garages. A water reservoir was located in the far northeast corner of La Rambla, which would eventually become the Los Angeles Department of Water and Power Harbor Water District Office (no longer within the boundaries of La Rambla).[104]

The Gaffey family continued to inhabit Hacienda La Rambla into the 1940s. John T. Gaffey died on January 1, 1935, and his wife Arcadia died in 1948. The Gaffey property was then sold to the Podesta family, a prominent business and banking family in the San Pedro area. The Podestas sold the mansion and its land to the YMCA in 1961. In 1962, San Pedro architects Joncich and Lusby, AIA (American Institute of Architects) were chosen to design the $1.5 million building that would become the San Pedro & Peninsula YMCA.[105] In 1964, Gaffey's Hacienda La Rambla was demolished for the construction of the new YMCA.[106] The Gaffey family's small 1913 plaster and adobe chapel, named The Chapel of Ease, was spared in the property's demolition but was not slated for restoration and eventually fell into ruin on the YMCA lot.[107]

In the early 1960s, La Rambla's western boundary road, Western Avenue, was redesigned as South Western Avenue (State Route 213) to be part of the California state highway system. The highway ran north to south from West 25th Street in San Pedro to Carson Street in Torrance. The highway allowed for easier access to La Rambla, despite the road not being within the community's boundaries. By the 1970s, the southwestern corner of the community along West 6th Street became a hub for medical properties, including large medical office buildings at 1416 West 6th Street, 1430 West 6th Street, and 1322 West 6th Street. Additionally, multiple smaller office buildings were constructed on the south side of West 6th Street.[108]

In 1979, the Los Angeles City Council and Local Agency Formation Commission (LAFCO) attempted to annex La Rambla into the City of Los Angeles. This attempt was conducted without the knowledge of members of the community as "the City Council and LAFCO are not required to notify you, the property owners, of their intentions."[109] LAFCO, which is responsible for coordinating changes to local governmental boundaries, attempted to pass this measure on October 17, 1979. This was part of the 1977 Municipal Organization Act, a state statue that worked to facilitate the annexation of unincorporated pockets of county land such as La

102 Donna Sansoucy, "Harbor Area First Hospital Began by One Woman," *News-Pilot*, May 26, 1974, 93.
103 "Building Will Be Located at 6th and Patton," *News-Pilot*, November 7, 1924, 1.
104 Los Angeles County Regional Planning Commission, "La Rambla. Official Zoning Map. District No. 7 section 4 [map]," 1:500, Los Angeles: County of Los Angeles, 1942.
105 "YMCA Building Plans Unveiled First Time," *News-Pilot*, December 6, 1962, 1.
106 Gnerre, "The Man Behind San Pedro's Gaffey Street," 2014.
107 Leila Breeze, "Little Chapel in San Pedro: Victim of Time," *Palos Verdes Peninsula News*, August 21, 1968, 1 and 3.
108 National Environmental Title Research, "La Rambla [aerial photos and topography maps].".
109 John McCafferty, "Letters to the Editor," *News-Pilot*, August 21, 1979, 4.

Rambla. In response, members of the La Rambla community formed the La Rambla Homeowners association. Their reasons for fighting against annexation included: Los Angeles electric rates being higher, faster first responder times within the county, stricter building codes in Los Angeles, property values decreasing due to down-zoning in the community post-annexation, and less restrictive animal regulations in the county. The attempted annexation failed after the community voted against it.[110]

The majority of the La Rambla community was developed by the late 1970s. Post-1980s development included large medical offices along West 6th Street, single-family residences along Big Canyon Place and South Hamilton Drive, and the redevelopment of older properties throughout the community. In 1992, the San Pedro and Peninsula Hospital became part of the Company of Mary South Bay health network. On September 1, 1999, the Sisters of Providence Health System became affiliated with the Little Company of Mary, forming the Providence Health Care System Southern California Region.[111] The Providence Little Company of Mary Medical Center – San Pedro remains one of the primary medical centers for La Rambla and San Pedro. The community has undergone few large-scale changes since the 1990s and remains largely residential with sections of healthcare uses in its southwestern section.

E. Lennox Community

Lennox is an unincorporated CDP located in southwest Los Angeles County. The community is situated approximately nine miles southwest from downtown Los Angeles and totals 1.10 square miles. Lennox has a population of 20,323 as of the 2020 census, making it one of the most densely populated communities in the South Bay.[112] Lennox is a primarily residential community, with low-density residential and high-density residential usage comprising 55% and 21%, respectively, of Lennox's land use (76% in total). Additional land usage in the community consists of 21% commercial/institutional, 3% industrial, and 1% open space.[113]

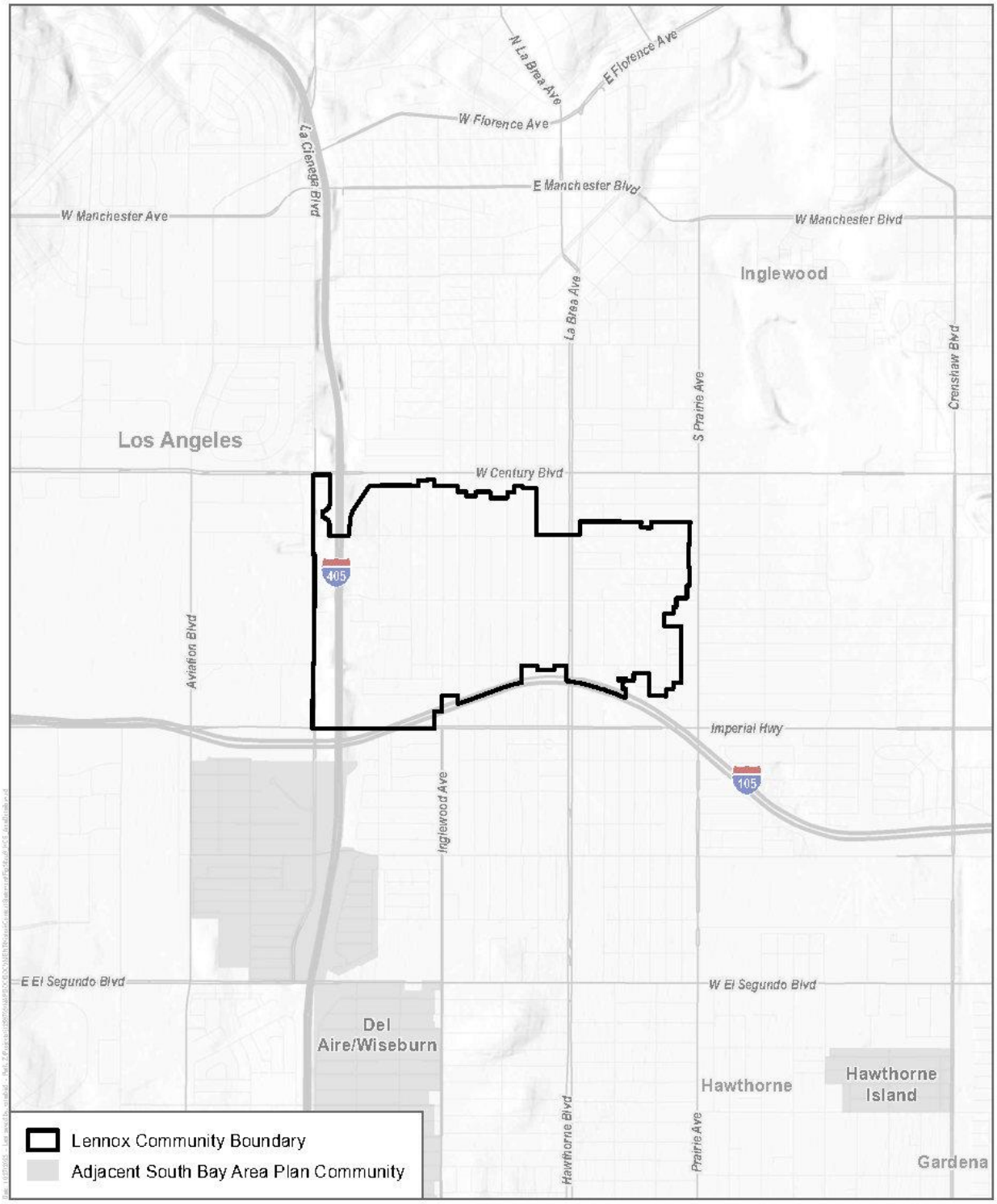
Residents in Lennox predominately identify as Latino (92%). Other demographics in the Lennox community include African-American (4%), Caucasian (2%), Asian (1%), and Indigenous Peoples (2%).[114] Approximately 48% of Lennox's residents were born outside of the United States.[115] Residential property types in Lennox consist of single- and multifamily homes designed in a variety of styles, including Spanish Colonial Revival and Minimal Traditional. The built environment of Lennox is characterized by wide north–south commercial corridors and long blocks of consistent, primarily one- to two-story residential development. The community is served by one park, the Lennox Public Park; the Lennox Library; a civic center; religious buildings; and the Lennox School District, a preschool-8th grade district that operates one preschool (Lennox State Preschool); five elementary schools (Buford Elementary, Felton Elementary, Huerta Elementary, Jefferson Elementary, and Moffett Elementary); and a middle school (Lennox Middle

110 David Hall, "La Rambla Annexation Showdown," *News-Pilot*, May 7, 1980, A1 and D5.
111 Sam Gnerre, "Providence Little Company of Mary Medical Center," *Daily Breeze*, May 2, 2010.
112 U.S. Census Bureau, "Population: Lennox CDP, California," Quick Facts, accessed July 7, 2023, https://www.census.gov/quickfacts/lennoxcdpcalifornia.; "Lennox," Mapping L.A., South Bay, *Los Angeles Times*, 2024. https://maps.latimes.com/neighborhoods/neighborhood/lennox/index.html.
113 Los Angeles County Department of Parks and Recreation, *Lennox Community Parks and Recreation Plan*, prepared by PlaceWorks, Los Angeles Neighborhood Land Trust, and From Lot to Spot, , February 2016, https://planning.lacounty.gov/wp-content/uploads/2022/11/10.4_gp_240515_LennoxCommunityPlanReduced.pdf, 2-28
114 Los Angeles County Department of Public Works, "Community Profiles and District Maps Catalog." 29
115 U.S. Census Bureau, "Race and Hispanic Origin: Lennox CDP, California," Quick Facts, accessed July 7, 2023, https://www.census.gov/quickfacts/lennoxcdpcalifornia.

School). The community also has two charter high schools: Lennox Math, Science & Technology Academy and Ánimo Leadership High School.[116] There are no hospitals within the community's boundaries.[117]

Lennox's community boundaries are irregular and do not consistently align with the existing street grid. The community is bounded by La Cienega Boulevard to the west, West Century Boulevard to the north, and the I-105 freeway to the south. The eastern boundary of the community is irregular and is roughly located between South Prairie Avenue (not part of Lennox) and South Osage Avenue (within Lennox). Lennox is bordered by the City of Inglewood to the north and east, the City of Hawthorne to the south, and the City of Los Angeles to the west. Lennox abuts LAX, which is located immediately west of the community. Freeways through the community include the I-405 freeway, which runs north–south along the community's western border, and the I-105 freeway, which runs east–west along the community's southern border. Inglewood Avenue and Hawthorne Boulevard are major commercial corridors running north–south through the community, and Lennox Boulevard is a major east–west connection. The Metro C Line runs along the I-105 Freeway, and the southern boundary of Lennox is located on Hawthorne Boulevard above the 105 Freeway. Additionally, the community is served by six Metro bus lines (Figure 7).[118]

116 "About Us," Lennox School District, accessed July 14, 2023, https://www.lennox.k12.ca.us/.
117 The closest medical facility is the Centinela Hospital Medical Center, located at 555 East Hardy Street in Inglewood.
118 Los Angeles County Department of Parks and Recreation, *Lennox Community Parks and Recreation Plan*, 2-28.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK 0 0.25 0.5 Miles

FIGURE 7

Lennox

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE LENNOX COMMUNITY

Lennox was part of a former Mexican land grant known as the Rancho Sausal Redondo during the nineteenth century. Although the area remained largely agrarian into the early decades of the twentieth century, there were also signs that a new form of community based on a more diversified economy was emerging. In 1912, the community adopted the name Lennox, and the Lennox School District was formed shortly after. Several oil fields opened in the vicinity during the 1920s, and the opening of present-day LAX in 1928 brought aviation and aerospace jobs to the community. In 1939, the HOLC gave Lennox a Yellow (or C) grade, meaning it was "definitely declining." The 1940s saw commercial growth in Lennox, and the onset of World War II led to a period of economic prosperity in the community with the acceleration of wartime aerospace and aviation manufacturing. The Lennox Civic Center was established in 1948, and the community was built out by the end of the 1950s. Efforts to annex Lennox by the City of Hawthorne to the south and the City of Inglewood to the north over the course of the twentieth century led to the gradual decline of Lennox's original approximately 7-square-mile area to its present day 1.10-square-mile land area. The I-405 freeway was constructed on the west boundary of Lennox in 1963, which resulted in the demolition of existing residences. Lennox's demographics shifted in the 1970s and 1980s as Caucasian residents left for surrounding suburbs, and immigrants from Mexico and Central and South America moved to the community. The I-105 freeway was constructed at the southern boundary of Lennox by 1993. Today, Lennox continues to be a predominantly residential community with small businesses, civic and educational facilities, and religious institutions. The community of Lennox experiences disproportionate levels of air and noise pollution due to the two freeways running through the community and its location directly beneath LAX flight paths.

COMMUNITY DEVELOPMENT HISTORY

Present-day Lennox was part of the 22,458-acre Rancho Sausal Redondo, which was granted to Antonio Ygnacio Avila (1781–1858) by the governor of Alta California, Juan B. Alvarado, in 1837.[119] By 1885, the land had been sold to Daniel Freeman, who further subdivided and sold portions of the property.[120] The area's development was influenced by the establishment of Santa Fe's Redondo Beach Branch Railway in the 1880s, which ran from Redondo Beach to El Segundo and was used to transport agricultural products grown in the region.[121]

Barley farming, sheep raising, and ranching were primary uses of Lennox's land, and the community remained agrarian until the early 1900s, when the area's population grew, new economic ventures developed, and residential development began to gradually encroach on former farmlands.[122] By 1905, poultry farming had become an economic driver in Lennox, influenced by the establishment of the nearby Inglewood Poultry Colony (located in present-day North Inglewood).[123] The following 5 years saw a rapid

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119 Roy Rosenberg, *History of Inglewood*, (Inglewood: Arthur H. Cawston, 1938), 9.

120 Roy Hand and Edward "Eddy" Gould, *A Documentary of the Community of Lennox, California, an Unincorporated Section of Los Angeles County, Due East of (the) Los Angeles International Airport*," March 2014, 9, http://lennoxlancershome.com/Lennox_Documentary/LennoxDoc.pdf; Daniel Wexler, "History in the Making," *Los Angeles Times,* April 9, 2007.

121 Bob Jenson, "A History of Wiseburn School District.".

122 National Environmental Title Research, "Lennox [aerial photos and topography maps].".

123 Sam Gnerre, "Lennox Retains its Identity Despite Decades of Annexations, Unincorporated Status," *South Bay Daily Breeze*, January 11, 2021.; Sergio Paz, foreword in *A Documentary of the Community of Lennox, California, an Unincorporated Section of Los Angeles County, due east of (the) Los Angeles International Airport*, Roy Hand and Edward Gould, March 2014, http://lennoxlancershome.com/Lennox_Documentary/LennoxDoc.pdf, no page.; Rosenberg, *History of Inglewood,* 14–17.

population increase in Lennox, with the formerly scattered community numbering 800 in 1910.[124] The same year, Lennox opened its first school, the Jefferson School, a four-room, wood-frame building that was used to teach 50 students.[125]

To distinguish the area from neighboring Inglewood, which incorporated in 1908, residents renamed the community Lennox in 1912. Shortly after, the Lennox School District was formed.[126] Mathias Chapman founded the Chapman Chinchilla farm at 4957 West 104th Street in 1918. The farm, the only one of its kind outside of Chile when it was founded, bred chinchillas until the mid-1950s, when the farm closed and the site was redeveloped.[127]

Development in Lennox proliferated slowly in the two decades following the community's naming, with formerly agricultural lots gradually being subdivided for residential construction.[128] An aerial photograph from 1928 shows the Lennox community as being sporadically developed with primarily single-family residences on a grid, with intermittent undeveloped lots. Farmland continued to occupy swaths of the community area.[129] During this period, Pacific Electric ran a train from Los Angeles to Redondo Beach through Lennox, which provided increased accessibility to and from Lennox for the area's rising population.[130] Religious and other community spaces emerged in the 1920s, including the Lennox Methodist Church, which was extant by 1923.[131]

Oil was an important early industry in the vicinity of Lennox. The Inglewood Oil Field was established north of Inglewood in 1924 and was the 18th-largest oil field in the state.[132] The Potrero Oil Field was established in 1926 to the northeast on the former site of the Potrero Country Club (south of Inglewood Park Cemetery). By 1937, the field only had one remaining oil pump, and the site was decommissioned, allowing for new residential and commercial development in 1963.[133]

The 1920s also saw the establishment of present-day LAX at Mines Field, directly adjacent to Lennox to the west. William Mines, a real estate developer and member of the Inglewood Chamber of Commerce, successfully submitted the Mines Field site for consideration as the new airport site in 1926. The City of Los

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124 Paz, foreword in *A Documentary of the Community of Lennox, California*, no page.

125 "History," Lennox School District, accessed July 7, 2023, https://www.lennox.k12.ca.us/apps/pages/index.jsp?uREC_ID=384860&type=d&pREC_ID=874817.

126 Paz, foreword in *A Documentary of the Community of Lennox, California*, no page.

127 "Classified Ads – Business Opportunities," *Los Angeles Times*, June 25, 1944, 30.; Herman Schultheis, *Ethel Plays with Chinchilla at the Chapman Farm*, circa 1937, photograph, Herman J. Schultheis Collection, TESSA: Digital Collections of the Los Angeles Public Library, accessed September 20, 2023, https://tessa2.lapl.org/digital/collection/photos/id/37209. Various sources cite the location of Chapman Chinchilla Farm as Inglewood; however, the farm was actually located in Lennox.

128 UC Santa Barbara Library, "Lennox [aerial photo]," FrameFinder Courtesy of UCSB Library Geospatial Collection, 1928, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

129 UC Santa Barbara Library, "Lennox [aerial photo].

130 Paz, foreword in *A Documentary of the Community of Lennox, California*, no page.

131 The Lennox Methodist Church is currently located at a building constructed in 1965 at 4556 Lennox Boulevard; "Music notes," *Los Angeles Evening Express*, November 17, 1923.

132 "History of Inglewood Oil Field," Inglewood Oil Field, 2017, https://inglewoodoilfield.com/history-future/history-inglewood-oilfield/.

133 Herman Schultheis, *Oil Wells at the Potrero Country Club Golf Course*, circa 1937, photograph, Herman J. Schultheis Collection, TESSA: Digital Collections of the Los Angeles Public Library, https://tessa2.lapl.org/digital/collection/photos/id/37213.; Department of Natural Resources Division of Oil and Gas, "Map of the Potrero Oil Field: Los Angeles County," 1932, https://www.pbagalleries.com/view-auctions/catalog/id/370/lot/114546/Map-of-the-Potrero-Oil-Field-Los-Angeles-County-California.

Angeles signed a 650-acre lease, and the airport opened as the Los Angeles Municipal Airport on October 1, 1928. It was renamed the Los Angeles International Airport in 1949.[134]

Large aviation and aerospace companies opened in the vicinity of the airport after its establishment. These businesses included Douglas (1932; El Segundo), Northrop (1932; moved to Hawthorne in 1940), and North American (1936; Inglewood). While LAX and these manufacturers were largely outside of Lennox's community boundaries, they were major employers, and many Lennox residents worked at the airport and for these aviation companies. [135]

Aerial photographs from 1934 show increasing densification of residential development in Lennox, although many lots remained open and undeveloped.[136] This period also saw the creation of community groups and increasingly active participation in civic life, with the establishment of what is today known as the Lennox Coordinating Council, a still-active community-based 501(c)(3) organization dedicated to advocating for the community's interests, coordinating with public and private organizations, and supporting local events.[137] The Lennox Coordinating Council, which currently meets once a month, has long advocated for the community and describes its goals as "build[ing] the community's capacity to understand, organize and advocate on issues."[138] The organization has been involved in many events and advocacy issues since its establishment, including efforts to manage noise and air pollution from LAX, working with County offices to improve safety in the community, and organizing community events, including an annual Cinco de Mayo parade and an annual Christmas celebration in Lennox Park.[139]

In October 1937, efforts to annex Lennox to the City of Los Angeles were defeated by a vote of 7 to 6 in the Los Angeles City Council.[140] While efforts to annex Lennox to Los Angeles were unsuccessful, the neighboring City of Inglewood and City of Hawthorne continued their decades-long efforts to annex all or portions of Lennox, including an attempt by Inglewood to annex the entire community of Lennox in October 1939, which failed by a 2 to 1 vote in a special election.[141] Over the course of the twentieth century, these annexation efforts eventually decreased Lennox's land mass to the present-day 1.10 square miles.[142] The HOLC gave Lennox a Yellow (C) grade ("definitely declining") in 1939. The HOLC report stated that at this time, Lenox was 40% developed with primarily wood-frame single-family bungalow residences.[143]

The United States' entry into World War II in December 1941 intensified aviation manufacturing and production, leading to an expanded workforce, including residents of Lennox, at the facilities surrounding

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134 Jean-Christophe Dick, "LAX History," Flight Path Museum at LAX, December 12, 2021, accessed July 18, 2023, https://flightpathlax.com/lax-history/.

135 Jean-Christophe Dick, "LAX History."

136 UC Santa Barbara Library, "Lennox [aerial photo]," 1934, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

137 The Lennox Coordinating Council Inc. was first incorporated in the1930s. It was re-incorporated as the Lennox Coordinating Council in 1958, but its status was suspended in 1972. It was re-incorporated again in 2009. Lennox Coordinating Council, "About Us," accessed September 14, 2023, http://lennoxcc.weebly.com/about-ussobre-nosotros.html.; Gnerre, "Lennox Retains its Identity."

138 Lennox Coordinating Council, "About Us."

139 Lennox Coordinating Council, "About Us."

140 "Lennox Annexation Rejected by City," *Los Angeles Times*, October 30, 1937, 5. This was reportedly the second time the council turned down an application for the annexation of Lennox to Los Angeles, with the first appearing to have been initiated circa 1928.

141 Gnerre, "Lennox Retains its Identity."

142 Paz, foreword in *A Documentary of the Community of Lennox, California*, no page.

143 Robert K. Nelson, et al., "Mapping Inequality: Redlining in New Deal America," Robert K. Nelson and Edward L. Ayers eds. *American Panorama: An Atlas of United States History*, 2023. Digital Scholarship Lab at the University of Richmond, accessed September 18, 2023, https://dsl.richmond.edu/panorama/redlining/#loc=13/33.944/-118.375&city=los-angeles-ca&area=C107.

LAX. The acceleration of these industries led to economic prosperity for the region, which had been struggling with the ongoing effects of the Great Depression.[144]

A 1947 zoning map of Lennox shows the community as being mostly built out, with some scattered open lots as well as lots still used for agricultural purposes. Commercial development was primarily concentrated on north–south thoroughfares including Inglewood Avenue and Hawthorne Avenue. On Inglewood Avenue, for example, the Lennox Market (10804 South Inglewood Avenue) was constructed in 1941, as were the commercial properties at 10810 South Inglewood Avenue .[145] The map also shows commercial construction on Century Boulevard, which was later annexed to Inglewood and is no longer part of Lennox. The majority of Lennox's built environment at this time was composed of single-family residential development.[146] The same year, the County broke ground for the construction of a new Civic Center in Lennox, originally consisting of four brick buildings located at 4343–4359 Lennox Boulevard: a County library branch, a Los Angeles County Sheriff's substation, a supervisor's field office, and a building housing other County services and offices. The Civic Center was dedicated on May 14, 1948 (Exhibit 5).[147]

Exhibit 5. Dedication of the Lennox Civic Center in 1948.

Source: Herald Examiner Collection/Los Angeles Public Library.

The aerospace industry in Lennox and the South Bay Region continued to flourish in the 1950s, due to the Cold War and the expansion and modernization of LAX. This period also saw increased investment in civic

144 Roy Hand and Edward "Eddy" Gould, *A Documentary of the Community of Lennox, California,* 9.
145 Los Angeles County Assessor's Office Information Portal, "10804 South Inglewood Avenue and 10810 South Inglewood Avenue," accessed October 2023, https://maps.assessor.lacounty.gov/m/.
146 Los Angeles County Regional Planning Commission, "Lennox. Land Use Classification. District no. 13 section 3-W [map]," 1:1350, Los Angeles: County of Los Angeles, 1947.
147 Gnerre, "Lennox Retains its Identity."

development and public facilities. Lennox Park was extant by 1952, and Lennox High School was constructed in 1957 (present-day Lennox Middle School, at 11033 Buford Avenue).[148] Tract housing to accommodate the influx of new residents to California also proliferated. A Los Angeles County Department of Regional Planning rezoning map from 1955 shows substantial densification since the 1947 zoning map, with only a few open lots. There were still a handful of scattered agricultural lots remaining in the community at this time. However, the community was entirely built out by the end of the 1950s.[149]

Inglewood, and to a lesser extent Hawthorne, continued attempts to annex Lennox in the 1950s. By 1962, Inglewood had annexed approximately half of Lennox, including the majority of its commercial areas. According to a Los Angeles Times article from that year, Inglewood had initiated 26 annexations of Lennox in the past several years. A single successful annexation by Inglewood of east Lennox in 1962 took one-third of Lennox's land area. Lennox's population, which had once been 28,000, was estimated at approximately 17,000 as of 1962.[150] These attempts at annexation were largely economically motivated, as Lennox is located in a desirable location for manufacturing and industrial development due to its proximity to freeways and LAX.[151] Additional annexation efforts occurred in succeeding years, notably in 1968, 1970, 1971, 1988, and 1990, with mixed success.[152] The decades of the mid-twentieth century also saw various attempts by some Lennox residents to incorporate, including in 1959, 1961, and 1967, all of which were unsuccessful.[153]

The I-405 freeway was extant on the western edge of Lennox in 1963.[154] The construction of the I-405 freeway involved the demolition of existing housing to accommodate the new thoroughfare and consequent displacement of Lennox residents.[155] Former thoroughfares became dead-end roads, including 104th Street.

Commercial development and densification in Lennox continued in the 1960s and 1970s, including the construction of the Lennox Car Wash at 10709 Hawthorne Boulevard in 1963. By 1970, Lennox reportedly had 14,900 residents occupying 4,000 single-family homes and 2,000 multifamily homes.[156] In 1977, the Centinela Valley Union High School District Board of Education ordered Lennox High School to close its doors by 1980 due to the cost of soundproofing the school in response to loud jets from LAX. Lennox

148 Gnerre, "Lennox Retains its Identity."; Bob Williams, "Campus, Closed by Judge's Decree, Will Reopen," *Los Angeles Times*, June 13, 1985.

149 Los Angeles County Regional Planning Commission, "Lennox. Rezoning Study. District No. 62 [map]," 1:2100, Los Angeles: County of Los Angeles, 1955.

150 Doug Mauldin, "Half of Lennox Annexed," *Los Angeles Times*, December 16, 1962, 133.

151 "Inglewood Council to Air Lennox Annexation," *Los Angeles Times*, January 5, 1958, 152; Herbert Jay Vida, "Feud Looms in Lennox Annexation," *Los Angeles Times*, May 19, 1957, 229; "Suit Hits East Lennox Annexation," *Los Angeles Times*, March 6, 1960, 55.

152 "Lennox Annexation Defeated by Voters," *Los Angeles Times*, June 24, 1962, 133; James W. McCance, "Tiny Lennox 'Island' Sought by Two Cities," *Los Angeles Times*, March 8, 1970, 72; Robert J. Allan, "Inglewood Moves for 2nd Time to Annex Section of Lennox," *Los Angeles Times*, October 2, 1970, 1; Robert J. Allan, "Inglewood Maps Fourth Annexation Try," *Los Angeles Times*, October 24, 1971, 203; Sebastian Rotella, "Lennox Seen as Likely Target for Annexation," *Los Angeles Times*, May 8, 1988, 25; Marc Lacey, "Inglewood May Annex a Part of Lennox in Effort to Reduce Crime," *Los Angeles Times*, July 26, 1990, 303.

153 Gnerre, "Lennox Retains its Identity."

154 National Environmental Title Research, "Lennox [aerial photos and topography maps]," 1963, https://www.historicaerials.com/viewer.

155 Sam Gnerre, "South Bay History: Piecing Together the Construction of the 405 Freeway through the South Bay," *South Bay Daily Breeze,* Dec. 6, 2021.

156 "Resolution OK'd on Lennox Annexation," *Los Angeles Times*, November 15, 1970, 171.; Ray Zeman, "LA officials Opposed Lennox Annexation to City of Inglewood," *Los Angeles Times*, December 31, 1970, 13.

community members protested this closure, and the school was instead converted to Lennox Middle School.[157]

The legal end of racially restrictive housing covenants in 1968 facilitated White Flight, as many of Lennox's Caucasian residents moved to surrounding communities. Between the 1960s and 1980s, Lennox's demographics shifted as residents from Mexico and Central and South America moved to Lennox. Students identifying as Latino made up 16% of the student body enrolled in the Lennox School District in 1968. This number rose to 85% by 1985 and 94% by 1993.[158] Between 1980 and 1990, immigrants from Mexico and Central America in Lennox doubled.[159]

The aerospace industry saw a decline in the early 1990s, due to the end of the Cold War, which led to many former employees in the aviation industry leaving the area. The expansion of LAX and an increase in the development of larger aircraft resulted in more and louder airplanes flying directly over Lennox as they landed and took off at LAX. As a result, the level of noise pollution from LAX grew substantially, which further prompted those with the economic means to move out of the community. By 1990, approximately 70% of the 4,998 occupied housing units in Lennox were owned by absentee landlords.[160]

LAX expanded significantly in the 1980s in preparation for the Olympic Games hosted in Los Angeles in 1984.[161] Also in this period, a cement plant was opened in 1989 (present-day Cal Portland cement plant), located 0.10 miles west of present-day Lennox Middle School (11033 Buford Avenue) despite community protest.[162] From 1991 to 1993, the I-105 freeway was also developed at the south end of Lennox, again demolishing homes. In 1987, Metro expanded its network by establishing its sixth line, the C Line (formerly the Green line), with a stop at the south boundary of Lennox.[163]

The community is disproportionately affected by air and noise pollution from the I-405 freeway, I-105 freeway, LAX, and nearby industrial sites.[164] In 2016, the Los Angeles County Department of Parks and Recreation conducted a study on parks in Lennox. The study found that Lennox has a "severe deficit of parkland," with only one park, Lennox Park, serving the community.[165] The community has approximately 0.20 acres of local parks per 1,000 residents, which is significantly below the General Plan standard of 4 acres of local parks per 1,000 residents.[166] However, Lennox Park remains an important community center and has been used for many events and celebrations, including concerts and an annual Christmas celebration.

157 Jane Martin, "Lennox High Entangled in Red Tape," *Redondo Reflex*, September 28, 1977, 21.; Williams, "Campus, Closed by Judge's Decree, Will Reopen."
158 Anthony Millican, "Her Love of Lennox Spans Cultural Diversity," *Los Angeles Times*, March 7, 1993.
159 Gnerre, "Lennox Retains its Identity."
160 Anthony Millican, "Her Love of Lennox Spans Cultural Diversity."
161 Jay Levin, "LAX Being Molded into an Easy Airport," *South Bay Daily Breeze*, April 22, 1984.
162 Tim Waters, "Concrete Plant Wins OK Despite Lennox's Protests," *Los Angeles Times*, June 8, 1989.
163 Eric Brightwell, "Exploring the Metro Green Line."
164 Faith E. Pinho, "Relief to Residents: FAA Announces $20.5 Million to Soundproof Homes Near LAX," *Los Angeles Times*, July 23, 2021, https://www.latimes.com/california/story/2021-07-23/relief-to-residents-faa-announces-20-5-million-to-soundproof-homes-near-lax.
165 Los Angeles County Department of Parks and Recreation, *Lennox Community Parks and Recreation Plan*, 1-1.
166 Los Angeles County Department of Parks and Recreation, *Lennox Community Parks and Recreation Plan*, 1-1.

F. West Carson Community

West Carson is an unincorporated CDP located in southeast Los Angeles County. The community encompasses 2.3 square miles and has a generally rectangular footprint, with two separate noncontiguous sections at the northern end of the community. West Carson is roughly bounded by the I-110 freeway to the east, West Lomita Boulevard to the south, and Normandie Avenue to the west. Most of the community of West Carson is bound by East Del Amo Boulevard, except the noncontiguous parcels, which are bounded by West 190th Street.167 The I-405 freeway is located approximately 400 feet north of West Carson, and the State Route 213 freeway is located approximately 0.50 miles west of the community. West Carson is bounded by the Carson to the east and Los Angeles to the north, south, and west. Torrance is also located west of West Carson. West Carson's residents self-identify as Asian (37.5%) with a significant number identifying as Filipino, Latino (34.3%), Caucasian (17%), and African-American (9.8%).[168]

The built environment of West Carson is characterized by high-density residential tracts, with one- to two-story residential development and wide commercial corridors. Residential property types in West Carson consist of single-family and multifamily residences, many of which are tract houses designed in the Minimal Traditional and Ranch architectural styles of the 1950s and 1960s, particularly the Storybook Ranch style. The area also includes several trailer parks, including the San Rafael Mobile Home Park, the Coast Mobile Home Park, and the Golden State Mobile Lodge.[169] Industrial development is visible throughout the northern portion of the West Carson community between West 190th Street and West Del Amo Boulevard. Vermont Avenue is the major north–south corridor through the community, and much commercial development is concentrated on this street. Additional commercial development is located on the east–west thoroughfares of Sepulveda Boulevard and West Carson Street. Automotive-related commercial businesses are located along Torrance Boulevard and Normandie Avenue. Alpine Village, a designated County of Los Angeles Landmark, is located at 833 West Torrance Boulevard. Civic and institutional development is sparse (Figure 8). There are two EPA Superfund sites adjacent to West Carson: the Del Amo Superfund site and the Montrose Chemical Superfund site, which opened in 1943 and 1947, respectively. The state-designated Superfund Armco Land Reclamation Site is also adjacent to west Carson, in Torrance at 1524 Border Avenue.

West Carson has one park, the 8.5-acre Wishing Tree Park, located at 1007 West 204th Street.[170] The Harbor-UCLA Medical Center is located at 1000 West Carson Street. There are three elementary schools in West Cason: Halldale Elementary School (21514 Halldale Avenue); Meyler Street Elementary School (1123 West 223rd Street); and Van Deene Avenue Elementary School (826 Javelin Street).

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167 The northwestern noncontiguous portion of West Carson is bound by West 190th Street to the north, the Union Pacific railroad tracks to the east and south, and Union Pacific railroad tracks and Normandie Avenue to the west. The northeastern noncontiguous portion of West Carson is bounded by West 190th Street to the north, Vermont Avenue to the east, West Del Amo Boulevard to the south, and Normandie Avenue to the west.

168 County of Los Angeles, Enterprise GIS.

169 Additional trailer/mobile home parks in West Carson include the Torrance Gardens Mobile Home Park, the Garden State Trailer Park, the Satellite Trailer Park, and the Normandie Mobile Home Park.

170 Clara Harter, "Long-Awaited Wishing Tree Park Nears Completion in Formerly Polluted 8.5-Acre Area in West Carson," *Daily Breeze*, August 20, 2022, https://www.dailybreeze.com/2022/08/20/long-awaited-wishing-tree-park-nears-completion-in-west-carson/; Del Amo Action Committee, "Wishing Tree Park," accessed July 28, 2023, https://delamoactioncommittee.org/wishing-tree-park/.

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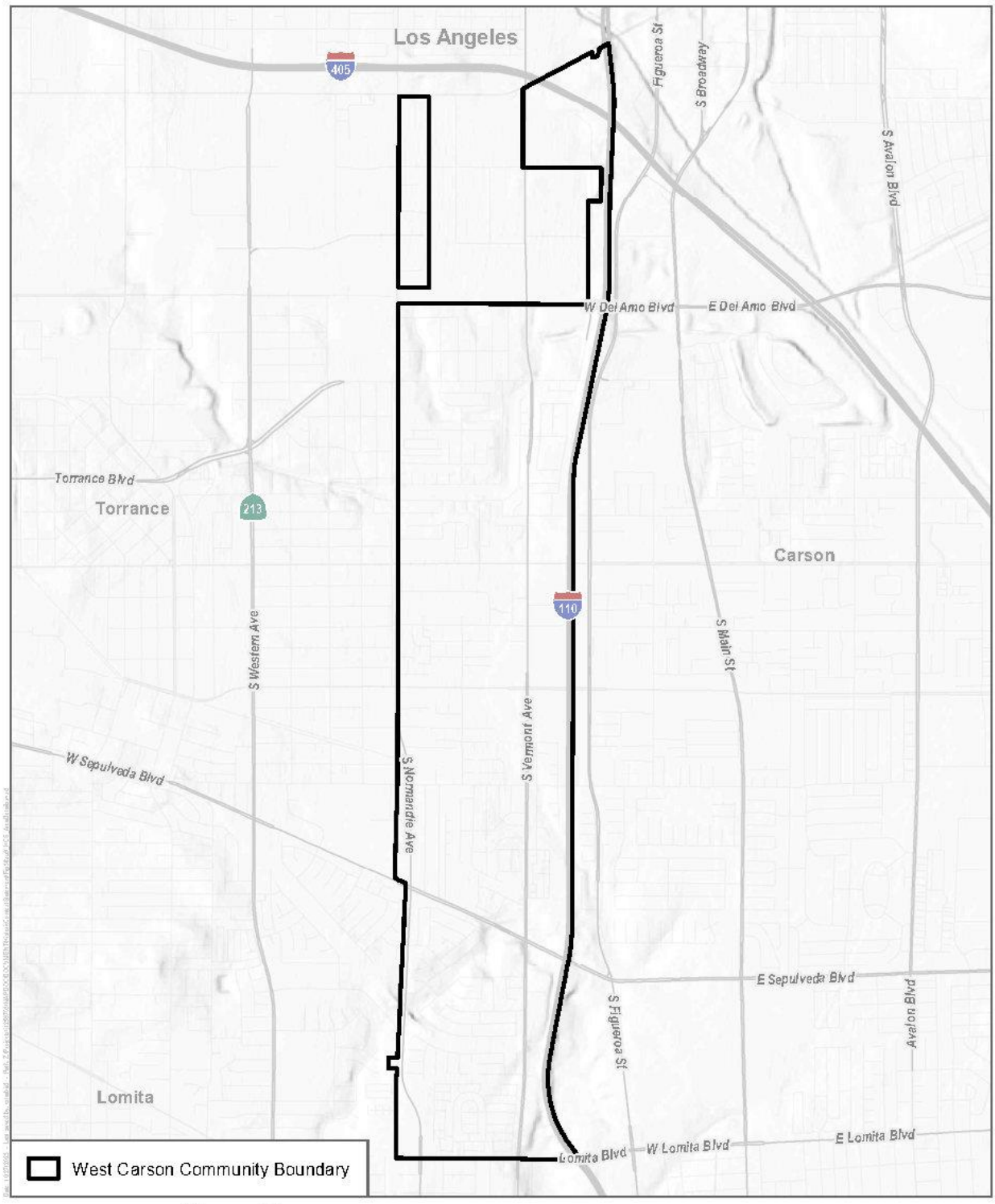

SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK 0 0.25 0.5 Miles

FIGURE 8

West Carson

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE WEST CARSON COMMUNITY

The majority of the community of West Carson is located within a former Mexican land grant known as Rancho San Pedro, with a portion of the southern end of the community located in the former Rancho de los Palos Verdes. The Del Amo family inherited Rancho San Pedro in the early 1900s and subdivided it into agricultural parcels in the 1920s. After the Del Amo Estate Company was founded in 1926, the family turned its focus to leasing land for manufacturing purposes, which spurred the growth of the oil refineries and industrial development during World War II and in the subsequent decade. The Del Amo synthetic rubber facility opened in 1942, followed by the opening of the Montrose Chemical Corporation facility in 1947. These facilities operated until 1972 and 1982, respectively. The present-day Harbor-UCLA Medical Center also opened as the United States Army's Port of Embarkation Station Hospital in 1942. The facility became the Harbor General Hospital in 1946 and the Harbor-UCLA Medical Center in 1978. Freeway construction of I-110 in 1952 and I-405 in 1963 made West Carson more accessible and prompted additional industrial development along the transportation corridors. Residential development, specifically tract housing, proliferated extensively throughout the 1970s, notably in the southern portion of the community. The long-term use of land for manufacturing in the area led to significant environmental and health consequences for the community. In the 1990s, residents affected by the chemical pollution of Del Amo and Montrose organized the DAAC to negotiate for a buyout of houses adjacent to the former factories due to high levels of toxic contamination. This effort was successful, resulting in the demolition of the contaminated properties and the eventual creation of Wishing Tree Park on the site.

WEST CARSON DEVELOPMENT HISTORY

West Carson was part of Rancho San Pedro in the nineteenth century, as was a part of the northeastern portion of Ranch de los Palos Verdes. In 1784, Governor Fages granted Juan José Domínguez 10 square leagues of what would become known as Rancho San Pedro or Domínguez Rancho. The massive rancho grew to 75,000 acres and included all of what was then Los Angeles' harbor.[171] After decades of land disputes between the Domiguez and Sepulveda families, 31,629 acres of the former Rancho San Pedro, including the southernmost portion of present-day West Carson, was awarded to the Sepulveda family and became the Rancho de los Palos Verdes.[172] The Dominguez family eventually sold portions of the Rancho San Pedro and developed West Carson in the late nineteenth century.[173]

In 1906, the City of Los Angeles annexed the area adjacent to West Carson to the west, which is today known as Harbor Gateway, with the intention of linking Los Angeles to the POLA to facilitate the movement of goods. This long, narrow strip has historically been referred to as the "city strip," the "strip," or the "shoestring strip" and continues to play an important role in freight transport in the region.[174] In 1911, the Union Tool Company, which manufactured oil drilling equipment and industrial steel, opened at present-day 1524 Border Avenue, adjacent to West Carson in Torrance. The company was purchased by National Supply in 1920 and operated until 1985, eventually as Armco. The site is now a state-designated

171 "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum, 2023, https://dominguezrancho.org/domingo-rancho-history/.

172 Bruce and Maureen Megowan, *Historic Tales from Palos Verdes and the South Bay* (Charleston, South Carolina: The History Press, 2014), 96–97.

173 "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum; William Hammond Hall, "Detail Irrigation Map."

174 U.S. Environmental Protection Agency, *Del Amo and Montrose Superfund Sites: Community Involvement Plan*, June 2020, https://semspub.epa.gov/work/09/100020722.pdf, 13.

Superfund site (Armco Land Reclamation Site) and continues to be a source of pollution within West Carson.[175]

In the 1910s, Filipino residents began to enter Los Angeles through the ports of Los Angeles and Long Beach and began settling throughout the South Bay, particularly in Carson, Long Beach, and San Pedro. Early Filipino residents often initially worked on farms. In the following years, many were also employed at naval bases and Terminal Island canneries at the POLA. In 1946, the Filipino Community of Los Angeles Harbor Area Inc. was formed as a community group. The community continued to grow in succeeding decades, and today the City of Carson, to the east of West Carson, is one of the largest Filipino American enclaves in the United States.[176] Similarly, West Carson has a large number of Filipino residents.

The agricultural and residential community of West Carson was established during the 1920s after Susana Delfina Dominguez and her husband, Dr. George del Amo, inherited the land from Manuel Dominguez. West Carson was subsequently subdivided into large square agricultural parcels with scattered single-family residences.[177] Initially, Dr. del Amo managed the land by leasing small parcels to farmers, before introducing industrial and commercial land uses. In 1920, oil was discovered on del Amo land, bringing the petroleum production industry to the area. That same year, Dr. del Almo signed the first oil lease with the Chanslor-Canfield Midway Oil Company, which began production by 1922 in the present-day Torrance, located to the east of West Carson. In the following years, additional leases were signed with Texas Oil, Marland Oil, United and other companies for properties throughout the South Bay region. On October 5, 1926, Dr. del Amo sold 332 acres of land to the Shell Oil Company (Shell) to build an oil refinery on property that is today located in present-day City of Carson.[178]

The refinery sale generated enough profit for the del Amos to establish the Del Amo Estate Company in 1926. The company was created to manage the properties associated with Rancho San Pedro and to support the cultural and philanthropic interests of the del Amos.[179] While residential development in West Carson was sparse in the 1920s, aerial imagery shows that between 1927 and 1928, a residential development was built in the northern portion of the community. By 1938, residential development in the northern portion of the community had densified; however, the rest of the community remained primarily agrarian.[180] The Del Amo Estates Company maintained its character and size throughout the 1930s, but Dr. del Amo spent most of his time traveling, while the day-to-day operations of the company were maintained

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175 Julio Moran, "Armco Closes Out 75 Years of Smoke and Jobs: Torrance Loses Its Last Old Factory," *Los Angeles Times*, February 28, 1985.

176 Florante Peter Ibanez and Roselyn Estepa Ibanez, *Filipinos in Carson and the South Bay*, (Charleston: Arcadia Publishing, 2009), 15.

177 UC Santa Barbara Library, "West Carson [aerial photo]," FrameFinder Courtesy of UCSB Library Geospatial Collection, 1927, 1928, 1941 and 1947, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

178 The refinery was bounded by Del Amo Boulevard on the north, Wilmington Avenue and Martin Street on the east, Annalee Avenue and Chico Street on the west, and 213th Street and the residential and industrial areas east of Martin Street on the south.; Cervantes et al., *Unincorporated Los Angeles: Leveling Inequities in Supervisorial District 2*, UCLA: The Ralph and Goldy Lewis Center for Regional Policy Studies, June 16, 2023, https://escholarship.org/uc/item/6qz6f7vr.

179 In 1927, Susana founded the Dominguez Memorial Seminary, a Catholic seminary near the Dominguez family adobe northeast of West Carson that provided housing and classroom space for the Claretian order. After her death in 1931, Dr. del Amo continued to run the seminary until it suffered extensive damages in the Long Beach Earthquake of 1933. The seminary is extant and located in the present-day city of Compton at 18127 Alameda Street.
Cervantes et al. *Unincorporated Los Angeles: Leveling Inequities in Supervisorial District 2*.

180 UC Santa Barbara Library, "West Carson [aerial photos and topography maps]," 1927 and 1928, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

by a series of executive vice presidents and directors. After Dr. del Amo's death in 1941, his adopted son, Jaime del Amo, became the president of the company.[181]

During World War II, factories and industrial facilities began to replace vacant fields in West Carson and the vicinity at a rapid pace, transforming the area into an industrial hub. In 1942, the U.S. government opened the 280-acre Del Amo facility, which manufactured synthetic rubber in support of World War II efforts. The Del Amo facility included three manufacturing plants. In 1955, Shell purchased the facility and operated it until 1971. The former Del Amo site surrounds the noncontiguous northern portion of West Carson.[182]

In 1943, the Harbor-UCLA Medical Center was founded in West Carson as the U.S. Army's Port of Embarkation Station Hospital. During World War II, it was a receiving point and hospital for servicemen returning from the Pacific.[183] The conclusion of World War II in 1945 prompted the County to purchase the hospital from the Army in 1946. Upon its purchase by the County, the building was used as an overflow facility for the Los Angeles General Hospital until it opened as Harbor General Hospital in 1947, the South Bay's only public, County-run hospital.[184] The following year, Harbor General Hospital became affiliated with the UCLA School of Medicine and became the institution's southern campus in 1951.[185] On September 1, 1978, Harbor General Hospital became the County Harbor-UCLA Medical Center.[186] For more information, see Section 4.4.11, Public and Private Health and Medicine.

In 1947, another large manufacturing facility opened on 13 acres of land directly adjacent to the northwestern boundary of West Carson in the Harbor Gateway neighborhood of Los Angeles, on Normandie Avenue between Francisco Street and Torrance Boulevard. The Montrose Chemical Corporation's manufacturing plant produced the toxic pesticide DDT. The Jones Chemicals Inc. chlorine transfer plant (1401 Del Amo Boulevard) also opened on 5 acres directly south of Montrose.[187]

While West Carson continued to be characterized by relatively sparse residential development throughout World War II, the postwar period saw rapid changes in the built environment of the community. The postwar population boom ignited the development of Los Angeles' freeway system, which made travel to West Carson more accessible to both residences and industrial interests. The I-110 freeway was constructed in 1952 on the eastern edge of West Carson, resulting in the demolition of existing single-family residences and the construction of additional industrial facilities and warehouses adjacent to the freeway. Residential construction also intensified in this period due to the increase in factories and industrial facilities and corresponding need for worker housing.

Increased accessibility via freeways allowed the Del Amo Estate Company to sign leases with developers Kaufman and Wilson to build large residential developments on Del Amo property in the mid-1950s, including in West Carson, where construction of tract housing proliferated extensively throughout the community. By 1961, however, Jaime del Amo had resigned from the Del Amo Estate Company, leaving

181 Cervantes et al., *Leveling Inequities in Supervisorial District 2.*
182 U.S. Environmental Protection Agency, *Del Amo and Montrose Superfund Sites*, 6.
183 County of Los Angeles, *Harbor UCLA Medical Center Final Environmental Impact Report*, December 2016, SCH No. 2014111004, https://pw.lacounty.gov/pmd/CampusMasterPlans/docs/HUCLA/Sections/1.%20Introduction.pdf. 1-1.
184 "Harbor General Hospital Sold to L.A County," *Wilmington Daily Press Journal*, Sep. 24, 1946, 1; Tom Toberg, "Harbor General Hospital Filled to 350 Capacity," *News-Pilot*, March 5, 1947, 1.
185 County of Los Angeles, *Harbor UCLA Medical Center Final Environmental Impact Report*.
186 Sam Gnerre, "LA BioMed," *South Bay Daily Breeze Blog*, January 26, 2011. http://blogs.dailybreeze.com/history/2011/01/26/la-biomed/?doing_wp_cron=1692628984.8505370616912841796875.
187 U.S. Environmental Protection Agency, "Montrose Chemical Corporation." https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.cleanup&id=0900993

the board of directors to steer the company. This new board believed that the increase in the price of land would place a large tax burden on the company, and they sold off the remaining Del Amo Estate Company land. In 1963, the board voted in favor of beginning the liquidation process, and it closed by August 1964.[188]

Freeways in the community expanded again in the 1960s when the I-405 freeway was constructed in 1963 north of West Carson. The I-110 freeway was also expanded in the 1960s to connect the POLA to downtown Los Angeles and to Pasadena.[189] This intensified industrial development along these major transportation corridors and consequently increased truck traffic through West Carson, which continues to impact the community to this day through pollution, noise, and congestion.[190] At this time, aerial photographs show that much of the northern portion of West Carson was occupied by manufacturing and industrial properties, with commercial development proliferating along Vermont Avenue and West Carson Street. Residential development was still primarily concentrated in the north of the community but was beginning to spread to the undeveloped southern portion of the community.[191]

The Bavarian Alpine-style shopping center Alpine Village was established on approximately 14 acres at 833 West Torrance Boulevard in 1968 (Exhibit 6). Alpine Village began as a collaboration between two German immigrants, Josef Bischof and Johann "Hans" Rotter, who came to the United States in the 1950s. The two men, inspired by the Danish architecture of Solvang, California, developed Alpine Village as an homage to their homes in Germany. Alpine Village included Alpine Market, Alpine Village Restaurant, a collection of additional shops, a chapel, and the Los Angeles Turners Museum, which was dedicated to German and German American Traditions and Culture.[192] In 2020, Alpine Village was designated Los Angeles County Historic Landmark No. 7. In 2023, however, the property was sold to a new owner and shop owners' leases were terminated. Alpine Village is currently vacant.[193]

Exhibit 6. Postcard of Alpine Village, circa 1970.

188 U.S. Environmental Protection Agency, "Montrose Chemical Corporation."
189 County of Los Angeles, *West Carson Transit Oriented District Specific Plan*, accessed July 28, 2023, https://www.municode.com/webcontent/16274/West_Carson_TOD_Specific_Plan.pdf, 12.
190 Del Amo Action Committee, "Assessing Environmental Impacts in the Del Amo Community," March 2023, https://delamoactioncommittee.org/assessing-environmental-impacts-in-the-del-amo-community/.
191 National Environmental Title Research, "West Carson [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1952 and 1963, https://www.historicaerials.com/viewer.
192 "Alpine Village," Los Angeles Conservancy, July 30, 2023, https://www.laconservancy.org/learn/historic-places/alpine-village/.
193 "Alpine Village," Los Angeles Conservancy.

Source: James H. Osborne Photograph Collection/California State University, Dominguez Hills

The 1970s were another period of extensive residential construction in West Carson, concentrated in the southern half of the community. Tract neighborhoods with single-family residences proliferated in the community. Additional residential typologies from this period included mobile home parks such as the San Rafael Mobile Home Park (1972) located at 1065 Lomita Boulevard. Today, homes built in the 1950s to 1970s comprise the majority of residential housing in West Carson.[194]

In 1972, the Del Amo facility, run by Shell, closed permanently and the plant was dismantled.[195]Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act in 1980, which allowed high-priority toxic sites that pose a threat to human health (called Superfund sites) to be listed on the National Priority List (NPL). The EPA issued an order requiring Montrose to cease operations in 1982 after discovering a high number of contaminants leaving the property through the stormwater drainage collection system. The plant was demolished in 1983 and listed on the NPL in 1989. The Montrose Chemical Superfund site consists of both the Montrose facility and the adjacent Jones Chemical Inc. chlorine transfer facility. The Del Amo site was also listed on the NPL.[196]

In the 1990s, the EPA conducted soil samples in the yards of several residential homes on West 204th Street in West Carson, south of the Del Amo waste pits, and identified large quantities of technical-grade DDT in two yards.[197] The EPA began a large-scale DDT removal action for residences along West 204th Street in an area called the relocation zone.[198] The DAAC was formed in 1994 to address community health issues and serve as a representative party, advocating for the buyout of the residences on 204th Street.[199] In 1996, after years of negotiations, Shell agreed to fund the buyout and demolition of homes in the relocation zone.[200] Los Angeles Neighborhood Land Trust purchased the relocation zone from Shell in 2015. Three years later, in 2018, ground was broken to develop Wishing Tree Park on the site. For additional information on the environmental and health consequences of the Montrose and Del Amo Superfund sites on the community of West Carson, as well as community activism, see Sections 4.4.3, Industrial Development, and 4.4.3.1, Environmental Injustice. For additional information on Wishing Tree Park, see Section 4.4.7, Parks and Recreation.

As of 2023, the economy of West Carson is dominated by health care and social assistance industries, with industry and retail also comprising major economic drivers in the community.[201] West Carson continues to face significant health and environmental challenges. A community study found, for example, that households in West Carson report high rates of headaches, nasal and eye irritation, asthma, and other health issues caused by or exacerbated by pollutants from chemical facilities, nearby freeways, and rising truck

194 UC Santa Barbara Library, "West Carson, [aerial photographs]," 1927, 1928, 1941, and 1947, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.; NETR, "West Carson [aerial photographs and topographical maps], 1972 and 1980."

195 U.S. Environmental Protection Agency, "Superfund Site: Del Amo Los Angeles, CA," accessed January 22, 2024, https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.ars&id=0901293&doc=Y&colid=64871&region=09&type=AR.

196 U.S. Environmental Protection Agency, *Del Amo and Montrose Superfund Sites,* 5.

197 Mallory Elizabeth Graves, "Spatial Narratives of Struggle and Activism in the Del Amo and Montrose Superfund Cleanups: A Community Engaged Web GIS Story Map," MS Thesis, (University of Southern California, 2015)," 69.

198 Graves, "Spatial Narratives of Struggle and Activism, 70.

199 Graves, "Spatial Narratives of Struggle and Activism, 70.

200 Graves, "Spatial Narratives of Struggle and Activism., 71.

201 Data USA, "West Carson, CA," accessed August 21, 2023, https://datausa.io/profile/geo/west-carson-ca/.

traffic in the community.[202] However, the community's resilience and advocacy has also led to progress, including the development of a Community Vision Plan by the DAAC and other partners, which was created with the "goal of breaking the cycle of harm caused to our community by proactively changing problematic land use decisions, holding government regulators accountable for environmental laws and regulations, and giving our community the tools needed to make our neighborhoods healthy and have a direct impact on the decisions that affect our lives."[203]

G. Westfield/Academy Hills Community

Westfield/Academy Hills is in an unincorporated area in southwest Los Angeles County, approximately 20 miles southwest of downtown Los Angeles. The Westfield/Academy Hills community is located on the Palos Verdes Peninsula and comprises two noncontiguous areas separated by Palos Verdes Drive North, which runs east–west through the community. Crenshaw Boulevard is the community's major north–south thoroughfare. Westfield/Academy Hills includes the South Coast Botanic Garden (26800 South Academy Drive) and a complex of condominiums constructed between 1975 and 1978, which comprise the community's northern boundary. The Chadwick School (26800 Academy Drive) comprises the community's southern boundary. The community also has two additional residential neighborhoods. One of these neighborhoods is known as the Westfield Park Recreation and Parkways District No. 12, which is primarily composed of single-family residences developed between 1949 and 1960, as well as equestrian facilities, community tennis courts, and trails located east of Crenshaw Boulevard. The community's second residential neighborhood is called Academy Hills, which consists of a residential housing tract constructed in the early 1970s, located to the west of Crenshaw Boulevard. The residential neighborhoods collectively contain approximately 500 single-family residences. The built environment of Westfield/Academy Hills is primarily characterized by topographically hilly, winding residential streets with one- or two-story single-family residences in the Ranch, Contemporary, and New Traditional styles. The total estimated population of this community is approximately 2,158 people,[204] with 68% self-identifying as Caucasian, 21% self-identifying as Asian, 10% self-identifying as Latino, and 1% self-identifying as African-American.[205]

The Westfield/Academy Hills community is bordered by the City of Rancho Palos Verdes to the south, the City of Rolling Hills to the east, the City of Torrance to the north, and the City of Rolling Hills Estates to the west and northeast. Westfield/Academy Hills is served by the same Palos Verdes Peninsula community services and schools as the rest of the Peninsula. Students attending public schools enroll in schools operated by the Palos Verdes Peninsula Unified School District. There are no commercial, religious, or civic properties located within the boundaries of the Westfield/Academy Hills community, and the only school is the private Chadwick School (Figure 9).[206]

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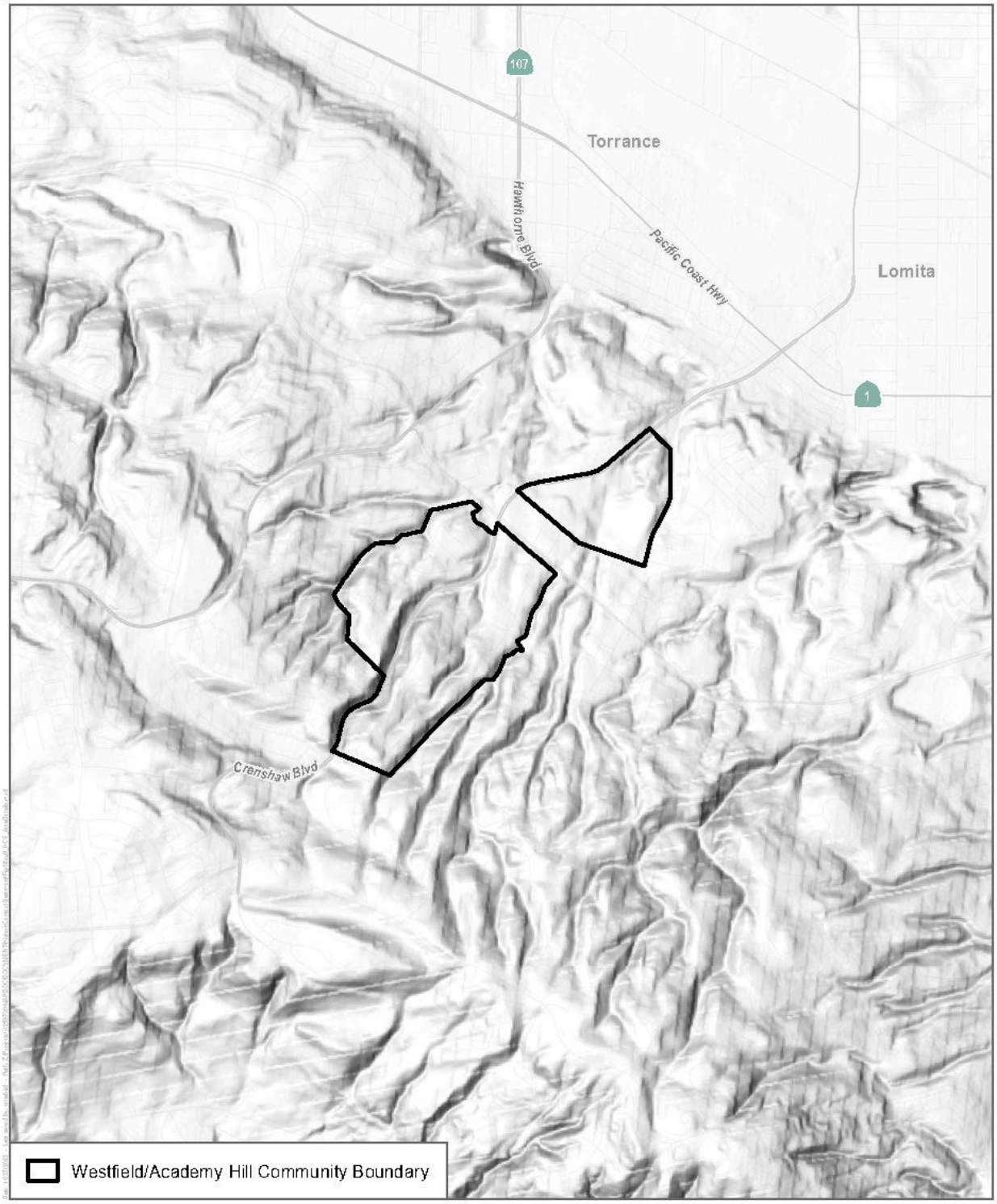
202 Clara Harter, "Community Study Shows Poor Health Among Residents in Polluted West Carson," *Daily Breeze*, December 23, 2022.

203 Del Amo Action Committee, "Implementation of a Community's Vision: 2022 and Beyond," July 15, 2023, https://acrobat.adobe.com/id/urn:aaid:sc:US:96c4cfe8-74fa-4d18-86f8-d32a10925f43, 2.

204 County of Los Angeles, Enterprise GIS.

205 Los Angeles County Department of Public Works, "Community Profiles and District Maps Catalog."

206 Rolling Hills County Day School and Rolling Hills United Methodist Church are located to the south of the South Coast Botanic Garden on the north side of Palos Verdes Drive North; however, these properties are not part of the Westfield/Academy Hills community study area. Similarly, there is some commercial development along the south side of Palos Verdes Drive North, but this development is also not within the boundaries of the Westfield/Academy Hills community study area. These properties are the legal jurisdiction of the City of Rolling Hills.



SOURCE: FEMA; Open Street Map 2019; LA County 2021

DUDEK

0 0.25 0.5 Miles

FIGURE 9

Westfield/Academy Hills

Los Angeles County South Bay Area Plan Project Historic Context Statement

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GENERAL HISTORY OF THE WESTFIELD/ACADEMY HILLS COMMUNITY

The Westfield/Academy Hills community is part of the former Rancho de los Palos Verdes land grant. In 1913, Frank A. Vanderlip purchased the land on which Westfield/Academy Hills is currently sited. Mining operations began at the present-day site of the South Coast Botanic Garden in the early 1900s and continued until the 1950s. The community of Westfield/Academy Hills remained primarily rural until 1938, when the Chadwick School opened. The Westfield/Academy Hills community continued to be largely undeveloped until the early 1950s, when the Great Lakes Carbon Corporation purchased 6,500 acres of undeveloped land that was subsequently subdivided and sold for residential construction. At this time, Westfield/Academy Hills developed as a residential neighborhood and became the Westfield Park Recreation and Parkways District No. 12 in 1957. The mine ceased operations in 1956, at which point the land was sold to the County and became the Palos Verdes Landfill, most of which is located outside the boundaries of the Westfield/Academy Hills community. However, the portion of the Palos Verdes Landfill located in the Westfield/Academy Hills community became the South Coast Botanic Garden in 1961 and remains in operation to this day. In the early 1970s, the undeveloped land to the north of the Chadwick School was developed as a residential tract housing neighborhood called Academy Hills by the Presley Development Company. Aerial photographs show that by 1972, all residential lots in the Westfield/Academy Hills community had been developed. The Palos Verdes Landfill closed in 1980. The community has undergone minimal changes since this time, with most changes consisting of the demolition of original tract housing for new residential construction on existing lots.

COMMUNITY DEVELOPMENT HISTORY

The land on which the Westfield/Academy Hills community sits was part of the 31,629-acre Rancho de los Palos Verdes, which was given by Governor Pío Pico to José Loreto and Juan Capistrano Sepulveda in 1846. By 1882, ownership had passed from Sepulveda to mortgage holders and then to Jotham Bixby (of Rancho Los Cerritos), who leased the land to Japanese farmers.[207] The Palos Verdes Peninsula was sparsely populated with cattle ranchers and sheepherders at this time. However, the area became increasingly prosperous in the early 1900s, attracting additional cattle ranchers and farmers. Japanese families continued to farm the land for decades, primarily growing fields of beans, peas, and tomatoes on the Peninsula's southern slopes. Farms operated by Japanese and Japanese American families numbered 200 prior to World War II. Barley, hay, and grain were grown on the dryer northern slopes. For additional information about Japanese farmers, see Section 4.4.1, Agricultural Development.[208]

In 1913, Frank A. Vanderlip, Sr., the President of National Bank of New York, purchased the 16,000-acre Palos Verdes Peninsula from Frank Bixby and created plans to sell the land for ranches and residential developments.[209] Vanderlip developed his residence, called The Cottage and located on Portuguese Bend, in 1916. Vanderlip had a large aviary on his property in the 1920s, which housed peacocks and other birds.

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207 Palos Verdes [Los Angeles County] José Loreto and Juan Sepulveda, Claimants. Case no. 93, Southern District of California, 1852–1863, UC Berkeley Digital Collections, accessed January 16, 2024, https://digicoll.lib.berkeley.edu/record/265839.; Hadley Meares, "The Colonists: The Many Cultures That Have Called Palos Verdes Peninsula Home," PBS SoCal KCET, June 18, 2015, https://www.kcet.org/shows/california-coastal-trail/the-colonists-the-many-cultures-that-have-called-palos-verdes-peninsula-home.

208 Michael Hixon, "Why the Last Japanese American Farm on The Palos Verdes Peninsula Will End in Eviction." *South Bay Daily Breeze*, November 24, 2021.

209 "History of Rancho Palos Verdes," City of Rancho Palos Verdes, accessed July 24, 2023, https://www.rpvca.gov/1415/History-of-Rancho-Palos-Verdes.

After his death, the peacocks were released, and a population continues to roam the Westfield/Academy Hills community today.[210]

Topographic maps of the area from 1896 to 1927 show that the present-day community of Westfield/Academy Hills was undeveloped hillside.[211] During the early 1900s, the Dicalite Company began surface mining for crude diatomite, sediment left behind from the fossilized single-cell algae called diatoms, at the present-day site of the South Coast Botanic Garden, as well as on the land directly east from present-day Crenshaw Boulevard (located outside the boundaries of the Westfield/Academy Hills community survey area).[212] Diatomite has many industrial uses including filtration, abrasion, and insulating and strengthening components in building materials.[213] By 1929, open-pit mining had begun at the site. There was no residential development in the surrounding Westfield/Academy Hills community at this time.[214]

The land encompassing the Westfield/Academy Hills community remained mostly undeveloped, aside from a handful of scattered homesteads and continued mining operations, until the Chadwick School opened its doors at its present site in 1938.[215] The Chadwick School was founded by Margaret Lee Chadwick. She and her husband, Commander Joseph Chadwick, moved to California and enrolled their children in public school in San Pedro in 1935.[216] Palos Verdes developer Frank A. Vanderlip, Sr. was impressed with Chadwick's educational vision and donated the land on which the Chadwick School sits today, as well as the land to the north of the school (present-day neighborhood of Academy Hills).[217] With this donation and additional financial support from the San Pedro-based Roessler family, the Chadwick Seaside School officially opened in 1938 (for more information on the Chadwick School see Section 4.4.8, Education).[218] The character of the Westfield/Academy Hills community remained consistent through the 1940s, with the mine and the Chadwick School continuing to comprise the area's primary land uses, and farming continuing to be an important economic driver. In 1944, the Great Lakes Carbon Company leased the land on which the mine operated from the Vanderlip family.[219] Following the end of World War II in 1945, California and specifically the greater Los Angeles region experienced a postwar population boom and rapid proliferation of single-family residential housing, which often took the form of tract housing of both custom and manufactured homes.[220] Rapid postwar residential construction extended to the Palos Verdes Peninsula and was facilitated by the County's development of a post-World War II master plan for the economic growth of the

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210 Megowan, *Historic Tales from Palos Verdes and the South Bay* 63–64.

211 National Environmental Title Research, "Westfield/Academy Hills [aerial photos and topography maps]," Historic Aerials and Topography Maps Courtesy of NETR Online, 1896–1927, https://www.historicaerials.com/viewer.

212 Sam Gnerre, "Palos Verdes Landfill," *South Bay Daily Breeze Blog*, June 23, 2010, http://blogs.dailybreeze.com/history/2010/06/23/palos-verdes-landfill/; "History & Mission," South Coast Botanic Garden, accessed July 19, 2023, https://southcoastbotanicgarden.org/history-mission/; Megowan, *Historic Tales from Palos Verdes and the South Bay*, 73.

213 "History & Mission," South Coast Botanic Garden.

214 Gnerre, "Palos Verdes Landfill."

215 UC Santa Barbara Library, "Westfield/Academy Hills [aerial photo]," *FrameFinder Courtesy of UCSB Library Geospatial Collection*, 1928 and 1838, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

216 "A Rich History," Chadwick School, accessed July 19, 2023, https://www.chadwickschool.org/about/a-rich-history.

217 "A Rich History," Chadwick School.

218 "A Rich History," Chadwick School.

219 Gnerre, "Palos Verdes Landfill"; Maureen Megowan, "The Development of Rolling Hills Estates and Rancho Palos Verdes," *Patch*, December 7, 2013, Patch, https://patch.com/california/palosverdes/the-development-of-rolling-hills-estates-and-rancho-palos-verdes.

220 California Capitol Museum, "California After the War," Capitol Museum, 2024, https://capitolmuseum.ca.gov/exhibits/called-to-action-californias-role-in-ww2/california-after-the-war/.; Caltrans (California Department of Transportation), *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*, Sacramento, California, 2011, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf, 16.

South Bay at large.[221] Between 1950 and 1967, the population on the Palos Verdes Peninsula grew from 6,500 to approximately 54,000. By 1967, only approximately 1,600 acres on the Peninsula remained undeveloped.[222]

By 1949, the Westfield residential single-family subdivision was underway (now the Westfield Parks Recreation and Parkways District No. 12). The neighborhood is roughly bounded by Palos Verdes Drive North to the north, Crenshaw Boulevard to the west, and the City of Rolling Hills Estates to the east and south. The George S. Denbo Company first developed the neighborhood and offered financing to those buying lots in the neighborhood. Houses in Westfield were 0.5 acres in size and could be custom built.[223] Today, the community consists of approximately 300 single-family residences plus community amenities including an equestrian ring located on Eastvale Drive, two community tennis courts, and various hiking and horse-riding trails, on approximately 175 acres of topographically hilly land. Homes in the community are primarily in the Ranch and Contemporary styles and many have associated equestrian features.

The Westfield neighborhood's earliest houses were constructed in 1949, including the residences at 26652 Westvale Road and 26633 Westvale Road.[224] However, it was not until 1953 that residential development proliferated in the neighborhood, when the Great Lakes Carbon Company purchased 6,800 acres of undeveloped land in the center of the Peninsula (including land in the Westfield/Academy Hills community). After unsuccessful attempts to mine the land, the Great Lakes Carbon Company and associated land were sold off for residential development. By this time, streets in the Westfield neighborhood had been laid out, and approximately 30 residences had been constructed.[225]

Early in the neighborhood's history, residents formed the Westfield Property Owners Association, which charged voluntary dues to maintain the community's parkland trees, trails, and shared equestrian ring. Two additional tracts opened to the south for residential development in this period as well. Simultaneously, the City of Torrance and the City of Lomita were initiating annexation efforts for land on the Palos Verdes Peninsula, threatening Westfield's autonomy. In 1957, the neighboring community of Rolling Hills voted to incorporate, and Westfield residents had to decide whether or not to incorporate themselves.[226]

Westfield residents voted not to incorporate. To respond to both funding and annexation challenges, residents began looking into the establishment of a park district, a proposal that was approved by the Los Angeles County Board of Supervisors in June 1957. The director of County Parks and Recreation, Norman S. Johnson, stated that the district would serve as a "beautification effort" for the residents. At the time, there were 160 homes in the neighborhood.[227] In the special election to establish the district held in August 1957, residents overwhelmingly voted in favor of the creation of the Westfield Park Recreation and Parkways

221 Megowan, "The Development of Rolling Hills Estates."
222 Megowan, "The Development of Rolling Hills Estates"; "History of Rancho Palos Verdes," City of Rancho Palos Verdes.
223 "Westfield's Agent Tells of Financing," *Los Angeles Times*, February 26, 1950, 105.
224 Los Angeles County Assessor's Office Information Portal, "26652 Westvale Road and 26633 Westvale Road," accessed October 2023, https://maps.assessor.lacounty.gov/m/.
225 National Environmental Title Research, "Westfield/Academy Hills [aerial photos and topography maps]," 1954, https://www.historicaerials.com/viewer.
226 "The Westfield Story," Westfield Directory, 1999, provided to Dudek by the County of Los Angeles Department of Regional Planning, 19.
227 "Board Clears Way for Park in P.V. Area," *San Pedro News-Pilot*, June 20, 1957.

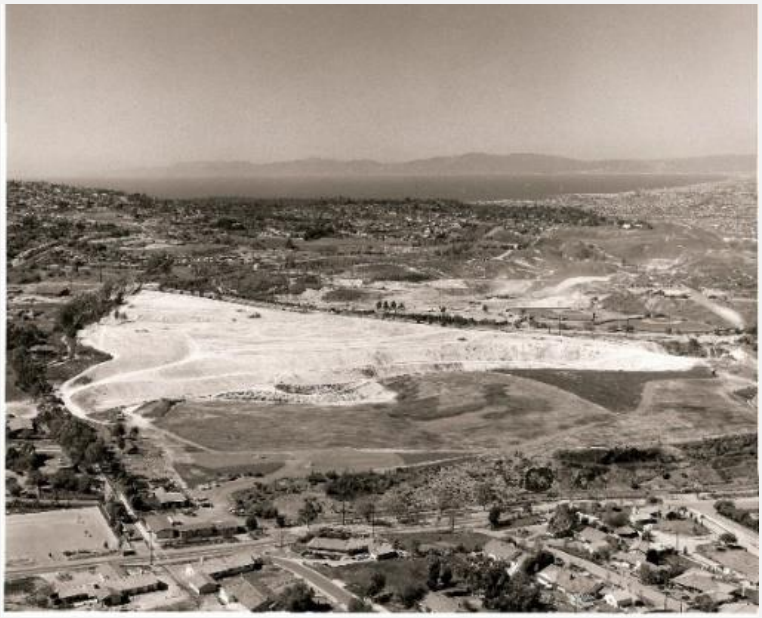
District No. 12 in August 1957, the same year the adjacent cities of Rolling Hills and Rolling Hills Estates incorporated.[228]

While the establishment of the park district did not legally prevent annexation by outside interests, it provided some protection, as any action to incorporate or annex the area would have to be reviewed by the Los Angeles County Board of Supervisors, who would in turn require documentation that the residents of the park district wanted incorporation or annexation. The Los Angeles County Board of Supervisors had never previously approved annexation of a park district if the local district board opposed annexation.[229]

The Great Lakes Carbon Corporation closed its mining operation at the site of the present-day South Coast Botanic Garden in 1956 and sold the 150 acres to the County. The County turned the land into the Palos Verdes Landfill in 1957 for $1.1 million, despite opposition from surrounding communities spearheaded by the Committee Against the Palos Verdes Dump.[230] The County's long-term plan was reportedly to develop the entire site as a regional park once it had been filled with waste and decommissioned. Plans for this regional park included amenities such as baseball diamonds, a golf course, an amphitheater, and picnic areas, but these plans never came to fruition.[231] However, part of the site was successfully reclaimed with the construction of the South Coast Botanic Garden. Residents of the area, led by Frances Young, petitioned the Los Angeles County Board of Supervisors to convert the site into a botanical garden. These efforts were successful, and the garden opened in April 1961 (Exhibit 7).[232] For more information on the South Coast Botanic Garden, see Section 4.4.7, Parks and Recreation.

228 "The Westfield Story," Westfield Directory.
229 "About Us," Westfield Park Recreation and Parkways District No. 12, 2024, https://wprpd.specialdistrict.org/about-us.; Westfield Park Recreation and Parkways District No. 12 documentation, provided to Dudek by the County of Los Angeles Department of Regional Planning.
230 "Supervisors Confirm Walteria Dump Plan," *San Pedro News-Pilot*, February 14, 1956, 1.; Gnerre, "Palos Verdes Landfill."
231 In addition to the South Coast Botanical Garden, the County created Ernie Howlett Park, located at the west side of the site (outside the Project study area).; Gnerre, "Palos Verdes Landfill."
232 "History & Mission," South Coast Botanic Garden.

Exhibit 7. South Coast Botanic Garden prior to redevelopment, looking north. Residences associated with the Westfield neighborhood are visible in the foreground.



Source: Palos Verdes Digital History Archives.

The land comprising the present-day neighborhood of Academy Hills began to be developed in 1968, when the Chadwick School Board of Trustees decided to boost its endowment by selling the undeveloped land to the east of the school to the Presley Development Company, a residential development company specializing in the construction and sale of manufactured homes.[233] In 1972, around the time Academy Hills was developed, Presley had 16 residential communities under construction in Central and Southern California, Arizona, New Mexico, Illinois, and the Washington D.C. area. The company built and sold more than 2,000 homes nationwide in 1971.[234] The Boise Cascade Company reportedly also sold residences in the neighborhood.[235]

The neighborhood of Academy Hills consists of approximately 200 primarily single-family residences designed in the New Traditional style. Academy Hills is roughly bordered by Crenshaw Boulevard to the south, the Chadwick School/Chadwick Trail to the west, Rolling Hills Estates to the east, and Palos Verdes Drive North to the north.

By 1972, nearly all open residential lots in the Westfield/Academy Hills community had been developed with single-family residences, except land on the northern boundary of the community, which was developed with condominiums between 1975 and 1978. The nearby Palos Verdes Landfill officially shuttered on December 31, 1980, having accepted a total of 24 million tons of trash since it opened its doors in 1956. With the landfill's closure came an increase in concerns about the effects of toxic waste

233 Los Angeles County Building and Safety, building permits for residences located in Academy Hills; "A Rich History," Chadwick School.
234 "Prices Begin Under $20,000," *Los Angeles Times*, April 16, 1972, 143.
235 "Venture Homes Offer Rustic Atmosphere," *The Van Nuys News*, February 25, 1973, 55.

and liquids from the landfill on the surrounding communities. Residents of homes near the landfill filed lawsuits over methane gas seeping into their residences. Despite these concerns, the site was still being considered for recreational development until it was placed on the State's list of toxic cleanup sites in 1987. However, reports from the EPA in 2003 and the Department of Toxic Substances in 2009 found the site of the former Palos Verdes Landfill safe for those living and working in the area. [236]

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

[236] Gnerre, "Palos Verdes Landfill."

4.5 Significant Themes

A. Agricultural Development

OVERVIEW

Agricultural development in the Planning Area begins with the division of the ranchos under Spanish rule. The legacy of the ranchos in Los Angeles is evidenced today in land use and development patterns established throughout the County, with much of the last two centuries of agriculture and modern development following the original rancho boundaries. The rancho period also witnessed the rise and fall of the hide and tallow cattle industry in Southern California, which dominated the economy for decades until the 1851 California Lands Act and a series of natural disasters in the 1860s that led to the collapse of the cattle industry and resulted in the subdivision of the ranchos. Following the fall of the ranchos and the construction of the railroads, agriculture in Los Angeles expanded, beginning with the cultivation of vineyards, citrus orchards, and walnut trees, as well as many types of fruit trees and vegetables. In the South Bay region, dominant agricultural crops included strawberries, hay, barley, and lima beans, celery, and other vegetables. Poultry farming and dairies also constituted significant agricultural land uses in the area. This cultivation primarily took place on small family farms through the early part of the twentieth century, when large-scale commercial agriculture started to take hold. Between 1909 and 1949, Los Angeles County was the top agricultural county in the United States.[237]

THE RANCHO ERA (1834–1848)

The California Rancho Era started under Spanish rule in the late eighteenth century when a small number of land grants (approximately 30) were made to individuals as a reward for their military service and loyalty to the Spanish Crown. After Mexico (including present-day California) became independent from Spain in 1821, the Mexican government continued the practice of granting land to private citizens, with approximately 750 land grants issued during the Mexican period.[238] Ranchos were a mechanism to populate Alta California, with many coastal areas claimed during the Spanish period for the missions. The vast majority of ranchos were distributed after the secularization of the California missions in 1834, when the Mexican government reduced the missions to the status of parish churches and redistributed the land that was once under the Church's control. [239] Many rancho workers were Native Americans who had previously been forced to live under the mission system and who now worked the most difficult jobs on the ranchos.[240]

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods, and were known as "California banknotes."[241] Rancheros often traded

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237 Rachel Surls and Judith Gerber, *From Cows to Concrete: The Rise and Fall of Farming in Los Angeles* (Santa Monica: Angel City Press, 2016), 10.
Judith Gerber, *Images of America: Farming in Torrance and the South Bay* (Charleston: Arcadia Publishing, 2008), 9.

238 Karen Clay and Werner Troesken, "Ranchos and the Politics of Land Claims," in *Land of Sunshine: An Environmental History of Metropolitan Los Angeles*, ed. by William Deverell and Greg Hise (Pittsburgh: University of Pittsburgh Press, 2005), 52–66.

239 California Missions Foundation, "The Mission Story – California Ranchos," accessed August 14, 2023, https://californiamissionsfoundation.org/the-mission-story/.

240 California Missions Foundation, "The Mission Story – California Ranchos.

241 Surls and Gerber, *From Cows to Concrete,* 31.

cowhides for clothing, furniture, sugar, whiskey, and other goods with American ships anchored off the coast in San Pedro. Hides from Los Angeles were sent to factories in Boston where they were made into leather shoes, boots, and saddles. Tallow (rendered fat) was used to make candles and soap, and rawhide served as a binding material for making quick repairs.[242] "Secularization and the continued strength of the foreign market, in turn, drove an economy centered on ranchos and gave increased prominence to rancheros."[243] Beef did not become economically significant until after the Gold Rush in 1849 when the demand for meat from settlers and miners skyrocketed.

California became a U.S. territory in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War, and later became a state in 1850. Following statehood, political pressure mounted to open new lands to settlers from the eastern United States. As a result, Congress passed the California Lands Act in 1851, which required that all land titles granted during the Spanish and Mexican periods be reviewed to determine their validity. This proved challenging given that rancho boundaries were not precisely defined—they were often marked by non-permanent or changing markers such as streams, boulders, and trees.[244] The California Lands Act gave landowners 2 years to file a claim with the State Lands Commission. As a result of this law, many rancheros lost their land or had to sell it to pay their legal fees. "Claims were rejected either because the original grant was made in violation of Mexican land law or because there was no evidence that a grant had been made."[245] Landowners who persevered were often left to deal with squatters who had encroached on their land. Approximately 80% of all claims in California were approved or patented, with the Los Angeles area slightly above average at 83%.[246]

While the California Lands Act greatly contributed to the breakup of rancho lands in the Los Angeles area, it was not the sole cause.[247] Horticulture and livestock, primarily cattle, were the currency and staple of the rancho system and continued to dominate the Southern California economy through the 1850s.[248] However, a series of natural disasters (floods and droughts) beginning in 1862 ultimately brought an end to the rancho system.[249] With no ability to pay their outstanding debts and property taxes, lenders foreclosed on the mortgages, and 10,000-acre to 20,000-acre ranches were sold for only $30 to $60 each.[250] While the drought brought an end to the rancho and cattle era, it also set the stage for the urban sprawl that was to follow. As the era of open range ended, advancements in agricultural development spurred economic and population growth, rendering cattle ranching obsolete.

The Planning Area overlaps three ranchos (Table 1): Rancho San Pedro (part of West Carson); Rancho Sausal Redondo (Lennox, Hawthorne Island, Del Aire, and Wiseburn); and Rancho de los Palos Verdes (Westfield/Academy Hills, La Rambla, and part of West Carson). The communities of Lennox, Del Aire, and Wiseburn are located within an area that became public land as part of the Rancho Sausal Redondo Decision, which placed a disputed 25,000 acres of land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868. The 1862 Homestead Act accelerated the settlement of the

242 Surls and Gerber, *From Cows to Concrete,* 31.
243 Clay and Troesken, "Ranchos and the Politics of Land Claims," 54.
244 Surls and Gerber, *From Cows to Concrete,* 40.
245 Surls and Gerber, *From Cows to Concrete,* 57.
246 Surls and Gerber, *From Cows to Concrete,* 57.
247 Jeremy Rosenberg, "How Rancho Owners Lost Their Land and Why That Matters Today." PBS SoCal KCET, accessed August 14, 2023, https://www.kcet.org/history-society/how-rancho-owners-lost-their-land-and-why-that-matters-today.
248 R.M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850–1930* (Los Angeles: University of California Press, 1967).
249 J.M. Guinn, "The Passing of the Rancho," *Annual Publication of the Historical Society of Southern California*, vol. 10, no. 1/2 (1915–1916): 46–53.
250 Fogelson, *The Fragmented Metropolis: Los Angeles, 1850–1930*.

western United States by granting adult heads of families 160 acres of surveyed public land. The ranchos were largely subdivided and sold in the 1870s as residential lots.[251] Alondra Park/El Camino Village and Hawthorne Island were located within former public land bounded by Rancho Sausal Redondo to the west and Rancho San Pedro to the south and thus are not included in Table 2 (Figure 10).

Table 2. Ranchos and Community Areas

Rancho	Community Areas
Rancho San Pedro (Domínguez)	▪ West Carson
Rancho de los Palos Verdes	▪ Westfield/Academy Hills ▪ West Carson ▪ La Rambla
Rancho Sausal Redondo Decision	▪ Lennox ▪ Del Aire ▪ Wiseburn

RANCHO SAN PEDRO (DOMÍNGUEZ)

The majority of West Carson is located in the former Rancho San Pedro. Rancho San Pedro represents the first Spanish land grant in California. In 1784, Governor Fages (by order of King Carlos III) initially granted 10 square leagues to Juan José Domínguez of what would become known as Rancho San Pedro or Domínguez Rancho. Domínguez was a former Spanish soldier who came to California with the Portola expedition and again later with Father Junipero Serra. The massive rancho grew to 75,000 acres and included all of what was then Los Angeles' harbor.[252]

In 1809, after Juan Jose Domínguez's death, Manuel Gutierrez became the executor of Domínguez's estate. Domínguez left half of Rancho San Pedro to Cristobal Domínguez, his son, and the other half was split between Mateo Rubin and Manuel Gutierrez. In 1810, Gutierrez gave Jose Dolores Sepulveda permission to raise cattle on the southwestern portion of the rancho. This angered Domínguez, who filed a petition with the governor to remove Sepulveda from the land and remove Gutiérrez's ownership stake in the rancho in 1817. The governor ordered Sepulveda off the land and formalized the land grant in 1822 under Domínguez's name only. However, ownership of the rancho was contested for decades. After numerous appeals, in 1834 Governor Jose Figueroa issued a judicial decree intended to settle the dispute, awarding Juan Capistrano Sepulveda and Jose Loreto Sepulveda 31,629 acres, which comprised Rancho de los Palos Verdes. This partition left the Dominguez family with 43,119 acres of Rancho San Pedro, reducing the original grant by nearly half.[253]

During the Mexican-American War, Rancho San Pedro played host to what became known as the Battle of Domínguez Rancho or The Battle of Domínguez Hill in which Californios, Californian settlers of the Spanish

251 "The Sausal Redondo Decision," *Los Angeles Herald*, November 1, 1873, 13.
252 "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum.
253 Megowan, *Historic Tales from Palos Verdes and the South Bay*, 96–97.

and Mexican eras, defeated an American attempt to seize Rancho San Pedro.[254] In 1847, American soldiers re-entered Rancho San Pedro before capturing Los Angeles, which ended California's role in the Mexican-American War. Following the 1848 Treaty of Guadalupe Hidalgo, Domínguez petitioned the U.S. government for the entirety of his uncle's original 75,000-acre claim. A patent for 43,119 acres was issued to Manuel Domínguez in 1859.[255] By the time the conflict was resolved, the Domínguez family had spent over $20,000 to obtain a patent for Rancho San Pedro.[256] Although the Domínguez family eventually sold portions of the rancho, they retained the land now developed as La Rambla and West Carson into the late nineteenth century. Domínguez's descendants continue to own large tracts of the original land grant, which are managed through the Watson Land and Carson Estate companies.[257] In the late 1920s, the land encompassing SBAP communities within this rancho was subdivided into large square agricultural parcels east of the burgeoning community of Torrance. The parcels were further subdivided in the early 1940s to meet the increasing demand for residential lots.[258]

RANCHO DE LOS PALOS VERDES

The land on which Westfield/Academy Hills, La Rambla, and the southern portion of West Carson sit was part of the 31,629-acre Rancho de los Palos Verdes. Rancho de los Palos Verdes was originally part of Rancho San Pedro. Following decades of legal battles between the Sepulveda family and the Dominguez family as described in the previous section, Governor Jose Figueroa eventually awarded Juan Capistrano Sepulveda and Jose Loreto Sepulveda 31,629 acres of Rancho de los Palos Verdes in 1834.[259]

Following the 1848 Treaty of Guadalupe Hidalgo and as required by the Land Act of 1851, Jose Loreto and Juan Capistrano Sepulveda filed a claim for Rancho de los Palos Verdes with the Public Land commission in 1852. The grant was finally patented in 1880, after years of additional legal disputes. By 1882 Sepulveda had died, and the land was partitioned into 17 parcels. The largest parcel, consisting of 16,000 acres including most of the Palos Verdes Peninsula, went to rancher Jotham Bixby (of Rancho Los Cerritos), who used the land for ranching and leased some of it to other cattle ranchers and Japanese farmers. The farmers cultivated beans, peas, and tomatoes on the peninsula's southern slopes and barley, hay, and grain on the rancho's northern hills. In early 1913, George Bixby, Jotham's son, sold 16,000 acres of Rancho de los Palos Verdes (having retained 1,000 acres). After repeated failed attempts to sell the land to various buyers, Frank A. Vanderlip, President of the City National Bank of New York, and a consortium of 50 real estate investors purchased the rancho for $1,591,184 (total of cash, notes, and option fees).[260]

In 1914, Vanderlip hired the prominent landscape architectural firm Olmstead Brothers to design expansive subdevelopments on the Palos Verdes Peninsula that emulated Italian hillside cities. Vanderlip's plans were interrupted by World War I and, before development could resume, the U.S. Congress seized a portion of Vanderlip's property for the establishment of the Point Vicente Lighthouse. While Vanderlip litigated the

254 "Battle of Dominguez Hill Re-Enactment October 2–3, 2021," Dominguez Rancho Adobe Museum, accessed August 14, 2023, https://dominguezrancho.org/2021/07/06/dominguez-rancho-adobe-museum-commemorates-74rd-anniversary-of-battle-of-dominguez-hill/.
255 "Battle of Dominguez Hill Re-Enactment
256 Clay and Troesken, "Ranchos and the Politics of Land Claims," 52–66.
257 "History of Dominguez Rancho Adobe Museum," Dominguez Rancho Adobe Museum; William Hammond Hall, "Detail Irrigation Map."
258 Robert Lee Johnson, *Images of America: Compton* (Charleston, South Carolina: Arcadia Publishing, 2012); NETR, "West Carson, Calif: 1927," Scale 1:24,000, Los Angeles: California; NETR, "West Carson, Calif: 1942," Scale 1:24,000, Los Angeles: California.
259 Megowan, *Historic Tales from Palos Verdes and the South Bay,* 96–97.
260 Palos Verdes [Los Angeles County] José Loreto and Juan Sepulveda, Claimants, Case no. 93,; Hadley Meares, "The Colonists"; Megowan, *Historic Tales from Palos Verdes and the South Bay,* 14.

seizure, the area remained a largely undeveloped, wide-open, green space.[261] In 1921, Vanderlip optioned the land to E.G. Lewis to develop the Palos Verdes Project, which became the future Palos Verdes Estates and part of the City of Rancho Palos Verdes. Lewis was accused of being a conman, however, and in 1923, Vanderlip stepped back in and established the Commonwealth Trust, financed by approximately 4,000 investors, which took control of the project. A master plan was developed by Charles Chaney of the Olmsted Brothers. Many components of the master plan were never implemented, in large part due to the economic impact of the Great Depression, and efforts at development were further stymied by the onset of World War II.[262] In 1953, the Great Lakes Carbon Company purchased from Vanderlip 7,000 acres of undeveloped land, which the company eventually sold for residential housing development. This land included the present-day community of Westfield/Academy Hills.[263]

RANCHO SAUSAL REDONDO DECISION

The communities of Lennox, Del Aire, and Wiseburn are located within an area that became public land as part of the Rancho Sausal Redondo Decision. Rancho Sausal Redondo includes the land now developed with the unincorporated communities of Lennox, Hawthorne Island, Del Aire, and Wiseburn as well as the Cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Playa del Rey, Redondo Beach, and Torrance.

The governor of Alta California, Juan Alvarado, awarded Antonio Ygnacio Avila the 22,460-acre Rancho Sausal Redondo in 1837. Avila cultivated expansive wheat fields on the property, in addition to raising cattle and sheep. In 1845, Avila increased his land holdings by absorbing Rancho Aguaje de la Centinela. Three years later Americans flooded into California to find gold, obtain land, and settle the West Coast. The U.S. government granted Avila a patent for Rancho Sausal Redondo in 1858, the year in which he died. After receiving the patent, his heirs divided Rancho Sausal Redondo and sold most of the land to a Scottish nobleman and gentleman farmer, Robert Burnett. Burnett also purchased Aguaje de la Centinela before leasing both ranches to Canadian immigrants Catherine and Daniel Freeman.[264]

In 1868, Union General William S. Rosecrans immigrated to the County and, while searching for real estate, audited Rancho Sausal Redondo's patent. Rosecrans found that Avila's patent had not been confirmed after his death and charged Burnett and his tenants with obtaining their properties illegally. In 1872, the U.S. District Court ruled in favor of the Rosecrans Survey and issued the Rancho Sausal Redondo Decision. The farmers were evicted from their properties and the U.S. Land Office subdivided and sold the land as residential tracts. The Rancho Sausal Redondo Decision placed a disputed 25,000 acres of land in the hands of settlers who had claimed the land under U.S. homestead laws from 1858 to 1868. A final decision in 1873 officially gave them title to the land and cleared the way for the area to be subdivided and sold. Within a year, between 800 and 1,000 settlers had purchased residential lots.[265]

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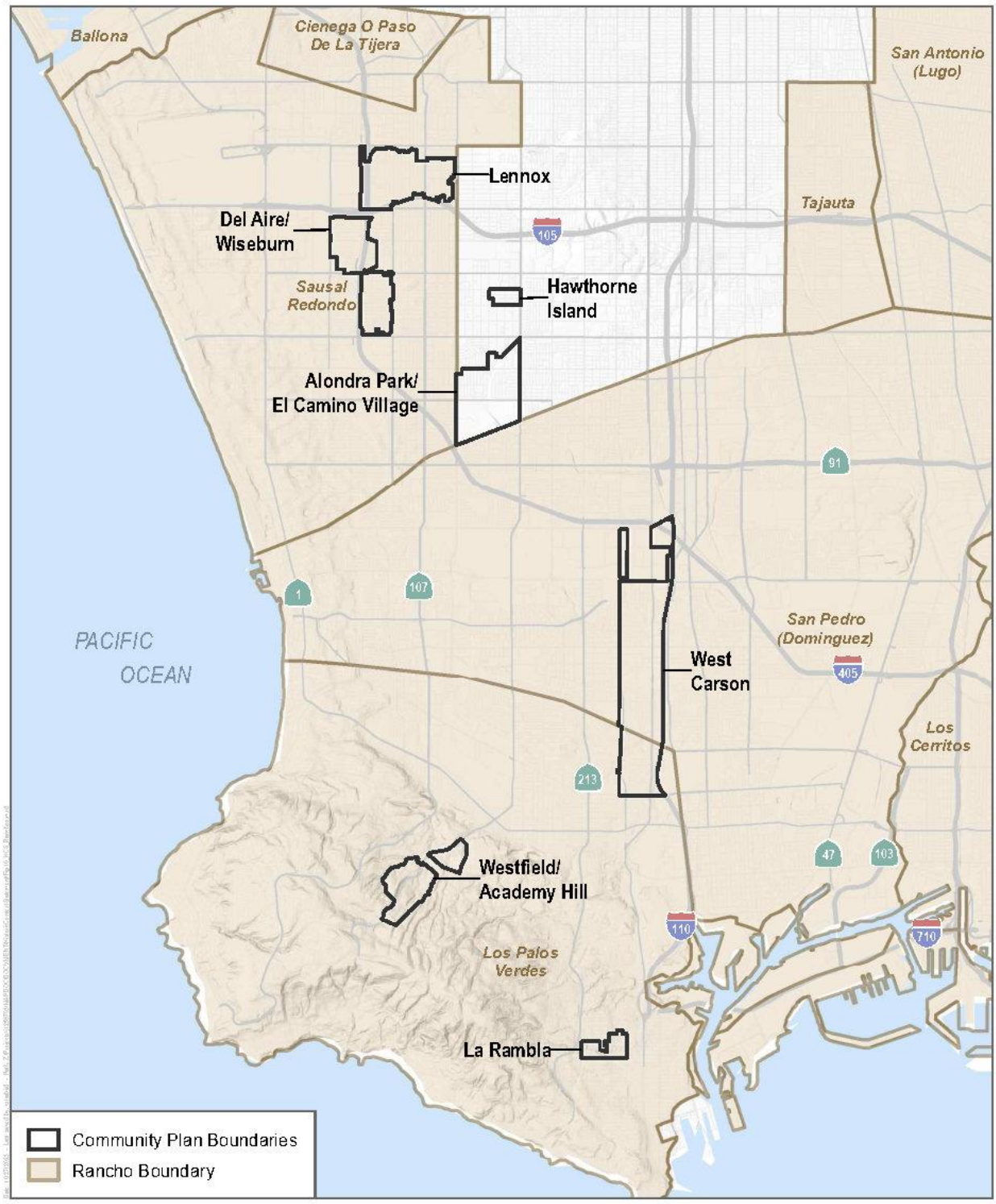
261 U.S. Geological Survey, "San Pedro Hills, Calif," Scale: 1:24,000, Washington D.C.: Department of the Interior, U.S. Geological Survey, 1928; Megowan, "History of Rancho Palos Verdes."

262 Megowan, *Historic Tales from Palos Verdes and the South Bay*, 18–19.

263 "History of Rancho Palos Verdes," City of Rancho Palos Verdes.

264 "The Sausal Redondo Decision," *Los Angeles Herald*, November 1, 1873, 2.; Paul Spitzzeri, "'The Gem of the Continent': Some Early History of Redondo Beach," *The Homestead Blog*, Homestead Museum, December 28, 2022, https://homesteadmuseum.blog/2022/12/28/the-gem-of-the-continent-some-early-history-of-redondo-beach-1868-1890/.

265 "The Sausal Redondo Decision;" Spitzzeri, "The Gem of the Continent."



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

DUDEK

FIGURE 10

Ranchos within the South Bay Planning Area

Los Angeles County South Bay Area Plan Project Historic Context Statement

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FARMING (1850–1959)

In the 1850s, before the collapse of the cattle industry, Los Angeles was California's first wine country, long before Napa and Sonoma would become world-famous for their vineyards. Native American laborers were exploited for profit in the Los Angeles wine industry, with local officials using alcohol to "round up" laborers while they were intoxicated. Farmers often paid workers with alcohol instead of money, perpetuating the destructive cycle. The cultivation of wine grapes and the success of the wine industry helped Los Angeles transform from a village into a small city in the mid-nineteenth century.

Los Angeles grape growers laid the foundation for a crop that would have the most profound impact on Los Angeles: citrus. "What started as a casual experiment by one Los Angeles grape grower, who planted orange trees out of curiosity, grew into a farming empire that left an indelible mark on Los Angeles."[266] By 1870, 50 miles of *zanjas*, open ditches that supplied water to Pueblo residents, spread out across Los Angeles, allowing the citrus and wine industries to expand. An influential factor in the decline of the grape industry was the impact of Pierce's Disease, which is spread by insects and causes vines to die. Citrus was also more profitable than wine. Over time, many farmers switched out their vineyards for the more lucrative citrus groves, and the primary crop in Los Angeles slowly transitioned from grapes to oranges.[267]

Other post-cattle era agriculture included sheep ranching. After the Civil War disrupted the production of Southern cotton, the demand for wool greatly increased.[268] However, like cattle, sheep ranching became problematic due to a lack of reliable water. In 1872, approximately 10,000 of Rancho San Pedro's sheep were sent up the San Gabriel Mountains to seek better pastures. Fewer than 2,000 returned.[269] Between 1868 and 1874, wheat production in the County increased. Much of the harvested crop was shipped to Liverpool, England, which was then considered a major grain market in Europe.[270]

The arrival of the railroad in 1876 "radically changed the prospects of Los Angeles area farmers."[271] With the railroad came new options for shipping fruit and other perishable crops long distances. The railroad also brought a surging demand for farm products and land as new settlers arrived daily. Landowners who had struggled with farming realized that they could make more money subdividing their enormous wheat fields into small family farms and housing tracts, resulting in a land boom that reached its peak in 1887. Water was a key ingredient in the land boom, with communities beyond the reach of the zanjas relying on new water sources from the irrigation companies that had established themselves throughout the County.[272] Chinese immigrants, who had largely arrived in Los Angeles to work on the construction of the railroads, greatly contributed to the success of farming in Los Angeles, using Asian farming techniques unfamiliar to American settlers. Chinese laborers were often hired by Americans who wanted to start vegetable farms but lacked the necessary experience.

By 1888, the land boom had gone bust, leaving behind many inexperienced farmers who often abandoned their small farms. After the amateur farmers left, the age of professional agriculture in Los Angeles began.

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266 Surls and Gerber, *From Cows to Concrete,* 44.
267 Surls and Gerber, *From Cows to Concrete,* 44.
268 Surls and Gerber, *From Cows to Concrete,* 44.
269 C. McGarry, "Cattle and Oil: The Dominguez Struggle for Status," *The Toro Historical Review*1, no. 1, July 15,2016, accessed August 14, 2023, https://journals.calstate.edu/tthr/article/view/2608.
270 Surls and Gerber, *From Cows to Concrete,* 63.
271 Surls and Gerber, *From Cows to Concrete,* 63
272 Surls and Gerber, *From Cows to Concret*, 66.

Walnut farming became a huge industry in Los Angeles, pioneered by the farmer, feminist, and inventor Harriet Williams Russell Strong, who was also known as the "Walnut Queen."[273] Also in 1888, the Los Angeles County Chamber of Commerce was founded by business and community leaders and became critical in the transition of agriculture to a professional industry. Under the leadership of Frank Wiggins, the Los Angeles County Chamber of Commerce undertook a massive and relentless advertising campaign and "sold Los Angeles to the nation."[274] County leaders and developers described Los Angeles as having rich, fertile soil and a perfect year-round climate that could grow an endless diversity of crops.[275] The Los Angeles County Chamber of Commerce published the first pamphlet advertising the County as an ideal agricultural region in 1888, proclaiming that "this county offers you cheap lands, with a soil capable of producing all crops in abundance and inexhaustible in richness … a climate unexcelled in the world."[276]

As the production of citrus, walnuts, and other major crops intensified, so too did the demand for farmworkers.[277] Farm labor was originally primarily conducted by Native Americans, then by Chinese immigrants after the completion of the railroads. Between 1890 and 1910, the predominant farm labor force were Japanese immigrants, who also helped fuel the expansion of farming throughout Los Angeles County using farming practices brought from their home country.[278] Native Americans, Chinese immigrants, Japanese farmers, and Mexican laborers were all targeted with exclusionary legislation and subject to a racist backlash from Caucasian farmers.[279]

First-generation Japanese immigrants (Issei) and their children, second-generation Japanese Americans (Nisei) farmed throughout the South Bay region. Most of these farmers were tenant farmers, as the government of California passed Alien Land Laws in 1913 that prevented "aliens ineligible for citizenship" from owning or leasing land. [280] Although not explicitly stated, the law was intended to limit property ownership by Asian immigrants, specifically Japanese and Chinese immigrants. Initially, Japanese farmers circumvented these racially discriminatory laws by placing land under the names of children born in the United States or under corporate ownership. Subsequent changes to the laws in 1920, however, prevented these practices by barring the land leasing and ownership by American-born children of Asian immigrant parents or by corporations controlled by Asian immigrants.[281] Although these laws were clearly based on racially discriminatory categories, the Supreme Court upheld them as constitutional in 1923. [282]

Present-day Gardena (located adjacent to Hawthorne Island) in particular became a central hub for Japanese and Japanese American farmers in the early 1900s, second in population only to downtown Los Angeles' Little Tokyo neighborhood. Between 1902 and 1906, many Japanese families migrated from

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273 Surls and Gerber, *From Cows to Concrete,* 75.
274 Surls and Gerber, *From Cows to Concrete*, 80.
275 Nancy Redfeather, "Is Early Los Angeles A Model for Food and Agriculture in Hawaii?" *Honolulu Civil Beat*, October 11, 2020, https://www.civilbeat.org/2020/10/is-early-los-angeles-a-model-for-food-and-agriculture-in-hawaii/; Jill Thrasher, "Los Angeles County and the Small Farm Movement," *Sherman Library and Gardens*, April 23, 2020, https://thesherman.org/2020/04/23/los-angeles-county-and-the-small-farm-movement/.
276 Tom Zimmerman, *Paradise Promoted: The Booster Campaign that Created Los Angeles 1870–1930* (Santa Monica: Angel City Press, 2008), 60.
277 Surls and Gerber, *From Cows to Concrete,* 82–83.
278 Surls and Gerber, *From Cows to Concrete*, 86.
279 Surls and Gerber, *From Cows to Concrete*, 117.
280 "Alien Land Laws in California (1913 & 1920)," Immigration History, 2019, Immigration and Ethnic History Society, https://immigrationhistory.org/item/alien-land-laws-in-california-1913-1920/.
281 "California Law Prohibits Asian Immigrants from Owning Land," Equal Justice Initiative, accessed September 8, 2023, https://calendar.eji.org/racial-injustice/may/3#:~:text=On%20May%203%2C%201913%2C%20California,corporations%20controlled%20by%20Asian%20immigrants.
282 Reft, "Redefining Asian America."

neighborhoods like West Adams, Vermont, and Green Meadows to farm in Gardena. In these early years, strawberries were the dominant crop of the region and would be transported by wagon from farms to the freight cars on the "strawberry line" of the Redondo Railway and sent to wholesale markets in Los Angeles. Gardena was called the "Berry Capital of Southern California" or "Berryland."[283] By 1915, however, pervasive strawberry growing in Gardena had "robbed the soil of its nutrients," causing some Gardena farmers to diversify their crops into fruits, vegetables, and flowers, and others to move to nearby Compton, Dominguez, Hawthorne, Inglewood, Torrance, and Harbor City. Still, the Strawberry Festival was held annually beginning in 1917, and the Japanese Association of Moneta was formed as the area's population grew.[284]

Many Japanese and Japanese Americans also cultivated land in San Pedro and the Palos Verdes Peninsula, near the SBAP communities of La Rambla and Westfield/Academy Hills. George Bixby leased land to Japanese farmers to cultivate produce, and by the early 1900s, approximately 40 families cultivated crops on the Peninsula, with the Ishibashi family being one of the first.[285] Dry farming was the dominant method of farming on the Peninsula. In 1905, the San Pedro Vegetable Growers' Association was founded (Exhibit 8). This group was composed of 40 to 50 branches located along the "southern band of the Palos Verdes Coast from White Point to Lunada Bay and to the lower levels of the San Pedro Hills" on land that was leased from the Palos Verdes Corporation.[286] By 1938, the group had accumulated more than $60,000 in reserves.[287] Major crops grown by farmers on the Palos Verdes Peninsula included tomatoes, peas, cucumbers, corn, melons, and potatoes.[288] By 1929, Japanese tenant farmers were cultivating 33,730 acres of land in the County, with the Palos Verdes farm community cultivating 2,000 to 3,500 acres.[289]

283 Gerber, *Farming in Torrance and the South Bay*, 9.
284 Dale Anne Sato, *Images of America: Japanese Americans of the South Bay*, (Charleston: Arcadia Publishing, 2009), 25.
285 Megowan, *Historic Tales from Palos Verdes and the South Bay*, 99.
286 Sato, *Japanese Americans of the South Bay, 79.*
287 Sato, *Japanese Americans of the South Bay, 79.*
288 Gerber, *Farming in Torrance and the South Bay*, 9.
289 Sato, *Japanese Americans of the South Bay, 25.*

Exhibit 8. Representatives of the South Bay Vegetable Growers' Association, 1919.

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

Poultry farming was also an important industry in the South Bay at the turn of the century, particularly in Inglewood, which was first advertised as a poultry colony in 1905. Lennox, similarly, had a poultry farming industry in the early twentieth century.[290] Lennox was home to the Chapman Chinchilla Farm, which was opened by Mathias Chapman in 1918 (Exhibit 9). Chapman visited South America in 1911 and brought back chinchillas to the United States to breed, initially opening a farm in Tehachapi, California that was unsuccessful. After this initial failed attempt, Chapman opened the successful Chapman Chinchilla Farm at 4957 West 104th Street in Lennox.[291] At the time of its operation, the farm was the only chinchilla farm outside of Chile and allowed visitors to hold and pet the animals.[292] The chinchillas were often sold for their fur, and the farm advertised a mail order business where anyone in the United States could order a chinchilla.[293] The farm operated until the 1950s, when it closed and the site was redeveloped.[294]

290 Gerber, *Farming in Torrance and the South Bay*, 8.
291 "Chinchilla Farm Head Succumbs," *Los Angeles Times*, December 30, 1934, 10.
292 "Classified Ads – Business Opportunities," *Los Angeles Times*, June 25, 1944, 30.; Herman Schultheis, *Ethel Plays with Chinchilla at the Chapman Farm.* Various sources cite the location of Chapman Chinchilla Farm as Inglewood; however, the farm was actually located in Lennox.
293 "Classified Ads – Business Opportunities."
294 Herman Schultheis, *Ethel Plays with Chinchilla at the Chapman Farm.*

Exhibit 9. Chapman Chinchilla Farm, which was located at 4957 West 104th Street in Lennox, 1937.

Source: Southern California Edison Photographs and Negatives/Huntington Library

The rise of the oil industry in Los Angeles also greatly influenced the commercialization of farming by making irrigation possible for more farmers. Gas-powered engines allowed water to be pumped from deep underground and led to the expansion of irrigated crops, creating even greater agricultural diversity. By 1910, the County had nearly 8,000 farms.[295]

From 1910 to 1930, the concept of "small farm homes" or "little farms" took off with heavy promotion from the Los Angeles County Chamber of Commerce and intensified with the completion of the Los Angeles Aqueduct in 1913. The Los Angeles County Chamber of Commerce encouraged families to purchase 2- to 5-acre plots and cultivate the plots with vegetables, fruit orchards, and egg-laying chickens. Racism was embedded in this promotional campaign, "… there was a dark side to this vision of suburban farming bliss: it was intended for white, middle-class people only. People of color, recent immigrants, and poor or uneducated people were not welcome."[296]

By 1925, Los Angeles had become the largest milk-producing County in the United States. A booming livestock center was formed in 1922, called the Los Angeles Union Stockyards, which is credited with revitalizing cattle ranching in Southern California. Southeast Los Angeles was considered to be the heart of the County's dairy industry until after World War II when rapid urbanization pushed dairies out of city centers and suburbs.[297] While the dairy industry was concentrated in southeast Los Angeles, there were also dairies located throughout the South Bay, which were initially established in the 1920s and were largely extinct by the 1960s.[298]

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295 Surls and Gerber, *From Cows to Concrete*, 91.
296 Surls and Gerber, *From Cows to Concrete*, 116.
297 Rick Holguin, "Mooove 'Em Out: Southeast L.A. County Once Had Hundreds of Dairies, But Today Only 3 Survive," *Los Angeles Times*, March 5, 1992.
298 Gerber, *Farming in Torrance and the South Bay*, 9.

The small farm home movement became even more popular during the Great Depression, despite its challenges. A 1936 map of agriculture and industry in Los Angeles shows the areas of the Palos Verdes Peninsula being dominated by vegetables and berries, while poultry farming was noted as a major industry in the area surrounding Inglewood. Major crops that were cultivated in the present-day SBAP communities also included berries, vegetables, and sugar beets.[299] The pattern of historical farming in the SBAP areas reveals troubling truths about the food deserts that many of these communities are in the present day. "It's a paradox that exists in much of Los Angeles County: communities where people have limited access to healthful food sit right on top of what was once rich farmland that grew an abundance of fresh produce."[300] Ethnic discrimination and mistreatment of farm labor were exacerbated as the economy declined during the Great Depression. In particular, Mexican farmworkers were blamed for a shortage of jobs, and thousands of laborers were "repatriated" to Mexico.[301]

Following the Japanese attack on Pearl Harbor on December 7, 1941, President Franklin Roosevelt issued Executive Order 9066, which forcibly removed the Japanese and Japanese Americans from their homes and incarcerated them in internment camps. The San Pedro Vegetable Growers Association submitted a proclamation of loyalty to the United States, which was published in the Palos Verdes News. The Palos Verdes Land Corporation canceled their land leases regardless.[302] After the forced relocation and internment of Japanese residents, agricultural production declined dramatically, and the County searched for workers to farm the 30,000 acres of land previously cultivated by Japanese farmers. Discovering that most farmers were tenant farmers without formal leases or legal agreements due to the Alien Land Laws, government officials were able to easily reassign land that Japanese families had farmed for years or decades.[303] In order to fill the labor shortage left by the forced incarceration of Japanese and Japanese Americans, Mexican laborers were permitted to return due to labor shortages during World War II and the postwar era. The Bracero Program allowed Mexican nationals to work in the United States from 1942 to 1964. During the program, thousands of braceros labored on farms across the County.[304]

Small farms would continue to play an important role in the County into the 1940s. "In 1946, the small farms of LA provided over 50% of the food for the growing city. There were 300 small dairies, 16,000 acres in vegetable production, thousands of acres of fruit and nut orchards, hundreds of egg and poultry farms, and 3,500 larger farms and cattle ranches."[305] However, many Japanese and Japanese American farmers did not, or could not, return to their farms at the end of World War II, which contributed to the postwar decline of the agricultural industry in the region.[306] After the war ended, the intensive focus on local food production was replaced with unprecedented population growth throughout Los Angeles and the United States.

By the mid-twentieth century, new residential subdivisions and freeway developments had begun to overtake farmland, with the land devoted to agriculture falling by more than 40% in the County between 1950

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299 Federal Writers Project, *Agricultural Income Map for Los Angeles County*, 1936, Works Progress Administration Photo Collection, TESSA: Digital Collections of the Los Angeles Public Library, accessed August 14, 2023, https://tessa2.lapl.org/digital/collection/photos/id/2538/rec/1; Federal Writers Project, *Agricultural and Industrial Map, Los Angeles County*, 1936, Works Progress Administration Photo Collection, TESSA: Digital Collections of the Los Angeles Public Library, accessed August 14, 2023, https://tessa.lapl.org/.cdm/singleitem/collection/photos/id/2557/rec/1.

300 Surls and Gerber, *From Cows to Concrete*, 91.

301 Surls and Gerber, *From Cows to Concrete.*, 147.

302 Sato, *Japanese Americans of the South Bay,* 99.

303 Surls and Gerber, *From Cows to Concrete,* 148.

304 Surls and Gerber, *From Cows to Concrete*, 148–149.

305 Redfeather, "Is Early Los Angeles A Model for Food and Agriculture in Hawaii?"

306 Gerber, *Farming in Torrance and the South Bay*, 9.

and 1959. It became increasingly challenging for farmers to stay in business, as farm property was often taxed at the higher rate used for residential development, and neighbors complained of foul smells emanating into their new suburban homes. It was at this time that dairies were relegated to southeast Los Angeles or northeastern areas outside County lines. By the late 1980s, only four commercial dairies survived in the County.[307] Flower and vegetable farming also declined, with most County flower growers moving to less expensive land in Ventura County. As land prices rose, most farmers in the County had no choice but to sell their land to eager developers. By the 1990s, agriculture in the County was nearly invisible, "pushed out beyond the urban core to the wide-open spaces of the desert or hidden under power lines and in utility rights-of-way." Visible evidence of the existence of agricultural practices in the SBAP or other Los Angeles communities is extremely limited in the present day, with sparse nurseries occupying land below power lines and scattered walnut and citrus trees, but no evidence of the widespread citrus cultivation, small farms, dairies, or cattle.[308]

REGISTRATION REQUIREMENTS

Associated Property Types

Initial research indicates there are no extant, previously undesignated properties with the potential to represent agricultural development in the Planning Area. Significant property types discussed in the theme for agricultural development in the Planning Area include ranchos and associated buildings; sheep and cattle ranches; strawberry and vegetable farms; small farm homes; chicken coops; and dairies. None of these property types are extant and undesignated in the Planning Area today; therefore, registration requirements were not developed for this theme. The legacy of agricultural development is evidenced today in land use and development patterns established throughout the County, with much of the last two centuries of agriculture and modern development continuing to follow the original rancho boundaries.

B. Commercial Development

OVERVIEW

Commercial development in the SBAP communities developed in conjunction with the expansion of residential and industrial development. This section focuses on the commercial expansion of communities such as Lennox, West Carson, and Alondra Park/El Camino Village. The major commercial throughfares running east to west or north to south through the communities were established to accommodate the infrastructure needs of a growing population and the inhabitants of the new single-family residential tracts constructed during the 1940s, 1950s, and 1960s. The popularization of the automobile brought with it a decentralization of commercial properties. Properties developed after the advent of the automobile featured setbacks and parking lots with attention-grabbing signage that encouraged motorists to stop and patronize their businesses. Despite having commercial uses present, many community members are forced to leave communities in the Planning Area for big-box stores and supermarket retail chains. The Planning Area's commercial landscape is dominated by vernacular locally owned small businesses. These businesses are often the backbone of the community and provide more accessible services. The SBAP communities of La Rambla, Hawthorne Island, Del Aire, Wiseburn, and Westfield/Academy Hills have very little or no

307 Surls and Gerber, *From Cows to Concrete,* 157–165.
308 Surls and Gerber, *From Cows to Concrete,* 177.

commercial properties within their boundaries, forcing community members to travel outside of their immediate area for everyday essentials.

EARLY COMMERCIAL DEVELOPMENT (1910–1930)

Unlike other portions of the County, commercial development in the Planning Area was not a result of the expansion of the railroad and streetcar lines. Although both locals and tourists traveled through communities such as Del Aire, Wiseburn, Lennox, and Alondra Park/El Camino Village to get to the nearby beaches, this tourism did not result in large-scale commercial development during this period.[309] The majority of the South Bay was agricultural during the 1910s and into the 1920s, when much of Los Angeles was undergoing large-scale residential, commercial, and industrial development. The predominance of agriculture resulted in an overall lack of representation of commercial buildings from the 1910s and 1920s in the SBAP.

A few buildings from this period can be seen in Lennox, along Hawthorne Boulevard, which by 1928 was partially developed with residential and commercial properties.[310] An example of this type of early commercial development is the Brick Commercial style building at 10800 Hawthorne Boulevard in Lennox constructed in 1924.[311] The one-story brick building has applied ornament and pilasters accentuated by painted brick (see Section 5.2, Architectural Styles – Commercial Properties, for image of property). It retains its original pedestrian orientation, with no setback or space for automobile parking. The building is arranged in a linear row on a main thoroughfare and during its initial construction would have abutted other buildings that ran the entire length of the block. Throughout the County, solid commercial blocks were developed during the 1920s, either one or two stories in height with retail on the ground floor and residences or offices on the second floor.

Architectural elements from period revival styles, including Spanish Colonial Revival and Renaissance Revival, were used in more monumental and corner commercial buildings. By the 1920s, sign advertising had advanced from painted signs to neon with incandescent bulbs spelling out letters or creating patterns and shapes.[312] Al's Market, located at 4158 West 111th Street in Lennox, was constructed in 1925 and displays several character-defining features of the Mission Revival architectural style including a Mission-like parapet, stucco exterior cladding, and clay tile along the parapet wall (Exhibit 10). Al's Market has been in business since the early 1940s and was probably "one of the original Mom & Pop markets" in the area. [313] The original owners of the market were Al and Lizzie Poach. The couple also lived on the property and maintained a residence adjoined to the rear of the market. Small neighborhood markets were common during this period. These markets provided local residences with necessities that would otherwise require travelling to larger, more distant stores.[314]

309 Ronald A. Davidson, "Before 'Surfurbia': The Development of the South Bay Beach Cities Through the 1930s." *Yearbook of the Association of Pacific Coast Geographers* 66 (2004): 80–94. http://www.jstor.org/stable/24041426.
310 UC Santa Barbara Library, "Lennox [aerial photo].".
311 Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Walnut Creek, California: AltaMira Press).
312 SurveyLA Citywide Historic Context Statement, *Commercial Development/Commercial Signs*, City of Los Angeles Department of City Planning, July 2016, 10.
313 Sharon Burbery Sorani, "Al's Market," in *A Documentary of the Community of Lennox, California,* 40.
314 Sorani, "Al's Market."

Exhibit 10. Al's Market located at 4158 West 111th Street in Lennox.

Source: Google, October 2020.

During the 1930s, there was an increase in residential developments throughout the SBAP, with areas of land subdivided into tracts comprising several blocks.[315] These irregularities are visible in communities such as Alondra Park/El Camino Village, Del Aire, and Wiseburn. The County's commercial building stock radically changed in the evening hours of March 10, 1933, when the 6.4-magnitude Long Beach Earthquake hit the greater Los Angeles area. Commercial buildings and schools, which were typically constructed using unreinforced concrete or brick, were largely destroyed. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. In the rebuilding that took place in the aftermath of the 1933 earthquake, the federal New Deal program of loan guarantees led to the modernization of many commercial properties, both in materials and architectural style, upon their reconstruction. New materials included glass blocks, structural glass, neon, and aluminum. Commercial architectural styles grew to include Art Deco and Streamline Moderne, with ornament including zigzags, chevrons, repeating forms, stylized florals, and stepped arches.[316]

Due to an overall lack of development by the 1930s in the Planning Area, few examples of these styles are visible along the community's main throughfares. One example is the Lennox Market located at 10804 South Inglewood Avenue in Lennox (see Section 5.2, Architectural Styles – Commercial Properties, for image of property). The building was constructed in 1941 but displays elements of the Art Deco style

315 Caltrans, *Tract Housing in California*, 4.

316 City and County of San Francisco, *Neighborhood Commercial Buildings Historic Context Statement, 1865–1965*, San Francisco Planning Department, February 17, 2016, 79–80.

including vertical projections and clean lines.[317] Lennox Market functioned similarly to Al's Market, by providing a limited full-service inventory of household items to people living nearby.

POSTWAR COMMERCIAL EXPANSION (1938–1968)

The 1930s brought a slight increase in residential development in the Planning Area, followed by a three-decade-long construction boom during the 1940s, 1950s, and 1960s that included residential, commercial, and industrial properties. The aerospace industry in the northwestern portion of the Planning Area drove development, including the creation of new residential tracts. Workers looked for housing and amenities adjacent to LAX and the associated plane manufacturing plants. Commercial properties were constructed along main community throughfares including Crenshaw Boulevard in Alondra Park/El Camino Village and Hawthorne Island; Aviation Boulevard and Inglewood Avenue in Del Aire and Wiseburn; West 1st Street in La Rambla; West Sepulveda Boulevard, West Carson Street, South Vermont Avenue, and South Normandie Avenue in West Carson; and Lennox Boulevard, Hawthorne Boulevard, and South Inglewood Avenue in Lennox. Within the Planning Area, the styles of commercial properties built during this period include Mid-Century Modern, Art Deco, A-Frame, Googie, Brutalist, and Bavarian-Alpine (derived from Programmatic architecture).

The Mid-Century Modern architectural style was the most ubiquitous style used for commercial buildings during this period. Mid-Century Modern design embraced mass-production with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements.[318] Programmatic needs include the intended use of the building, with its construction varying depending on its location, tenant, and size. Mid-Century Modern design allowed for more adaptability than earlier architectural styles. The style could be used for multiple types of commercial properties including medical offices, retail spaces, strip malls, restaurants, grocery stores, and pharmacies, all of which are present throughout the Planning Area.

By 1938, traffic congestion had become a major problem in Los Angeles. The increasing popularity of automobile travel and consequent emphasis on highway construction resulted in a large-scale change in commercial architecture. The commercial architecture needed to accommodate automobiles through the development of surface parking lots, setbacks, and separation from other buildings. New building types emerged, including drive-in restaurants, drive-in theaters, car washes, gas stations, and motels. Commercial property types were increasingly decentralized from the city center due to the increase in mobilization. By the 1950s, architecture and signage had to be visually interesting and quickly read to capture the attention of passing cars.[319] This was completed using bold neon letters, vibrant colors, futuristic and geometric shapes, and unexpected building forms.

One of the newly developed commercial architectural styles that embodied these ideas was the Googie style, which was introduced after World War II. This car-oriented architecture was characterized by a sculptural structure, dominant signage, and vast expanses of glass that provide transparency at night. Designs based on the concept of transparency promoted visibility because of their use of elongated or

317 Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2018), 580–582; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering: L.A. Modernism, 1919–1980*, City of Los Angeles Department of City Planning, August 2021, 50–64.

318 McAlester, *A Field Guide to American Houses*, 630–646.

319 Alan Hess, *Googie Redux: Ultramodern Roadside Architecture* (San Francisco: Chronicle Books, 2004), 44–55.

distorted roofs, extended beams and columns, and spear-like protruding objects, which attracted the attention of passing motorists.[320] The Lennox Car Wash, located at 10709 Hawthorne Boulevard in Lennox, was constructed in the early 1960s using the Googie character-defining features of geometric shapes, dominant signage, and spear-like protruding objects or fins that extend into the sky (see Section 5.2, Architectural Styles – Commercial Properties, for image of property). The car wash is located along Hawthorne Boulevard, a predominantly car-oriented boulevard with a median and three lanes of traffic on either side. Utilizing eye-catching architectural techniques allowed business owners to catch the attention of a constantly moving potential customer base.

Programmatic architecture was popular all over Los Angeles County throughout the twentieth century.[321] The goal of Programmatic architecture was to capitalize on the growing automobile culture and clearly show the goods and services available with the use of oversized objects and design motifs. Oversized objects seen throughout Los Angeles include a barrel, a camera, and multiple donuts.[322] Although there is no known Programmatic-style building in the SBAP, the West Carson shopping center Alpine Village (833 West Torrance Boulevard) displays similar novelty and whimsey as the Programmatic architectural style (see Section 5.2, Architectural Styles – Commercial Properties, for an image of Alpine Village). The property was constructed in 1968 by two German immigrants, Josef Bischof and Johann "Hans" Rotter, who came to the United States in the 1950s. The approximately 14-acre Bavarian-style shopping center represents the themed shopping center building type, which, similar to Programmatic architecture, used an ethnic theme to drive business. Alpine Village created a unique shopping experience and became a social and cultural center for German and other European groups in the South Bay. Alpine Village included Alpine Market; Alpine Village Restaurant; a collection of additional shops; a chapel; and the Los Angeles Turners Museum, which was dedicated to German and German American Traditions and Culture.[323] The Themed Shopping Center used the Bavarian-Alpine architectural style to attract tourists by emulating the appearance of a small village. Similar to the Programmatic style, the Bavarian-Alpine style often visually reflected the German products and foods sold within a business.[324] In 2020, Alpine Village was designated Los Angeles County Historic Landmark No. 7. In 2023, however, the property was sold to a new owner and shop owner's leases were terminated. Alpine Village is currently vacant.[325]

MODERN COMMERCIAL DEVELOPMENT (1969–1990)

The SBAP communities did not undergo major deindustrialization like other portions of the County in the 1960s. The communities were greatly impacted by the development of the aerospace and aviation industries in the South Bay. The postwar years saw a period of economic prosperity in the United States and in the County, as manufacturing and industrial development continued to proliferate. The aerospace industry, particularly the defense industry, expanded due to the Cold War, and the South Bay became a leading region for aerospace development and manufacturing. The expansion of the aerospace industry resulted in the continued construction of commercial properties throughout the Planning Area along main

320 SurveyLA Citywide Historic Context Statement, *Commercial Development and the Automobile, 1910–1970*, City of Los Angeles Department of City Planning, August 2016, 20–23.
321 "Early Los Angeles Programmatic-Style Buildings," Water and Power Associates, accessed March 2022, https://waterandpower.org/museum/Programmatic_Style_Architecture.html.
322 Janelle Zara, "Take a Road Trip Through America's Most Eccentric Architecture," *Architectural Digest*, August 15, 2018.
323 "Alpine Village," Los Angeles Conservancy.
324 ASM Affiliates Inc., *Los Angeles County Landmark Evaluation Report for Alpine Village*, prepared for the Los Angeles County Department of Regional Planning, October 2019, 59–62 and 77–78.
325 ASM Affiliates Inc., *Los Angeles County Landmark Evaluation Report for Alpine Village,* 59–62 and 77–78.

throughfares. Commercial buildings from this period continued to reflect the automotive-based travel of the earlier decades, with the construction of gas stations, car repair shops, smog inspection stations, tire shops, and glass repair shops. In architectural form, the buildings were undistinguished, with little ornament and a high number of alterations due to frequent tenant changes. Typically, they were constructed as simple stucco boxes intended to be adaptable and used for a variety of uses. The 1980s saw the end of neon and other hand-designed signage, replaced by computer-generated and mass-produced vinyl, plastic, and metal cutouts. Post-1980 signage can be seen throughout the SBAP communities, replacing the broken and no-longer-illuminated signs from earlier decades.[326]

By 1990, the commercial strip property type dominated the Planning Area's commercial throughfares, such as Crenshaw Boulevard in Alondra Park/El Camino Village, West Carson Boulevard in West Carson, and South Inglewood Avenue in Lennox. Commercial strips refer to low-slung commercial buildings with front parking lots and tall auto-oriented signs that line wide thoroughfares extending from downtowns into the suburbs.[327] Compared to commercial development from the 1920s, these buildings were set back, with parking taking priority over the building and the pedestrian's experience of the building. Commercial uses in strip configurations were identified as negatively impacting some residential neighborhoods due to traffic, lack of parking, fumes, and noise. As a result, most residents conducted their retail shopping outside of the area. Buildings of the type in the Planning Area typically included smaller, locally owned retail and office uses such as liquor stores, restaurants, nail salons, pharmacies, dry cleaners, medical clinics, insurance agencies, and tobacco stores.

Aside from fast-food chain restaurants, there is an overall lack of big-box stores and corporate businesses throughout the Planning Area. The communities' commercial landscape is overwhelmingly vernacular, with a large concentration of small, locally owned establishments. These businesses frequently occupied buildings that were not originally constructed for commercial use such as residences. Residences were modified with the installation of storefront windows and doors, ramps, and commercial signage. Instead of purchasing large commercial signage to distinguish a converted commercial property from its original residential use, frequently business owners would paint the exterior wall to advertise what they were selling; this was similar to Programmatic architecture, but more cost-effective and temporary. Painting the exterior of converted commercial buildings allowed for automotive passersby to understand quickly what that business sold. Examples in the SBAP include Lennox Pollo in Lennox (10822 South Inglewood Avenue) (Exhibit 11), a chicken restaurant, with rotisserie chickens painted along the front and side elevations; Lalas Snack Land in Alondra Park/El Camino Village (15207 Crenshaw Boulevard), an ice cream shop, with food painted on the front elevation; and Jeff's Barber Shop in Hawthorne Island (13409 Crenshaw Boulevard), with the colors of a barber's pole painted around the primary entry. A number of these locally owned establishments can be classified as "legacy businesses," which are businesses that have been in operation for over 20 years and serve as anchors in their communities.[328]

326 SurveyLA Citywide Historic Context Statement, *Commercial Development/Commercial Signs*, 20.

327 ICF International and Freedman Tung & Sasaki, "Restructuring the Commercial Strip: A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors," prepared for the U.S. Environmental Protection Agency, accessed March 3, 2022, https://nacto.org/wp-content/uploads/2015/04/Reconstructing-the-commercial-strip_ICFinternational.pdf.

328 "Celebrating Legacy Businesses," *Los Angeles Conservancy*, accessed September 21, 2023, https://www.laconservancy.org/issues/celebrating-legacy-businesses.

Exhibit 11. Lennox Pollo located at 10822 South Inglewood Avenue in Lennox, displaying exterior murals.

Source: Google, April 2022.

REGISTRATION REQUIREMENTS

Associated Property Types

The property types with the potential to represent the significant trends in commercial development include stand-alone retail and restaurant buildings, office buildings, banks, car washes, drive-up/roadside restaurants, and signs. Groupings of commercial buildings, such as those found concentrated in a commercial corridor, may be eligible collectively and constitute a historic district. Commercial buildings may also be eligible individually. Within the SBAP communities, eligible buildings, signs, and districts may include those developed along historical streetcar routes in the decades before World War II; those developed specifically to attract and accommodate customers traveling by automobile; those that represent specific events in the development of the County; and those that were the primary place of business for an important business or a person significant within the commercial development theme. Only properties with demonstrated significance and integrity are eligible for designation.

Eligibility Standards

- Resource has a direct and significant relationship to a significant period of commercial development in the SBAP communities; and/or was the primary location of an important business; and/or was the primary place of work of an individual important within the theme of commercial development.
- Resource reflects commercial development during one of the significant periods in the commercial development of the SBAP communities and embodies the distinctive characteristics of commercial development from that period. The periods are:
- Early Commercial Development (1910–1930)

- Postwar Commercial Expansion (1938–1968)
- Modern Commercial Development (1969–1990)
- Simply being a commercial resource is not enough to justify eligibility. An eligible resource must have been important in the overall business and commercial development of the County. Examples might include resources related to very early businesses, pioneering businesses, and businesses particularly important to the local economy and culture, such as restaurants and markets. Early commercial corridors near transit centers may be eligible for their association with the area's overall growth and development, but this association must be proven to be important.

Character-Defining Features

- Constructed in one of the popular architectural styles for commercial buildings of the period (which include but are not limited to Art Deco, Brick Commercial, Mid-Century Modern, A-frame, Brutalist, and Googie), or may have a utilitarian design without many architectural details but featuring distinctive signage
- Signage attached to a building or freestanding in a parking lot
- Features typical of commercial design, such as large display windows and signage
- Buildings and corridors reflecting early commercial development and postwar commercial expansion
- Buildings that formed the original community or town centers
- Buildings abutting the sidewalk with no setback
- Multistory buildings with residential or non-commercial uses above the ground floor or to the rear
- Commercial development postwar may reflect more automobile-oriented development, with large parking lots

Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style or commercial function.
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under the Public Art, Music, and Cultural Celebrations theme for murals.

C. Industrial Development

OVERVIEW

The growth and development of communities within the Planning Area have been significantly influenced by the development of industry in the County over the last 150 years, with the primary industrial drivers within the Planning Area being the establishment of rail lines, oil and gas development, and manufacturing, including chemicals, rubber, and aviation and aerospace. The communities of the SBAP are situated near railroads, the POLA and the Port of Long Beach, LAX, and the I-405, I-110, and I-105 freeways, all of which allow for easy movement of manufactured goods within the County and beyond. While only Lennox and West Carson have industrial development directly within their boundaries, many of the SBAP communities are in close proximity to industries that have created jobs and new growth opportunities. This type of development also solidified a legacy of environmental injustice and health issues that have especially affected communities of color (see Section A for a discussion of agricultural-industrial development). Additional information about the role of Pacific Electric in the SBAP's residential and commercial development can be found in relevant themes.

RAIL (1869–PRESENT)

Railroads played an important role in industrial growth in the County. The 1860s and 1870s brought the expansion of transcontinental rail lines to Los Angeles. Southern Pacific arrived in 1869, and the Atchison, Topeka, and Santa Fe Railway arrived in 1883.[329] The last major railroad completed to Los Angeles was the Union Pacific in 1905.[330] With the transcontinental lines complete, southwestern Los Angeles was connected to the nationwide rail system. The new rail lines had freight cars that transported goods through the South Bay to Los Angeles from the Port of Long Beach and the POLA. Areas near rail lines became the ideal locations for factories that produced, assembled, and distributed manufactured goods. Within 20 years, Southern Pacific operated 325 miles of rail lines in the County, and the Santa Fe operated 80 miles.[331]

In addition to the arrival of the freight trains was the Pacific Electric, formed in 1901 by real estate tycoon Henry Huntington. The first Pacific Electric line began in 1902 along Long Beach Avenue and Willowbrook Avenue, the same alignment as today's Metro Blue Line.[332] These trains not only provided passenger service but also coordinated freight. "Atypically for an interurban, the system served as a gathering network for carload freight shipments from citrus groves, manufacturing plants, oil refineries, warehouses, and the harbor at San Pedro. The three line-haul railroads serving Southern California—Santa Fe, Union Pacific, and especially Southern Pacific—depended on the Pacific Electric to some degree."[333] The Red Cars reached their peak between 1923 and 1924 with 109 million passengers annually. However, in just 10 years, ridership dropped to 54 million with the onset of the Great Depression. Ridership rose again during World

329 "Collections," Southern California Railway Museum, accessed on September 8, 2023, https://socalrailway.org/collections/.
330 "Collections," Southern California Railway Museum.
331 SurveyLA, *Industrial Development*.
332 John E. Fisher, *Transportation Topics and Tales: Milestones in Transportation History in Southern California*, accessed August 31, 2023, https://ladot.lacity.org/sites/default/files/documents/transportation-topics-and-tales-milestones-in-transportation-history-in-southern-california.pdf.
333 G. Mac Sebree, "History of the Pacific Electric Railway," Classic Trains, accessed on July 31, 2023, https://www.trains.com/ctr/railroads/fallen-flags/remembering-the-pacific-electric-railway/.

War II to support gasoline and tire rationing but fell sharply in the early postwar years. Pacific Electric was sold in 1953, and the last train between Los Angeles and Long Beach ran in 1961.[334]

OIL (1892–PRESENT)

In 1892, two failed gold miners, Edward L. Doheny and Charles A. Canfield, arrived in Los Angeles in search of oil and opened the it's first oil-producing well at what would become the Second Street Park Oil Field, later known as the massive Los Angeles Oil Field.[335] The field was originally located near downtown Los Angeles, and the first well was established in the present-day location of Echo Park. "By 1900, Los Angeles had become the oil capital of the West,"[336] with more than 600 derricks pumping oil in current and formerly residential neighborhoods. In 1921, major new oil discoveries were made in Signal Hill and Torrance, sparking another oil boom in Los Angeles.[337] "The Los Angeles basin became the largest and most productive oil field in the world during the 1920s."[338] In 1932, the Wilmington Oil Field would become the last of the large fields to be established.[339] The Inglewood Oil Field was established north of Inglewood near the community of Lennox in 1924 and was the 18th-largest oil field in the state.

Several smaller oil fields are near the SBAP communities. The Rosecrans and South Rosecrans Oil Fields, approximately 3 miles west of Compton and nearest to the communities of Alondra Park/El Camino Village and Hawthorne Island, were discovered in 1925 and 1939, respectively. As of 2000, the Rosecrans Oil Field produced over 83 million barrels of oil and over 167 million cubic feet of gas. The Dominguez Oil Field, which began drilling operations in 1921, is located in Carson, east of the community of West Carson. Initially, the Dominguez Oil Field failed to produce a significant amount of oil, but after the completion of Union Oil Company's new well in 1922, development of the field proceeded rapidly and was fully developed by 1923. The Dominguez Oil Field peaked in 1925, producing over 26 million barrels between 1923 and 1926.[340]

Additional oil fields in the vicinity include the Howard Townsite Oil Field, which is near Hawthorne Island, Del Aire, and Wiseburn. Originally drilled in 1919, production would not take place until 1940. The field was not deemed "discovered" until 1947 when Shell began drilling operations. The former Potrero Oil Field is located to the northeast of Lennox. Oil drilling started at the Potrero Oil Field in 1928, with discovery occurring in 1946.[341] By 1937, the field only had one remaining oil pump, and the site was decommissioned for new residential and commercial development in 1963.[342] The Del Amo Oil field, located in Torrance, was struck in 1921 by the Chanslor Canfield Midway Oil Company, a subsidiary of the Santa Fe Railway. At its peak in

334 John E. Fisher, *Transportation Topics and Tales*.
335 Stephen M. Testa, "The Los Angeles City Oil Field," *Oil Industry History*6, no. 1(2005): 79–100.
336 Cecilia Rasmussen, "L.A. Redux, The City Then and Now," *Los Angeles Time*s, August 28, 1991, 280.
337 Rasmussen, "L.A. Redux, The City Then and Now, 280.
338 M. Davis, "Sunshine and the Open Shop: Ford and Darwin in 1920s Los Angeles," *Metropolis in the Making* 29no. 4(1997): 96.
339 Rachel Schnalzer, "'A Parallel Hollywood Story': How L.A.'s Oil Boom Shaped the City We Know Today," *Los Angeles Times*, December 8, 2021.
340 "Oil-Industry History," *Petroleum History Institute* 8, no. 1 (2007), accessed on September 12, 2023, http://www.aegsc.org/chapters/inlandempire/pdf/Oil-Industry%20History%20Volume%208%20Nov%201%202007.pdf.
341 "Oil-Industry History," *Petroleum History Institute* 8, no. 1.
342 Herman Schultheis, *Oil Wells at the Potrero Country Club Golf Course*; Department of Natural Resources Division of Oil and Gas, "Map of the Potrero Oil Field.

the mid-1920s, the field included 1,482 wells, and it measured 3,775 acres by 1933.[343] Most of the wooden wells were dismantled in 1963.[344]

Today, more than 70,000 active and 35,000 idle oil wells remain in place throughout California, with over 20,000 active, idle, or abandoned wells spread out across the County.[345] "Few U.S. cities are punctured with such a concentration of old drilling sites, with tens of thousands of residents living nearby."[346] The SBAP communities are also near major oil refineries, the largest industrial source of smog-causing gases and carcinogenic pollutants.[347] These refineries include the El Segundo Refinery, the Torrance/Mobil refinery, and five refineries in the nearby communities of Wilmington and Carson.[348]

The abundance of oil in the Los Angeles area provided a boost to related industries, including farming with gas-powered engines that allowed water to be pumped from deep underground, creating more access to water and the ability to have a greater diversity of crops.[349] The oil industry also led to the development of several important related manufacturing industries in the County, including automobile, rubber, and steel. On January 26, 2022, the Los Angeles City Council unanimously voted to take the first step toward phasing out all oil and gas extraction within city limits by declaring oil extraction a nonconforming land use, which was adopted in December 2022. This was followed by a unanimous vote by the Los Angeles County Board of Supervisors to phase out oil extraction in unincorporated County areas in November 2022, which went into effect in January 2023.[350]

MANUFACTURING (1911–1997)

Only Lennox and West Carson have active industrial development directly within their boundaries, although the other communities within the Planning Area are near industrial development (such as that on Aviation Boulevard in Del Aire) and the entire South Bay region has long been an important industrial economic hub in the County.[351] In Lennox, industrial development is concentrated on La Cienega Boulevard, between the I-405 freeway to the west and LAX to the east. These buildings were primarily constructed between the late 1950s and 1970. Most of these industrial buildings are one or two stories with undifferentiated styles, although some exhibit influences of the Mid-Century Modern style (11010 South La Cienega Boulevard; constructed 1960) or the New Formalist style (10834 South La Cienega Boulevard; constructed 1970).

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343 SurveyLA, *Industrial Development,* 81.

344 Sam Gnerre, "Torrance Becomes an Oil Boom Town in the 1920s," *South Bay Daily Breeze Blog*, October 18, 2014, http://blogs.dailybreeze.com/history/2014/10/18/torrance-becomes-an-oil-boom-town-in-the-1920s/.

345 Jill Johnston and Bhavna Shamasunder, "Los Angeles' Long, Troubled History with Urban Oil Drilling is Nearing an End After Years of Health Concerns," The Conversation, February 3, 2022, https://theconversation.com/los-angeles-long-troubled-history-with-urban-oil-drilling-is-nearing-an-end-after-years-of-health-concerns-175983.

346 Mark Olalde and Ryan Menezes, "Deserted Oil Wells Haunt Los Angeles with Toxic Fumes and Enormous Cleanup Costs," The Center for Public Integrity, March 5, 2020.

347 Erica Yee and Hannah Getahun, "The Los Angeles and Long Beach Port Communities: Hot Spots for Polluted Air," LAist, February 2, 2022, https://laist.com/news/climate-environment/a-hot-spot-for-polluted-air-by-the-numbers.

348 James W. Gibson, "L.A. Underground," *Earth Island Journal*, Spring 2015, Earth Island, accessed on September 8, 2023, https://www.earthisland.org/journal/index.php/magazine/entry/la_underground/.; Chris Perez, "LA: The Biggest Urban Oil Field in the World?," Medium, September 4, 2020, https://medium.com/age-of-awareness/los-angeles-the-biggest-urban-oil-field-in-the-world-9eec0b67e3ec.

349 Surls and Gerber, *From Cows to Concrete*, 91.

350 Johnston and Shamasunder, "Los Angeles' Long, Troubled History."

351 Westfield/Academy Hills, located on the Palos Verdes Peninsula, is the only community in the SBAP that is not directly adjacent to industrial development; however, the South Coast Botanic Garden used to be a diatomite mining operation and was then the Palos Verdes Landfill until 1961.

West Carson has extensive industrial development, which is predominantly concentrated on the north–south Vermont Avenue, adjacent to the I-110 freeway; the northern portion of West Carson between West 190th Street and West Del Amo Boulevard; and the east side of Normandie Avenue. There is also extensive truck traffic along Torrance Boulevard, which runs east–west. Most of the industrial development in and adjacent to West Carson dates from World War II onward.

Although located outside of West Carson's boundaries, the Montrose Chemical Corporation site and the Del Amo facility have had a significant impact on the health and environment of West Carson. These are designated Superfund sites, meaning they are high-priority hazardous waste sites that contain substances that pose a risk to human health or the environment and are listed on the National Priority List (NPL). In 1980, Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act, which created the NPL and requires potentially responsible parties to conduct or fund site cleanup.[352]

The 280-acre Del Amo synthetic rubber facility is located around the northern noncontiguous portions of West Carson. The Del Amo facility opened in 1942 to produce synthetic rubber to support World War II efforts. It was operated by the U.S. government but included three manufacturing plants that were operated by Shell, Dow Chemical Company, U.S. Rubber Company, Goodyear Tire & Rubber Company, and others. Shell purchased the facility in 1955 and continued to operate it until 1972, when the plant was closed permanently and dismantled.[353]

The 13-acre Montrose Chemical Corporation, which produced the toxic pesticide DDT, and adjacent 5-acre Jones Chemical Inc. (1401 Del Amo Boulevard), is located directly next to the northwestern boundary of West Carson in the Harbor Gateway neighborhood of Los Angeles on Normandie Avenue.[354] The Montrose Chemical Corporation opened its facility in 1947 and, although DDT was banned for use in the United States in 1972, continued producing DDT for international markets until the facility was shut down in the early 1980s.[355]

Additional adjacent industrial development, including the Armco Land Reclamation Site, a state-designated Superfund site which is the former location of a steel manufacturer located in Torrance at 1524 Border Avenue. The Armco Land Reclamation Site opened in September 1911 as a steel manufacturing facility owned by the Union Tool Company and became Armco in subsequent years, ultimately closing in 1985.[356] Pollution and dumping from Montrose, Del Amo, and Armco continue to affect the health of West Carson residents to this day. For more information on the effects of these sites on the health of the West Carson community and the community-driven efforts to clean up these sites, see Section 4.4.3.1 Subtheme, Environmental Injustice.

While no longer active, the community of Westfield/Academy Hills has a history of mining at the present-day site of the South Coast Botanic Garden. During the early 1900s, the Dicalite Company began surface mining at the present-day site of the South Coast Botanic Garden for crude diatomite, sediment left behind

352 U.S. Environmental Protection Agency, *Del Amo and Montrose Superfund Sites,* 4.
353 U.S. Environmental Protection Agency. "Superfund Site: Del Amo Los Angeles, CA."
354 U.S. Environmental Protection Agency, "Montrose Chemical Corporation."
355 U.S. Environmental Protection Agency, "Montrose Chemical Corporation."; Graves, "Spatial Narratives of Struggle and Activism, 69.
356 Julio Moran, "Armco Closes Out 75 Years of Smoke and Jobs: Torrance Loses Its Last Old Factory," *Los Angeles Times*, February 28, 1985.

from the fossilized single-cell algae called diatoms, which has many industrial uses.[357] By 1929, open-pit mining began at the site, and in 1944, the Great Lakes Carbon Company leased the land to continue mining operations, purchasing the land in 1953. That year, the Great Lakes Carbon Company sold the land to the County and it became part of the Palose Verdes Landfill until 1961, when the land was redeveloped to become the South Coast Botanic Garden.[358]

AVIATION AND AEROSPACE (1910–1991)

The SBAP communities were greatly impacted by the development of the aerospace and aviation industries in the South Bay, although the majority of aviation and aerospace related industrial properties are located outside the boundaries of the SBAP communities. Additional research would be needed to specifically identify individual historical associations between existing industrial properties and these industries.

The aerospace industry has driven growth in the County since the early twentieth century. This growth was spurred by organized civic boosterism campaigns by the Los Angeles County Chamber of Commerce, newspapers, and entertainment companies that advertised the region's wide-open spaces and temperate climate as the ideal location for testing new aviation and aerospace technology.[359] In January 1910, the Los Angeles County Chamber of Commerce hosted the Los Angeles Aviation Meet, which was the first international airshow in the United States and was attended by 226,000 people, at the Dominguez airfield, located in present-day Carson (approximately 3-miles northeast of West Carson).[360] At the Dominguez airfield in December 1910, Archibald Hoxsey broke the world's altitude record, reaching 11,474 feet.[361] The training of 10,000 new pilots during World War I further contributed to increased interest in and awareness of aviation.[362]

In addition to the available open space and favorable climate, the County's relaxed labor laws and already-developed infrastructure proved appealing to manufacturing companies, prompting the region to become an epicenter of aviation and aerospace development in the 1920s. In 1926, the Air Commerce Act formalized the industry by forming the Department of Commerce Aeronautics Branch, which constructed, maintained, and chartered airways and created safety regulations and pilot qualifications.[363] Charles Lindberg's successful 1927 transatlantic flight prompted even greater public interest in aviation, and by 1928, more than 20 airframe and aircraft manufacturers were located in Southern California. Los Angeles was also using airplanes for mass transit at this time, with 53 landing fields (including Mines Field, present-day LAX) located within 30 miles of Los Angeles City Hall.[364]

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357 Sam Gnerre, "Palos Verdes Landfill"; "History & Mission," South Coast Botanic Garden.; Megowan, *Historic Tales from Palos Verdes and the South Bay*, 73.

358 Gnerre, "Palos Verdes Landfill."; Maureen Megowan, "The Development of Rolling Hills Estates and Rancho Palos Verdes."

359 SurveyLA, *Industrial Development,* 171.

360 Tom Zimmerman, *Paradise Promoted*, 147.

361 The site of the Dominguez Airfield has been redeveloped with industrial buildings; however, the site is California Historical Marker No. 718 and there is a stone marker with a plaque noting the site as the location of the Initial United States Air Meet. California Historical Landmarks, "CHL No. 718 Site of Initial United States Air Meet – Los Angeles," 2016, https://www.californiahistoricallandmarks.com/landmarks/chl-718;
Ashleen Knutsen, "History and Revival of Southern California's Aerospace Industry," July 9, 2019, PBS SoCal KCET, https://www.kcet.org/shows/blue-sky-metropolis/the-history-and-revival-of-southern-californias-aerospace-industry.

362 SurveyLA, *Industrial Development,* 171.

363 SurveyLA, *Industrial Development,* 171.

364 Knutsen, "History and Revival of Southern California's Aerospace Industry."

Mines Field, present-day LAX, was developed in the 1920s and is adjacent to the communities of Lennox, Del Aire, and Wiseburn. In 1926, the City of Los Angeles Chamber of Commerce solicited proposals for sites for a municipal airport. William Mines, a real estate developer and member of the Inglewood Chamber of Commerce, submitted the Mines Field site. In 1927, the City of Los Angeles chose Mines Field for the new municipal airport and signed a 650-acre lease. The airport opened as the Los Angeles Municipal Airport on October 1, 1928. The first hanger was constructed in 1929 and is still extant and operational to this day. The airport was renamed the Los Angeles International Airport in 1949.[365]

By 1929, Southern California was home to 40% of all planes and pilots licensed by the federal government.[366] The areas surrounding SBAP communities were home to many aerospace factories that created jobs for members of the SBAP communities. Large aviation and aerospace companies opened in the vicinity of the airport after its establishment, including Douglas (1932; El Segundo), Northrop (1932; moved to Hawthorne in 1940), and North American (1936; Inglewood). Other major manufacturers in the region included Lockheed Aircraft Corporation, Hughes Aircraft Company, and Vultee Aircraft Corporation.[367]

By 1937, 2,300 workers were employed in industrial facilities at or near the airport.[368] In 1939, the City of Hawthorne built a landing strip at 12101 Crenshaw Boulevard, north of Hawthorne Island. The City constructed the landing strip as part of a deal to entice aviation entrepreneur Jack Northrop to move operations, which he did in 1940.[369] Additional facilities dedicated to aviation manufacturing were established surrounding Northrop. The United States Army Air Force began using the landing strip for the war effort almost immediately after it opened.[370] The facility was renamed Hawthorne Municipal Airport after World War II in 1948.[371]

World War II prompted even more dramatic growth in the aviation industry in Los Angeles. President Franklin Roosevelt called for 50,000 new planes for the allied war effort in 1940.[372] That year, the aviation industry employed more people in Southern California than any other industry, and almost half of Los Angeles County's manufacturing jobs were in aviation.[373] By 1941, when the United States joined the war, almost 13,000 new industrial workers arrived in the County monthly.[374] Throughout the war, the County had around 2 million aerospace employees and produced approximately 300,000 airplanes.[375] The postwar years saw a period of economic prosperity in the United States and in the County, as manufacturing and industrial development continued to grow. The aerospace industry, particularly the defense industry, expanded due to the Cold War, and the South Bay became a leading region for aerospace development and manufacturing. An aerial image from 1959 shows that the area surrounding the Hawthorne Municipal Airport—north of Hawthorne Island and close to Lennox, Del Aire, and Wiseburn—had a number of manufacturing operations, including Extruders Inc., Electromagnetics, Northrop, Magnetic Research,

365 Jean-Christophe Dick, "LAX History."
366 SurveyLA, *Industrial Development,* 171.
367 SurveyLA, *Industrial Development,* 177 and 179.
368 Dick, "LAX History."
369 Sam Gnerre, "Hawthorne Municipal Airport's roots lie in the early days of the aerospace industry.".
370 James Richard Wilburn, "Social and Economic Aspects of the Aircraft Industry in Metropolitan Los Angeles During World War II," Ph.D. diss. (University of California, Los Angeles, 1971), 14.; Gnerre, "Hawthorne Municipal Airport."
371 Gnerre, "Hawthorne Municipal Airport."
372 Zimmerman, *Paradise Promoted*, 151.
373 SurveyLA, *Industrial Development,* 177 and 179.
374 SurveyLA, *Industrial Development,*, 176.
375 Knutsen, "History and Revival of Southern California's Aerospace Industry."

Hughes Aircraft, North American Aviation, United Aircraft, and AiResearch. Concentrations of aviation manufacturing facilities also developed in other areas near SBAP communities, including in El Segundo (Exhibit 12).

Exhibit 12. 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 (I-405) but is not visible in this photograph.

Source: Los Angeles Herald Examiner Photo Collection/University of Southern California Digital Library.

Starting in the late 1970s, "Los Angeles County changed from a highly specialized manufacturing center to a more decentralized and diversified metropolis," with traditional manufacturing firms closing or moving out of the region.[376] While aviation and aerospace jobs in the SBAP communities continued to be a major economic driver in the region, many large firms moved out of the Los Angeles area in the late 1980s. By 1991, the end of the Cold War, the local aerospace industry had lost 5,000 jobs, losses that were attributed to reductions in defense contracts.[377] In the 1990s, over two dozen major aerospace firms merged into Boeing-McDonnell Douglas, Lockheed Martin, and Raytheon-Hughes.[378] Aviation and aerospace industries continue to be prevalent in and adjacent to the communities surrounding LAX and the former Northrop site.

376 Emily E. Straus, *Death of a Suburban Dream: Race and Schools in Compton, California* (Philadelphia: University of Pennsylvania Press, 2014), 153.
377 SurveyLA, *Industrial Development*, 184.
378 Knutsen, "History and Revival of Southern California's Aerospace Industry."

SUBTHEME: ENVIRONMENTAL INJUSTICE (1920S–PRESENT)

Air and Noise Pollution

While the story of oil in Los Angeles is often portrayed as an exciting time of growth and discovery supported by boosterism, it left many residents within the SBAP communities and other regions in the County with significant environmental and health concerns. Working-class communities in the 1920s were initially supportive of the oil fields because of the promise of better jobs, but after experiencing explosions, oil spills, and pollutive damage to their land and water, these communities began to push back. Today, about one-third of County residents live less than a mile from an active well site. Many of the active oil wells are in historically Latino and African-American communities that already experience high levels of pollution.[379] As pollution increased during the 1920s, local opposition to oil drilling developed in Los Angeles suburbs. "In many southland communities, the process of identifying and regulating the problem of oil pollution arose within a particular institutional framework: the institutions of the working class."[380] Organized working-class labor became an important element in environmental protests against oil in the 1920s. "More importantly, working people helped to frame one of the most important questions confronting the modern world: what is the role of government in the affairs of private industry and civil society?"[381]

An interactive map of active and idle oil wells in California indicates that there are still dozens of active and idle wells both within the southern portion of West Carson and directly adjacent to the community's east and west boundaries.[382] The communities of Del Aire and Wiseburn also have two idle oil wells within their boundaries. Lennox, Hawthorne Island, La Rambla, and Alondra Park/El Camino Village are adjacent to idle oil wells. "Research shows that people living near these urban oil operations suffer higher rates of asthma than average, as well as wheezing, eye irritation, and sore throats. In some cases, the impact on residents' lungs is worse than living beside a highway or being exposed to secondhand smoke every day."[383] While these hazards are well known and documented, the State of California has no laws for the distance that an active oil well needs to be from communities where people live. The communities of the SBAP are also located near major oil refineries, including five in Wilmington and Carson that in 2020 emitted over 6,000 tons of nitrogen oxides, hydrocarbons, and fine particles, and 1.3 million pounds of toxic pollutants such as benzene.[384]

The South Bay region experiences high levels of air pollution from freeways, planes, and the nearby ports of Los Angeles and Long Beach, which are the busiest ports in the United States and Southern California's largest single source of pollution.[385] Communities living near the ports breathe in high levels of pollutants, predominately diesel exhaust from port activities; nearby energy and other heavy industries; truck, train, and vessel traffic; and commuting traffic.[386] In 2009, the South Bay area had the largest rate of coronary heart

379 Johnston and Shamasunder, "Los Angeles' Long, Troubled History."
380 Johnston and Shamasunder, "Los Angeles' Long, Troubled History; Nancy Quam-Wickham, "Cities Sacrificed on the Altar of Oil: Popular Opposition to Oil Development in 1920s Los Angeles," *Environmental History* 3, no. 2 (April 1998): 197.
381 Quam-Wickham, "Cities Sacrificed on the Altar of Oil., 203.
382 Oil wells in West Carson are primarily located between West Lomita Boulevard to the south, West Sepulveda Boulevard to the north, the I-110 freeway to the east, and Normandie Avenue to the west.
383 Quam-Wickham, "Cities Sacrificed on the Altar of Oil., 203.
384 Yee and Getahun, "The Los Angeles and Long Beach Port Communities."
385 Los Angeles Times Editorial Board, "Editorial: Port Pollution Is a Crisis. It's Going to Take More Than a $20 Container Fee to Fix," *Los Angeles Times*, Oct. 26, 2022.
386 Los Angeles Times Editorial Board, "Editorial: Port Pollution Is a Crisis."; Yee and Getahun, "The Los Angeles and Long Beach Port Communities."

disease in the County, and by 2010, the area contained the highest rates of asthma sufferers in the County.[387]

All of the SBAP communities, other than Westfield/Academy Hills, are located adjacent to major freeways. The I-405 freeway alone, which runs through Lennox, Del Aire, Wiseburn, and adjacent to West Carson and Alondra Park/El Camino Village, was the fourth-most-traveled freeway in the country, with an annual daily average of 383,500 vehicles in 2021.[388] Those who live within 1 mile of freeways suffer much higher rates of asthma, heart attacks, strokes, high blood pressure, gestational diabetes, lung cancer, and pre-term births.[389]

Air pollution from freeways is exacerbated by truck traffic going through SBAP communities. Nine percent of South Bay residents live within 500 feet of a truck route, and about eight percent live within close proximity to a manufacturing facility.[390] Orji Ulu Ezieme, an environmental researcher associated with the DAAC who conducted a study on truck traffic in the West Carson community, said that "our truck research found nine hotspots in the area where airborne particulate consistently registers higher than the acceptable level."[391] The DAAC in West Carson is proactively working to prevent additional warehouse projects in and adjacent to their community.[392]

Air pollution resulting from departing and arriving planes at LAX has also had significant health and environmental consequences for SBAP communities adjacent to the airport, particularly Lennox, which is located directly beneath LAX's flight path (Exhibit 13).[393] Ultrafine particulates resulting from condensation of hot exhaust vapor from airplanes can go deep into the lungs, make their way into the bloodstream, and spread to the brain, heart, and other critical organs. Although emissions of slightly larger exhaust particles are regulated, ultrafine particles are not.[394] Protests attempting to reduce air traffic over the decades, including an action filed in the Superior Court to halt jet traffic over the community in 1959, have proved largely unsuccessful.[395]

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387 "Between the 110 and the 405: Environmental Injustice in South Los Angeles," SCOPE Blog, November 27, 2017, https://scopela.org/between-the-110-and-the-405-environmental-injustice-in-south-los-angeles/.

388 Office of Highway Policy Information, "Top 25 Most Traveled Locations by Annual Average Daily Traffic (AADT)," U.S. Department of Transportation, February 2021, https://www.fhwa.dot.gov/policyinformation/tables/02.cfm.

389 Tony Barboza and Jon Schleuss, "L.A. Keeps Building Near Freeways, Even Though Living There Makes People Sick," *Los Angeles Times*, March 2, 2017; USC Environmental Health Centers, "References: Living Near Busy Roads or Traffic Pollution," accessed September 8, 2023, https://envhealthcenters.usc.edu/infographics/infographic-living-near-busy-roads-or-traffic-pollution/references-living-near-busy-roads-or-traffic-pollution.

390 "Between the 110 and the 405," SCOPE Blog.

391 "Toros Educate West Carson on Pollution Risks," California State University Dominguez Hills, March 17, 2023, https://news.csudh.edu/west-carson-pollution/#:~:text=Cynthia%20Babich%2C%20founder%20of%20the,%E2%80%9CWe're%20choking%20here.

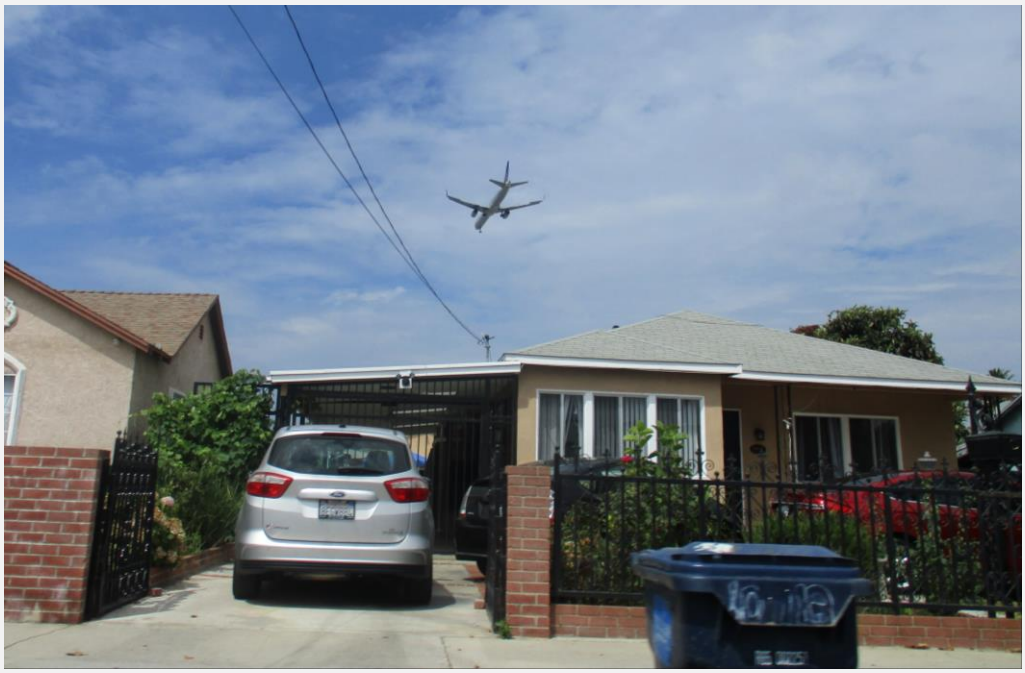
392 Del Amo Action Committee, "No! Not Another Warehouse," accessed September 12, 2023, https://delamoactioncommittee.org/no-not-another-warehouse/.

393 Pinho, "Relief to Residents."

394 Dan Weikel and Tony Barboza, "Planes' Exhaust Could Be Harming Communities Up to 10 miles from LAX," *Los Angeles Times*, May 29, 2014.

395 "LA Residents Protest Jets," *Concord Transcript*, November 18, 1959, 7.

Exhibit 13. A plane landing at LAX over a residence in Lennox.



Source: Dudek, August 2023, IMG_3088.

A 2014 study conducted by researchers at the University of Southern California and the University of Washington found that "the extent of the pollution [from air traffic at LAX] is so large that it challenges previous assumptions that roadways are the most significant pollution threat to urban residents … Researchers calculated that it would take between 174 and 491 miles of freeway traffic—or about 20% to 50% of the highways in the County—to generate levels of pollution equivalent to those detected east of LAX."[396] For communities directly adjacent to LAX such as Lennox, some readings found pollution almost 10 times above the normal level. The study also found particle levels 6 to 8 times above normal within a few miles of LAX.[397]

Plane traffic has also resulted in high levels of noise pollution. In the 1970s, five school districts sued LAX, and Lennox received funding to soundproof two schools.[398] Additional grants for soundproofing for residences around LAX, including unincorporated communities like Lennox, ran from 1997 to 2011.[399] In 2005, a settlement between the Lennox and Inglewood school districts and Los Angeles World Airports was reached, which would provide $110 million in noise mitigation over the next 10 years. In 2011, the Board of Airport Commissioners approved an additional $10 million to soundproof Lennox's schools, and in 2021, the Federal Aviation Administration (FAA) granted $20.5 million to soundproof homes near LAX, including in

396 Neelakshi Hudda et al., "Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind," *Environmental Science & Technology* 48, No. 12, (June 2014); Weikel and Barboza, "Planes' Exhaust."
397 Neelakshi Hudda et al., "Emissions from an International Airport Increase Particle Number Concentrations."
398 Leo C. Wolinksky, "Rebuilt Under Ground, School Officials Suggest," *Los Angeles Times*, June 11, 1978, 582.
399 Pinho, "Relief to Residents."

Lennox.[400] Despite these soundproofing efforts, many of which came to fruition due to the activism of citizen groups such as the Lennox Coordinating Council, the community still experiences high levels of noise pollution, which has been shown to "disrupt sleep, adversely affect academic performance of children, and could increase the risk for cardiovascular disease of people living in the vicinity of airports."[401]

Superfund Sites and Community Activism

Rapid industrial development, especially during and after World War II, further created substantial pollution for communities in the Planning Area, particularly West Carson, which is in the top 20% of communities most burdened by pollution in the state.[402] The Montrose and Del Amo Superfund sites have particularly detrimentally affected West Carson's community health. Over the course of Montrose Chemical Corporation's operations adjacent to West Carson, the facility discharged millions of tons of DDT into the County's sewage pipeline, which empties onto the Palos Verdes shelf in the Pacific Ocean.[403] Wastewater and raw materials were also released into the ground, reaching the groundwater, or off property into an inclined, open drainage ditch. Waste was also hauled to a nearby vacant lot near We[st] 204th Street and disposed of at landfills and in the Pacific Ocean. Del Amo dumped chemical and waste products into the soil and groundwater beneath the site and in a 4-acre waste pit comprising four inclined evaporation ponds and six unlined waste pits to the south of the site.[404]

The EPA conducted soil sampling in the yards of several residential homes on We[st] 204th Street in West Carson south of the Del Amo waste pits in the 1990s. While the sampling did not identify contaminates related to the Del Amo site, the tests identified large quantities of technical-grade DDT in two yards.[405] Spurred by community concerns that this contamination was widespread, the EPA began large-scale DDT removal action for residential properties along We[st] 204th Street. Cleanup efforts in this area, called the relocation zone, required residents to be temporarily relocated for 3 years, from 1994 to 1997.[406]

During this period, the DAAC was formed to address community health issues and serve as a representative party, advocating for the buyout of the residences [on] 204th Street. The group lobbied for government support, engaged news outlets, and worked with toxicologists, universities, and political figures.[407] Negotiations between the DAAC, the EPA, Shell, private consultants, property appraisers, and others continued for years. In 1996, an agreement was met for Shell to fund the buyout and demolition of the homes in the relocation zone and create a permanent relocation plan for displaced residents.[408] As a result, the residences were demolished to create a buffer zone between the manufacturing sites and the adjacent residential neighborhoods.[409]

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400 "Airport Board Approves $10 million in Soundproofing for Lennox Schools," *Daily Breeze*, September 19, 2011; Pinho, "Relief to Residents."
401 Mathias Basner et al., "Aviation Noise Impacts: State of the Science," *Noise Health* 19, No. 87 (March–April 2017): 41–50.
402 Del Amo Action Committee, "About Us: Organizational History," accessed September 8, 2023, https://delamoactioncommittee.org/about-us/.
403 Marla Cone, "Disappearing DDT?" *Los Angeles Times*, May 21, 1998, 41.
404 U.S. Environmental Protection Agency, *Del Amo and Montrose Superfund Sites,* 5.
405 Graves, "Spatial Narratives of Struggle and Activism," 69.
406 Graves, "Spatial Narratives of Struggle and Activism," 70.
407 Graves, "Spatial Narratives of Struggle and Activism," 70.
408 Graves, "Spatial Narratives of Struggle and Activism,"71.
409 Del Amo Action Committee, "Wishing Tree Park."

Shell sold the relocation zone land to the Los Angeles Neighborhood Land Trust in 2015, and in 2018, ground was broken to develop Wishing Tree Park on the site, West Carson's first park. This effort was possible due to the efforts of the DAAC and community activists who advocated and lobbied for funding for the project for years. Layers of contaminated soil were removed from the site before the ground was sealed with a barrier and topped with two additional feet of uncontaminated soil.[410] In 2020, the EPA reached a $56.6 million settlement with several companies including Montrose Chemical Corporation and JCI Jones Chemical for groundwater cleanup at the Montrose and Del Amo Superfund sites.[411]

The legacy of the Del Amo synthetic rubber facility and the Montrose Chemical Corporation facility, as well as other industrial sites such as the state-designated Superfund site Armco Steel Corporation in Torrance, have resulted in ongoing detrimental environmental and health effects for West Carson residents, particularly due to high levels of soil and groundwater contamination. Cynthia Babich, the Executive Director for the DAAC, said of the pollution: "We're facing a 5,000-year cleanup here. It's really longer than that, but that's how long it'll take just to make the groundwater safe."[412] These issues are compounded by the continued manufacturing and industrial usages that exist adjacent to West Carson in neighboring communities, including Harbor Gateway and Torrance to the west and Carson to the east.[413] In June 2022, the Los Angeles County Board of Supervisors adopted the Green Zone ordinance, which seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden.[414]

Community groups have long played a pivotal role in advocating against industrial development that would worsen community health. In the late 1980s, Lennox residents and groups including the Lennox School District and the Lennox Coordinating Council fought against the construction of a concrete plant on LAX-owned land adjacent to the community at 5299 West 111th Street, which would contribute to already-existing high pollution levels. The South Coast Air Quality Management District found that at this time Lennox recorded the second-highest carbon monoxide rating in the South Bay.[415] Writing in opposition to the development of the concrete plant, Superintendent of the Lennox School District Kenneth Moffett stated, "it is inconceivable to me … that a cement plant would even be considered for this congested area, in addition to all the air pollution from the airplanes, automobiles, and major freeways surrounding this entire area. I can't help but wonder if Lennox were a white, middle-class community, if this same site proposal would be made."[416] Despite years of opposition from the Lennox community, the Los Angeles Board of Airport Commissioners came to an agreement with Torrance-based Greene's Ready Mixed Concrete Company to build a plant adjacent to Lennox in 1989. Today, the concrete plant is owned and operated by Cal-Portland.

410 Clara Harter, "Long-awaited Wishing Tree Park," *Daily Breeze*, Aug. 20, 2020, https://www.dailybreeze.com/2022/08/20/long-awaited-wishing-tree-park-nears-completion-in-west-carson/.
411 Alejandro Diaz, "EPA Reaches $56.6 Million Settlement for Groundwater Cleanup at Los Angeles Area Superfund Sites," U.S. Environmental Protection Agency, August 14, 2020, https://www.epa.gov/newsreleases/epa-reaches-566-million-settlement-groundwater-cleanup-los-angeles-area-superfund-sites#:~:text=LOS.
412 "Toros Educate West Carson."
413 Yee and Getahun, "The Los Angeles and Long Beach Port Communities."
414 Los Angeles County Department of Regional Planning, "Green Zones Program," accessed October 20, 2023, https://planning.lacounty.gov/long-range-planning/green-zones-program/.
415 Tim Waters, "Concrete Plant Wins OK Despite Lennox's Protests," *Los Angeles Times*, June 8, 1989, 12 and 14.
416 Waters, "Concrete Plant Wins OK Despite Lennox's Protests."

REGISTRATION REQUIREMENTS

Associated Property Types

Industrial development in the Planning Area can be divided into three major sectors—rail, oil, and manufacturing—and the subtheme of environmental injustice. The legacy of industrial development is evidenced today in land use and development patterns established throughout the County, with many of the major transportation corridors following patterns established by the rail and oil industries in the late nineteenth and early twentieth centuries and by freeways in the twentieth century. The legacy of industrial development is also apparent in the patterns of environmental injustice that reflect the absence of separation between toxic industries and residential development. Only properties with demonstrated significance and integrity are eligible for designation. A grouping of industrial buildings located along an industrial corridor or a campus of buildings constructed for a particularly important business may be eligible collectively and constitute a historic district. Industrial buildings may also be eligible individually. Eligible industrial resources may include those developed early in the County's history, those that housed an important industrial business, and those that were the primary place of work for a person significant within the industrial development theme.

While some aspects of the built environment reflect the influence of the rail and oil industries and the legacy of environmental injustice, there are no identified resources that retain integrity or are property types that have the potential to reflect a significant association with these important trends in industrial development in the Planning Area. Rail lines and oil wells are typically standardized and utilitarian; while their influence on land use patterns is noteworthy, the physical tracks, ties, wells, and drills are not properties with a specific association that reflects significance.

Property types reflecting the trend of manufacturing include industrial buildings constructed for important national and local businesses. Aerospace, chemical, and rubber manufacturing were particularly important in the development of the Planning Area. Many of the operations at these manufacturing plants shut down in the 1970s and 1980s and representation of these industries are limited in the built environment.

Eligibility Standards

- Resource has a direct and significant relationship to industrial development; and/or was the primary location of an important industrial business; and/or was the primary place of work of an individual important within the theme of industry
- Resource reflects industrial development during one of the significant periods in the industrial development of the SBAP communities and embodies the distinctive characteristics of industrial development from that period. The trends and their periods of significance are:
- Rail (1869–Present)
- Oil (1892–Present)
- Manufacturing (1911–1997)
- Aviation and Aerospace (1910–1991)
- Subtheme: Environmental Injustice (1920s–Present)
- Simply being an industrial resource is not enough to justify eligibility. An eligible resource must have been important in the overall industrial development of the Planning Area or within its larger respective industry. Examples might include resources related to very early industries, leaders within

their respective fields, and industrial companies particularly important to the local economy, such as major employers.

Character-Defining Features

- Utilitarian plan and materials
- Exhibits elements of the popular architectural styles for industrial buildings of the period, including Mid-Century Modern and New Formalist
- Features typical of industrial design, such as:
- Loading docks
- Large roll-up doors
- Large bays of steel sash windows
- Monitor windows along the roofline for daylighting
    - Exposed structure and materials

Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its industrial function and architectural style.
- Limited door and window replacements are acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- Signage may have been removed or replaced without impacting designation potential if the new signage does not detract from other character-defining features.
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.

D. Infrastructure and Public Transit

OVERVIEW

The first railroad in the County was completed in 1869 and catalyzed the rapid development of national, regional, and interurban freight and passenger conveyance networks in the region. Between the late nineteenth century and the mid-twentieth century, railroads contributed to rapid population growth and influenced settlement patterns.[417] Railroad development slowed in the early twentieth century as the growing availability of the automobile put pressure on county governments to develop an alternative

[417] SurveyLA, *Industrial Development.*

network of transportation infrastructure centered on roads and highways. By 1920, the mass production and availability of automobiles, combined with another regional population boom caused by continued migration to the area and annexations of smaller communities, resulted in a prevalent "car culture" that molded the County's road and highway infrastructure. During the mid- and late twentieth century, the County replaced passenger and freight rail networks with large interstates and regional road networks. Although the popularity of interurban rail travel via the Los Angeles Metro System has grown since its late-twentieth century development, automobile-related infrastructure continues to dominate the Planning Area landscape.[418]

Another aspect of infrastructure development in the Planning Area was the distribution of electricity. Transmission towers and lines are associated with innovations in the distribution of power throughout the County.[419] Electric power generation and distribution infrastructure in the County was initially owned and constructed by small, private local companies because early power systems could only serve small geographic areas. The industry evolved to what we know it as today: a single large, public utility with expansive infrastructure. The infrastructure associated with electricity remains a visible element of the Planning Area's built environment.[420]

RAILROADS AND TROLLEY LINES (1869–1912)

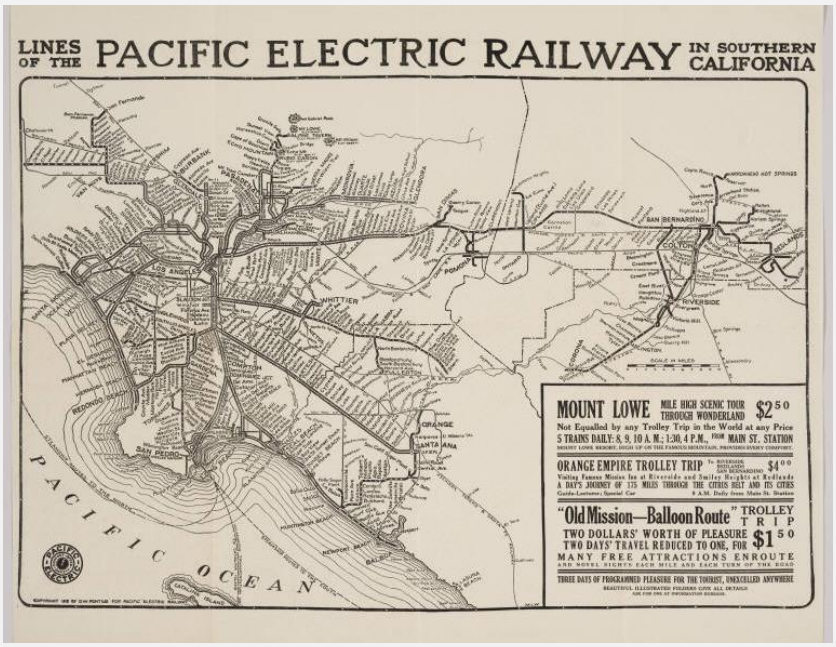
In 1869, Phineas Banning and John Downey opened the first railroad in the County, the Los Angeles and San Pedro Railroad. The new railroad transferred freight from the burgeoning port at San Pedro Harbor to downtown Los Angeles.[421] Soon after, the Union Pacific Railroad established the Los Angeles Terminal Railroad (San Pedro Division), which connected major dairying centers to ports and markets.[422] In 1901, Henry Huntington's Pacific Electric streetcar line began to lay track for an interurban railway network for passenger service, the first interurban electric railroad network in the County, popularly known as the Red Car or PERy system (Exhibit 14).[423] The first Pacific Electric line ran from the downtown core of Los Angeles to Long Beach along Graham Avenue. The lines operated at a loss and primarily served to increase the value of the real estate in the areas they served, most of which were owned or subdivided by Huntington.[424] By 1903, a trolley line had been established from Los Angeles to Santa Monica and down the coast to Redondo Beach. Additionally, the Santa Fe had a rail line that ran from Redondo Beach to El Segundo and included a station in the Del Aire and Wiseburn communities. Travel to the South Bay area became more accessible, and day trips to the area increased during this period. Although the majority of the communities within the South Bay region were primarily agricultural during this period, travel through the communities of Del Aire, Wiseburn, Lennox, and Alondra Park increased as a result of tourism spurred by the nearby beaches.[425]

The arrival of Pacific Electric sparked a battle with Southern Pacific for dominance of the region's electric railway. With "The Great Merger of 1911," Huntington sold his interests in Pacific Electric to Southern Pacific,

418 SurveyLA, *Industrial Development.*
419 SurveyLA Citywide Historic Context Statement, *Public and Private Institutional Development, 1850–1980*, City of Los Angeles Department of City Planning, August 2017.
420 "First Electricity in Los Angeles," Water and Power Associates, accessed September 8, 2023, https://waterandpower.org/museum/First%20Electricity%20in%20Los%20Angeles.html.
421 SurveyLA, *Industrial Development,* 4–5.
422 "A Railroad Center," *Los Angeles Times*, January 1, 1891.
423 General Land Office, "Original Survey of 003.0S-012.0W, Downey," 1:24,000, Klokan Technologies, 1868 and 1874.
424 Caltrans, *Tract Housing in California*, 2.
425 Davidson, "Before 'Surfurbia'," 84.; Bob Jenson, "A History of Wiseburn School District."

except for the Los Angeles Railway, of which he retained control. The merger placed most of the region's interurban railway under the control of Southern Pacific. By 1914, over 1,600 Pacific Electric trains ran within four operating districts that divided Los Angeles. The line to Redondo Beach via Play del Rey was one of two electric railway lines to the beach operated by Pacific Electric prior to World War II, with the other running from Los Angeles through Gardena and Torrance.[426] All the communities within the SBAP, other than Westfield/Academy Hills, had Pacific Electric lines located directly within or adjacent to their boundaries that were used to transport goods throughout the region.[427]

Exhibit 14. Lines of the Pacific Electric Railway in Southern California, circa 1912.



Source: D.W. Pontius, Cartographer, Library Special Collections, Charles E. Young Research Library, UCLA.

ROADS AND HIGHWAYS (1910–1990)

In 1910, Los Angeles County's Chamber of Commerce began to market the County as the ideal location for national industrial firms to open branch factories because of the proximity to the rapidly developing West Coast markets, easy access to freight rail, and inexpensive real estate.[428] In 1911, the Ford Motor Company established a Los Angeles factory to produce its trademark Model-T.[429] Two years later, in 1913, Ford introduced the assembly line, a revolutionary innovation in auto manufacturing, and began to mass-produce

426 Megowan, *Historic Tales from Palos Verdes and the South Bay*, 136–137.
427 Jeff Wattenhofer, "Mapping the Historic Routes and Few Remains of Los Angeles's Massive Streetcar System," November 9, 2015, https://la.curbed.com/2015/11/9/9902244/red-car-map-los-angeles.
428 "Many Motor Cars: Automobile Industry Ranks High in United States with Many Millions Back of Business," *Los Angeles Times,* March 6, 1910.
429 Mark S. Foster, "The Model-T, the Hard Sell, and Los Angeles' Urban Growth: Decentralization of Los Angeles during the 1920s," *Pacific Historical Review* 44, no. 4 (November 1975): 483.

the Model-T at an accelerated pace.[430] During the mid-twentieth century, Los Angeles became the largest automobile and auto-part producer on the West Coast and nationally was second only to Detroit.[431]

Between 1920 and the mid-twentieth century, the interurban rail systems lost commuters as the regional car culture grew. Between 1919 and 1929, the population of the County doubled, marking the largest population boom in the County since the railroad-driven rate war in the 1880s. Correspondingly, the number of registered vehicles on the road climbed from 141,000 to 777,000, and by 1929, the County was home to more cars per capita than any other city in the world. Local railways were replaced with roads developed for automobile traffic.[432] Tourism in the South Bay area rapidly increased around this time due to its accessibility and its proximity to beach resorts.[433] By 1940, the trolley lines to the South Bay had suffered significant operating losses and were thus terminated. After World War II, the interurban transit systems experienced a sharp decline in ridership that, due to private automobile ownership, never recovered. In the mid-twentieth century, Southern Pacific reduced its interest in the Los Angeles Railway system by selling or terminating interurban lines.[434] In 1939, the Los Angeles Transportation Engineering Board published a plan calling for express highways throughout Los Angeles. A plan was devised by the chairman of the Road and Highway Committee and members of the Automobile Club that included eliminating street railways and subsidizing them with bus services on surface streets and elevated motorways.[435] This plan was adopted by the County Regional Planning Commission and the City Planning Department in 1941.[436]

In 1947, the Office of the Los Angeles County Engineer, a predecessor to the contemporary Department of Public Works, published the Master Plan of Metropolitan Los Angeles Freeways.[437] During the 1950s, a spur in road construction led to the development of Crenshaw and Hawthorne Boulevards. However, the extension of Crenshaw Boulevard south to Palos Verdes in the mid-1950s instigated the Portuguese Bend Landslide, a disastrous landslide that has contributed to present land stability issues in the area to the present.[438] In 1951, the Los Angeles Metropolitan Transit Authority (LAMTA) was formed as a public transit planning agency for the County and undertook the operation of the privately owned bus lines servicing former streetcar and railway routes. In 1953, Metropolitan Coach Lines purchased the remaining lines and, in turn, sold them to LAMTA in 1958.[439] By 1958, the entirety of the electric interurban Los Angeles Railroad had been purchased by LAMTA. By 1961, the last rail line in service was replaced with a bus route, and former rail lines were decommissioned across the County.[440]

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430 Kat Eschner, "In 1913, Henry Ford Introduced the Assembly Line: His Workers Hated It," *Smithsonian Magazine*, December 1, 2016, https://www.smithsonianmag.com/smart-news/one-hundred-and-three-years-ago-today-henry-ford-introduced-assembly-line-his-workers-hated-it-180961267/#:~:text=He%20first%20fully%20implemented%20his%20innovation%20on%20December,makers%20put%20together%20entire%20cars%20at%20one%20station.

431 David Brodsly, *L.A. Freeways: An Appreciative Essay* (Berkeley: University of California, 1981), 9.

432 National Environmental Title Research, "South Bay [aerial photos and topography maps]," *Historic Aerials and Topography Maps Courtesy of NETR Online*, 1896–1930, https://www.historicaerials.com/viewer.

433 Davidson, "Before 'Surfurbia,'" 92.

434 Bruce and Maureen Megowan, "History of the South Bay of Los Angeles Through 1900," accessed September 13, 2023, https://maureenmegowan.com/south-bay-history/history-of-the-south-bay-of-los-angeles-through-1900/.

435 Ed Ainsworth, "Motorways Plan Detailed," *Los Angeles Times*, June 15, 1938, 1.

436 Transportation Engineering Board, *A Transit Program for the Los Angeles Metropolitan Area*, December 7, 1939, https://libraryarchives.metro.net/dpgtl/trafficplans/1939_transit_program_los_angeles_metropolitan_area.pdf.

437 County of Los Angeles, *Master Plan of Metropolitan Los Angeles Freeways*, adopted by the Regional Planning Commission, August 6, 1947.

438 Bruce and Maureen Megowan, "History of the South Bay of Los Angeles Through 1900."

439 "Pacific Electric," Southern California Railway Museum, accessed February 25, 2022, https://socalrailway.org/collections/pacific-electric/.

440 Brodsly, *L.A. Freeways,* 12.

Highway planning in Los Angeles was part of both local and national initiatives. Initially, the Southern California freeway system master plan included a design that was known as the Ocean Freeway, which was proposed to run along the coast and inland through Redondo Beach to connect the South Bay area to Los Angeles. However, the route would have entailed the demolition of neighborhoods within the South Bay. Many iterations of the design were proposed throughout the years, but ultimately, it was never constructed due to neighborhood opposition and funding constraints.

The development of highways in the United States occurred concurrently with urban renewal efforts and redlining, disproportionately affecting communities of color. Government entities identified many areas that were primarily inhabited by residents of color as being "blighted," which allowed these neighborhoods to be demolished for highway construction. As a result, residents were displaced, and neighborhoods were forever altered. This history is evident in the Los Angeles area beginning in 1944 when the Santa Ana Freeway was constructed from Soto Street to Eastman Avenue in Boyle Heights, which resulted in the displacement of many of the neighborhood's Mexican residents.[441] Subsequent years saw a continuation of this pattern, including the destruction and displacement of African-American and Latino neighborhoods around I-5, I-10, and I-110.[442]

Communities located near freeways and airports have been greatly impacted by the development of such infrastructure. The expansion of the I-110 freeway in the 1960s connected the POLA to Downtown Los Angeles and Pasadena, but increased truck traffic resulted in a rise in pollution in adjacent residential communities such as West Carson.[443] Truck routes include Rosecrans Avenue along the southern boundary of Wiseburn; Sepulveda Boulevard moving west through the southern portion of West Carson; Del Amo Boulevard, Torrance Boulevar[d,] and West 190th Street moving west through the northern portion of West Carson; Carson Street moving west through the middle of West Carson; and Crenshaw Boulevard moving southwest through Westfield.[444] Likewise, industrial development throughout the South Bay area resulted in heavy truck traffic passing along the I-110 and I-105 freeways.[445]

The I-10 freeway, a transcontinental link from the Atlantic to the Pacific, was expanded through the middle of the County in the early 1960s. As manufacturers, most noticeably automobile and auto-parts manufacturers, became less reliant on the railroad in the mid- and late twentieth century, they began to close their Los Angeles County plants, terminating thousands of jobs.[446] During the 1960s, the I-405 freeway was developed to connect communities along the west boundary of the county. Despite protest from residents and citizen groups, between 1962 and 1963 the Division of Highways extended the I-405 freeway, resulting in the demolition of dozens of residential properties in Lennox, Del Aire, and Wiseburn.[447]

In 1965, violent protests erupted in the community of Watts, surrounding neighborhoods, and African-American cultural enclaves across Los Angeles after an altercation between a Caucasian California

441 Jovanni Perez, "The Los Angeles Freeway and the History of Community Displacement," *Toro Historical Review* 3, no. 1 (2017); Gilbert Estrada, "If You Build It They Will Move: The Los Angeles Freeway System and the Displacement of Mexican East Los Angeles, 1944–1972," *Southern California Quarterly* 87, no. 3 (Fall 2005): 287–315.; Liam Dillon and Ben Poston, "Racist History of America's Interstate Highway Boom," *Los Angeles Times*, November 11, 2021.

442 Estrada, "If You Build It They Will Move."; Dillon and Poston, "Racist History of America's Interstate Highway Boom."

443 Del Amo Action Committee, "Assessing Environmental Impacts in the Del Amo Community."

444 Iteris, "South Bay Goods Movement Study," June 2007, https://southbaycities.org/sites/default/files/goods_movement/SBCCOG%20Goods%20Movement%20-%20Contents%20and%20Executive%20Summary.pdf 50.

445 "Between the 110 and the 405" *SCOPE Blog*.

446 Foster, "*The Model-T, The Hard Sell,*" 483.

447 County of Los Angeles Department of Parks and Recreation, *Florence-Firestone Community Parks and Recreation Plan*, 6.

Highway Patrol officer and an African-American motorist. President Lyndon Johnson deployed over 3,000 National Guard members as the violence escalated, but because the County's roadway infrastructure was not developed to facilitate the movement of thousands of troops, the National Guard struggled to access the communities. As the violence stretched into a fifth day, an additional 10,000 National Guard members were deployed to the County and were able to quell the uprising.[448] In the aftermath of the Watts Uprising, the McCone Commission recommended that, in order to suppress future civil rights protests, the Los Angeles freeway system should be expanded so law enforcement could be rapidly deployed to south central Los Angeles communities.[449]

In the aftermath of the Watts Uprising, the California State Legislature sought to widen, expand, or develop new transportation networks so that law enforcement could easily access dense urban communities. The planned routes of the I-710 expansion and new construction projects, including the I-110 and the I-105 freeways, did not follow the natural or historical community boundaries and splintered existing corridors. During the late 1960s and early 1970s, the County seized residential neighborhoods through eminent domain and divided previously cohesive urban communities. Construction of the Imperial Highway and the I-105 freeway was delayed due to civil litigation brought by community members. In 1990, an abandoned Pacific Electric route was replaced by the I-105 freeway, which runs through Lennox, Del Aire, and Wiseburn.[450]

The construction of these major roadways exacerbated many of the underlying causes of the Watts Uprising. Not only did the I-105 freeway make community educational facilities difficult to access, but funding also earmarked for community development was reallocated toward the cost of infrastructure construction. Five hundred units of planned replacement housing on lots acquired for the I-105 freeway were never constructed.[451] As the area grew to become an industrial hub after World War II, industrial facilities were planned near residential communities, and freeways were developed to accommodate the growing industries. Routes for the freeways crossed through disenfranchised communities in the South Bay region, displacing hundreds of homes and contributing to persistent air and noise pollution within the local communities. Today, much of the South Bay area is enclosed by freeways, including the I-105, I-110, and I-405, that have shaped the environmental conditions of the area.[452]

TRANSMISSION TOWERS AND LINES (1916–1939)

During its initial period of development, Los Angeles had three private electric companies that provided power: Los Angeles Gas and Electric Corporation, Pacific Light and Power, and Southern California Edison (SCE). Municipal electric distribution was not established until 1916, when the Bureau of Power and Light installed its first power pole in Pasadena. The Bureau's first hydroelectric plant, San Francisquito Power No. 1, opened a year later to provide power in about 70% of Los Angeles through the newly constructed 115-kilovolt transmission line. As Los Angeles continued to grow during the early 1900s, there was an increasing need for electricity throughout the City and the County, especially for electric trollies. By 1917, the smaller private company SCE had acquired control of the Pacific Light and Power Company, the Ventura Power

448 "Watts Riots of 1965," *Timetoast Timelines*, accessed September 8, 2023, https://www.timetoast.com/timelines/wattsriots-of-1965.
449 History.com Editors, "Watts Rebellion." History.com. A&E Television Networks, September 28, 2017. https://www.history.com/topics/1960s/watts-riots.
450 History.com Editors, "Watts Rebellion."
451 Hector Tobar, "Hope Endures in Hard Times," *Los Angeles Times*, September 15, 2009.
452 "Between the 110 and the 405," *SCOPE Blog*.

Company, and the Mount Whitney Power Electric Company, making it the largest supplier of electricity in Southern California.[453]

As the boundaries of Los Angeles continued to expand during the 1920s, private utilities, SCE, and Los Angeles Gas and Electric primarily served wider Los Angeles County, including the South Bay area. By the late 1930s, the electrical utility companies in the County were competing for territory. It was not until 1939 that territories were negotiated. After the Bureau of Power and Light merged with the Bureau of Water Works in 1937 to form the Los Angeles Department of Water and Power (LADWP), most of the power within Los Angeles was supplied by LADWP. SCE and LADWP divided the county between each other, and since 1939, SCE has supplied power to the unincorporated areas within the County, including the unincorporated communities of the South Bay, as well as all municipalities other than Pasadena, Glendale, and Burbank.[454] The Westfield/Academy Hills, West Carson, Alondra Park/El Camino Village, Hawthorne Island, Del Aire, Wiseburn, and Lennox communities are supported by the SCE 66-kilovolt power line.[455]

THE REVIVAL OF INTERURBAN RAIL (1990–PRESENT)

Following World War II, the automobile became the preferred method of transportation, and rail networks crisscrossing the County communities were decommissioned and replaced by Los Angeles Metro bus lines. In 1961, the Los Angeles railway network closed entirely. The revival of interurban railways occurred in the 1990s. The California State Legislature created the Southern California Rapid Transit District to improve transit infrastructure in the greater Los Angeles region. The Southern California Rapid Transit District redeveloped out-of-service rail lines to serve Los Angeles, Orange, Riverside, and San Bernardino Counties, and in 1987 the Metro C Line (formerly the Green line) commenced operation. During the 1980s and into the 1990s, the once dominant aerospace industry began to slow down after the end of the Cold War in 1991 and the Los Angeles Uprising in 1992. Despite its decline, the aerospace industry still employed a large workforce, so the C Line was established to provide public transportation for those workers. The C Line is a light-rail line running from Redondo Beach to Norwalk through the northern boundary of the Del Aire community.[456]

In 1992, the Southern California Regional Rail Authority founded Metrolink, a commuter rail system serving all of Southern California. The revival of mass rail transit was a joint effort by five Southern California counties to reduce highway congestion and improve mobility in the greater Los Angeles metropolitan area. As a result, Metro, the County's current transportation planning agency, was founded in 1993. Metro undertook the operation of the maze of metropolitan transit networks that had developed in the mid-twentieth century.[457]

In 1995, Metro expanded the C Line to serve communities including Hawthorne, Downey, Paramount, and Willowbrook in South Los Angeles County. The C Line also connects commuters from the

453 "First Electricity in Los Angeles," Water and Power Associates.
454 "First Electricity in Los Angeles," Water and Power Associates.
455 Bureau of Land Management, "California State Geoportal," accessed September 14, 2023, https://gis.data.ca.gov/datasets/260b4513acdb4a3a8e4d64e69fc84fee/explore?location=33.834886%2C-118.284433%2C11.61.
456 "New Library Cost $90,000," *Los Angeles Times*.
457 Metro, "Metro C Line (Green)" and "Los Angeles Transit History," accessed September 8, 2023, https://www.metro.net/about.

Hawthorne/Lennox station in Lennox to the Aviation/LAX station in Del Aire.[458] Today, Metro services include Metro Rail, the County's mass rail transit system; and Metro Transitway, the County's bus system.[459]

REGISTRATION REQUIREMENTS

Associated Property Types

There are three property types related to infrastructure in the SBAP communities: railroads, road and highway infrastructure, and infrastructure related to electricity. Between the late nineteenth century and the mid-twentieth century, railroads contributed to rapid population growth and influenced residential and industrial development patterns, shaping the form and character of the SBAP communities and most of Los Angeles. The legacy of the railroad is evidenced today in land use and development patterns established throughout the County, particularly for industrial areas where manufacturing and warehouse facilities were constructed adjacent to freight rail lines and residential tracts were constructed adjacent to interurban lines. In the present day, these routes have been revived as the Metro light-rail system. The County's road and highway infrastructure was later shaped by the proliferation of the automobile. Transmission towers and lines are visible throughout the Planning Area and reflect the County's electric distribution history.

Eligibility Standards

- Resource has a direct and significant relationship to infrastructure development
- Resource reflects the property types related to infrastructure development during one of the significant periods in the development of the SBAP communities and embodies the distinctive characteristics of development from that period. The periods are:
  - Railroads and Trolley Lines (1869–1912)
  - Roads and Highways (1910–1990)
  - Transmission Towers and Lines (1916–1939)
  - The Revival of Interurban Rail (1990–present)
- Simply being an example of infrastructure is not enough to justify eligibility. An eligible resource must have been important in the overall development of the County or be an early or innovative technological development in the evolution of a type of infrastructure. Examples might include resources related to very early industrial or residential development.
- Resource is of an engineering and/or architectural form/style typical of the period (not modern equipment)

Character-Defining Features

- Eligible properties must retain those physical characteristics that are essential in conveying their significance under the infrastructure and public transit theme.
- Large pieces of publicly accessible infrastructure used for the transportation of people.
- Materials primarily include concrete, metal, and wood.

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458 Metro, "Metro C Line (Green)" and "Los Angeles Transit History."

459 "Metro C Line: Connecting Communities Through Bus Rapid Transit," *FDR*, accessed September 8, 2023, https://www.hdrinc.com/ca/portfolio/metro-cline#:~:text=The%20METRO%20C%20Line%20wa%20s%20conceived%20to%20advance,adding%20a%20half%20a%20mile%20of%20new%20roadway.

Considerations

- Resource should retain integrity of Design, Materials, Location, Feeling, and Association as defined in Section 3.
- Minor engineering changes to details and materials are allowed.
- Should retain the original route or configuration.
- Setting and adjacent land uses may be compromised by nearby construction that post-dates the period of significance.

E. Residential Development

OVERVIEW

Residential development in the Planning Area is somewhat homogenous, with acres of post-World War II single-family tract developments. Unlike the areas of the County farther inland and closer to downtown Los Angeles, the Planning Area's residential development predated the railroad but was not heavily developed in the 1920s and 1930s. Its tract developments were not infill, rather they represent large portions of the community's built environment. As a result, the majority of the Planning Area's residential architecture reflects the popular postwar styles of Mid-Century Modern, Minimal Traditional, Ranch, Storybook Ranch, and Contemporary. Some examples of residences constructed as a result of streetcar-line development are visible, but the majority have been subsequently demolished or altered beyond recognition.

Embedded in the history of residential development throughout the SBAP communities is a complex legacy of unfair planning and discriminatory housing practices. This theme is woven throughout this HCS, as well as this Section. The discriminatory housing practice that had the most profound impact on the SBAP was the 1939 HOLC redlining map of Los Angeles. The long-term effects of redlining can still be seen in these communities today.

Perhaps one of the most noteworthy characteristics of the SBAP communities is the small number of public housing or large-scale multifamily residential developments. While these property types are found adjacent to the SBAP communities, the boundaries of the unincorporated SBAP exclude public housing, and large-scale multifamily housing property types are limited. Properties of that type tend to be included in adjacent city boundaries in order to receive city services. The communities within the Planning Area have always preferred lower residential density. This persists into the present and is visible throughout the Planning Area in the one- to two-story single-family homes that dominate the residential landscape.

EARLY RESIDENTIAL DEVELOPMENT (1904–1919)

The earliest urban residential development in the Planning Area began in La Rambla. Unlike the majority of Los Angeles, formal development of San Pedro (the incorporated neighborhood surrounding the unincorporated community) predated the coming of the railroad by multiple decades due to its proximity to the coast.[460] In 1904, John T. Gaffey and his family moved to La Rambla after Gaffey's wife, Arcadia Bandini, inherited 340 acres of land. Gaffey worked to develop La Rambla, subdividing the 340 acres into smaller residential tracts.[461] Despite being labeled as "tracts," residences built during this period in La Rambla were

460 SurveyLA, *Pre-Consolidation Communities of Los Angeles*, 31.
461 Ray Mitchell, "San Pedro an Ideal Section for Great Jobbing Establishments."

not developments in which similar houses are constructed at one time.[462] Rather, the purchaser would buy lots within the tract and construct residences in an architectural style and size of their choosing. In 1906, lots were sold in the Gaffey Tract at $775 each.[463] Residences of this period in La Rambla include 922 West 2nd Street and 920 West 6th Street.

The majority of Los Angeles' early residential development began with the extension of streetcar lines. At the time, streetcars were privately owned by the same companies that owned and subdivided land along the lines. The lines were constructed and operated at a loss. Profit lay in selling plots for housing and commercial properties along the routes. Between 1890 and 1910, Henry Huntington's Pacific Electric Railway streetcar line was constructed as the first interurban electric railroad network in the County. [464] The system that had the largest influence on the Planning Area was the Santa Fe Railway line, which ran from Redondo Beach to El Segundo and included a station in the Del Aire community. This mode of transportation allowed for more daytime travel through the South Bay, specifically the communities of Del Aire, Wiseburn, Lennox, and Alondra Park/El Camino Village.[465]

Single-family houses from this period are sparse in the Planning Area and have either been demolished or altered beyond recognition. Due to the lack of both streetcar lines running through the majority of the SBAP communities and stations located within the community boundaries, residences from this period are typically not clustered together. Examples of residences from this period in the Planning Area include 14607 Chadron Avenue in Alondra Park/El Camino Village (altered beyond recognition), 10701 South Grevillea Avenue (Exhibit 15), and 4942 West 104th Street in Lennox, and 141 South La Alameda Avenue in La Rambla (see Section 5.1, Architectural Styles – Residential Properties for images of properties). The few intact known examples of residences constructed as a result of streetcar-line development display popular styles of the time including the Victorian Vernacular Cottage and Craftsman styles.

Exhibit 15. Example of early residential development in the SBAP at 10701 South Grevillea Avenue in Lennox.

462 Kate Kershner, "Why Do Cookie-Cutter Neighborhoods Exist?" How Stuff Works, accessed September 15, 2023, https://home.howstuffworks.com/home-improvement/construction/planning/why-cookie-cutter-neighborhoods-exist.htm#pt1.
463 "San Pedro," *Los Angeles Herald*, May 13, 1906, 22.
464 General Land Office, "Original Survey of 003.0S-012.0W, Downey."
465 Davidson, "Before 'Surfurbia,'" 84.; Bob Jenson, "A History of Wiseburn School District."

Source: Google, April 2022.

SUBURBAN DEVELOPMENT (1920–1930S)

The land in the South Bay was not as heavily developed during the 1920s as the areas closer to downtown Los Angeles. During the early 1920s, areas such as Del Aire and Wiseburn were largely undeveloped, with real estate firms advertising small-acre farms with villa lots, home lots, and business lots being sold in quarter acres, half acres, and one acre for upward of $1,350 per an acre.[466] Sanborn maps show development as primarily being limited to small single-family wood-frame residences.[467] Sections of West Carson, Lennox, and La Rambla display areas of single-family houses constructed on subdivided land between major corridors of industrial and commercial development. The demand for housing was fueled by an exponentially growing population during this decade, driven by new employment opportunities including those in oil and aircraft manufacturing and at LAX and the nearby Ports of Long Beach and Los Angeles. The opening of the Panama Canal in 1914 led to increased shipping at California ports, while the extraction and refining of oil became a major industry in Southern California.[468]

The influence of the streetcar in shaping residential development patterns declined as automobile ownership grew. Most of the urban streetcar systems had stopped expanding by World War I, and ridership nationwide peaked between 1923 and 1924.[469] During the mid-1920s, Avalon Boulevard was extended south to the harbor, forming a major transportation corridor along the western borders of Lennox and Del Aire.[470] Period revival architectural styles became popular between 1920 and the 1940s. Within the Planning Area, residences constructed during this period include those in Mission Revival and Spanish Colonial Revival styles. Examples include 11036 South Freeman Avenue and 10205 Mansel Avenue in Lennox (Exhibit 16) and 1152 West 3rd Street in La Rambla (see Section 5.1, Architectural Styles – Residential Properties, for image of property).

Exhibit 16. Mission Revival-style residence, 11036 South Freeman Avenue in Lennox (left) and Spanish Colonial Revival-style residence, 10205 Mansel Avenue in Lennox (right).

466 "For Sale – Suburban Property," *Los Angeles Times*.
467 Sanborn Map Company, "Sanborn Fire Insurance Maps: Hawthorne."
468 Caltrans, *Tract Housing in California*, 5.
469 Caltrans, *Tract Housing in California*, 5.
470 Ruth Wallach, *Los Angeles Residential Architecture: Modernism Meets Eclecticism* (Charleston, South Carolina: The History Press, 2015), 127.

Source: Google, January 2022 (left); Google, April 2022 (right).

Residential development of the Planning Area grew in the 1930s and was largely completed by both private owners and development companies. At this time, areas of land were subdivided into tracts comprising several blocks. Streets laid out by tract owners often did not align between tracts, creating a slightly irregular grid between major thoroughfares that remains in place today. During this time, a prospective homebuyer would typically purchase an individual lot and hire a builder for the construction of the home. Generally, the residential development industry consisted of independent, small-scale contractors building no more than four houses per year.[471]

LONG BEACH EARTHQUAKE AND THE GREAT DEPRESSION (1933–1939)

In the evening hours of March 10, 1933, the 6.4-magnitude Long Beach Earthquake hit the greater Los Angeles area. The earthquake, worsened by over-drilling the Los Angeles oil deposits, was the deadliest seismic event in Southern California history, killing 120 people. Unreinforced concrete masonry buildings throughout the Planning Area were destroyed. Recovery from the earthquake was favorable to communities with higher HOLC ratings due to federal financial assistance. HOLC financed the redevelopment of many single-family residences, which were then reconstructed in the Spanish Colonial Revival and Minimal Traditional architectural styles.[472]

The Great Depression did not impact the SBAP communities uniformly. Diminished wages and widespread unemployment throughout the County made it difficult for homeowners to make monthly mortgage payments. Communities such as Del Aire, Wiseburn, Lennox, Alondra Park/El Camino Village, and La Rambla, which had portions of their communities rated as hazardous or declining, were often denied capital investment from banks due to their demographic makeup. Because of the HOLC's ratings, the impacts of the Great Depression disproportionately impacted these communities, and by 1939, a large percentage of the single-family residences owned by minority residents had been seized by their original lending institutions.[473]

WORLD WAR II AND POSTWAR TRACT HOUSING (1939–1964)

By the end of the 1930s, the residential development of the Planning Area was barely keeping pace with Los Angeles' population growth. The majority of the residential housing stock in the Planning Area was constructed post-World War II, which is reflected in the prevalent residential architectural styles of Mid-Century Modern, Minimal Traditional, Ranch, Storybook Ranch, and Contemporary. All communities within the SBAP display large areas of residential development dating from the 1940s, 1950s, and 1960s. Between 1940 and 1950, the County's population increased from 2,785,643 to 4,151,687.[474] This was a direct

471 Caltrans, *Tract Housing in California*, 4.

472 "General Population by City, 1910–1950: Los Angeles County," *Los Angeles Almanac*.; Hough and Graves, "The 1933 Long Beach Earthquake (California, USA): Ground Motions and Rupture Scenario." *Scientific Reports* 10, no. 1 (2020). https://doi.org/10.1038/s41598-020-66299-w.

473 "HUD Historical Timeline: The 1930s," *United States Department of Housing and Urban Development*, Accessed February 2022. https://www.huduser.gov/hud_timeline/.; Robert K. Nelson et al, "Mapping Inequality."

474 Los Angeles Almanac, "Historical General Population, City & County of Los Angeles, 1850 to 2020," accessed September 18, 2023, http://www.laalmanac.com/population/po02.php.

reflection of the end of World War II and millions of veterans returning to the United States looking to purchase property for a single-family residence.

The aerospace industry in the northwestern portion of the Planning Area drove development in the area, including the creation of new residential tract developments in the 1930s and 1940s. Workers looked for housing adjacent to LAX and the associated plane manufacturing plants. Development occurred east of North Aviation Boulevard and north of West El Segundo Boulevard with the subdivision Wiseburn Park. The tract featured five-room homes on lots measuring 66 feet by 135 feet, sold for under $3,000 each. They also advertised "adequate protective restrictions," implying that homes were only available for purchase by Caucasian people. The homes were also advertised as qualifying for Federal Housing Authority (FHA) mortgages.[475] While employment opportunities increased during the war, housing remained rigidly segregated.

The community of Hawthorne Island was developed almost entirely as a residential tract development. In 1940, the same year as the Northrop Aircraft Factory and Northrop Field moved to Hawthorne, the Hawthorne Island community was developed on Tracts 12216 and 12256 with approximately 400 modest single-family homes. The community's streets were laid out in a grid pattern, with cul-de-sacs at the eastern terminus of each block. [476] As the City of Hawthorne's economic prosperity grew in the postwar years, it advertised itself as an ideal suburban community, although the City continued to discriminate against people of color well after the 1948 Supreme Court decision *Shelley vs. Kraemer*, which prohibited racially restrictive housing covenants.[477]

Rapid population growth continued in the decades following the war. When building resumed in the postwar years, the predominant type of new construction remained the single-family dwelling. Where land was available, these single-family houses were constructed in tract developments. Postwar tract housing differed from previous residential development. Builders adopted mass-production techniques, which had been perfected across all industries during World War II. Houses were designed and constructed with uniformity and efficiency on a massive scale. To house incoming workers before and after the war, large subdivisions of single- and multifamily tract housing were developed across Southern California.[478] Unlike other areas in Los Angeles, the Planning Area still had large portions of undeveloped land that could be developed into tracts.

An example of postwar residential tract development is Alondra Park/El Camino Village's El Camino Manor, developed by the Kauffman Construction Corporation in 1952. The tract was located north of Alondra Park, south of Marine Avenue, east of Prairie Avenue, and west of the Dominguez Channel. El Camino Manor's marketing materials promoted the subdivision's original 318 Ranch-style tract residences with garages and its proximity to Alondra Park and El Camino College. The development featured 20-year FHA financing with moderate down payments. Homes ranged from $9,950 to $12,250, and the main selling point was that "no two homes are exactly alike." An "X-ray" house with cutaway portions of the walls, floors, and ceilings was built in the development to show prospective buyers the workmanship and construction (Exhibit 17).[479]

475 "Under $3,000," *Los Angeles Times*.
476 Los Angeles County Assessor's Office UC Santa Barbara Library, 1941, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.
477 Hadley Meares, "Hawthorne's Deceptively Sunny History."
478 Caltrans, *Tract Housing in California*, 5.
479 "El Camino Manor Houses Will be on Display Today," *Los Angeles Times*, August 5, 1951, 121.

Exhibit 17. The X-Ray House at El Camino Manor, 1951.

CONSTRUCTION SHOWN—This is new X-Ray House at El Camino Manor, Milton Kauffman community west of Crenshaw Blvd., near Prairie Ave., on Compton Blvd.

Source: *Los Angeles Times*, September 23, 1951, page 131.

The developer Milton Kauffman, who after World War II formed the Milton Kauffman Construction Corporation (or the Kauffman Construction Corporation), continued to have a profound impact on the postwar development of the South Bay. In 1952, he announced the opening of Southchester Gardens in Alondra Park/El Camino Village east of the El Camino Manor development. The tract included more than 400 single-family homes designed by architect James Friend. Homes stared at $10,610 for three bedrooms with downpayments as low as $590.[480] The two Kauffman tracts of El Camino Manor and Southchester Gardens make up the majority of the housing in Alondra Park/El Camino Village north of the park and school.

By 1949, a new single-family subdivision, Westfield, began to be developed. Within a month of the community's development announcement, more than 20% of the available homesites were sold.[481] Unlike other tract developments from that time, Westfield homes could be custom built, with lots chosen based on the purchasers' home plans. Lots were 0.5 acres in size and cost $1,750 and up, with homes 1,200 square feet or larger. The development's executives from the George S. Denbo Company offered financing to both non-veterans and veterans with $400 cash down.[482] Within a year, sales reached over $100,000. Homes within the tract continued to be constructed into the 1960s, until the majority of the lots along Sunnyridge Road, Rainbow Bridge Road, and Eastvale Road were developed. Compared to other tract developments in the Planning Area, Westfield homes were larger, more spaced out, featured more street trees, and displayed higher-end versions of the popular Ranch architectural style.

480 "New El Camino Area Dwelling Development to be Opened," *Los Angeles Times*, September 21, 1952, 126.
481 "Homesite Sales Brisk in Westfield Tract," *Los Angeles Times*, October 30, 1949, 110.
482 "Westfield's Agent Tells of Financing," *Los Angeles Times*, February 26, 1950, 105.

SUBTHEME: UNFAIR PLANNING AND DISCRIMINATORY HOUSING PRACTICES (1925–1992)

Gordon Manor (1925–1926)

In 1925, medical physician, real estate developer, and civil rights activist Wilber Clarence Gordon purchased land at the present location of Alondra Park/El Camino Village and El Camino College from farmer W.F. Summers. Gordon and his real estate partner, Journee W. White, assumed ownership of the property to develop Gordon Manor, an upper- and middle-class subdivision for African-American residents who were prevented from living in many neighborhoods in the County due to restrictive racial covenants.[483] The development was adjacent to major thoroughfares that connected the community to the County's urban centers, businesses, and recreation opportunities, including Bruce's Beach, which was owned, operated, and patronized by African-Americans. Gordon posted an advertisement in the California Eagle newspaper for residential lots in December 1925. By March 1926, Gordon announced that he had sold more than $200,000 worth of property in the upcoming development. Although Gordon Manor gained interest from African-American citizens, the subdevelopment also gained negative attention from Caucasian residents, community leaders, and politicians.[484]

In April 1926, Caucasian residents and real estate developers of 14 surrounding communities, collectively known as the Alondra Park Assessment District, lobbied the Los Angeles County Board of Supervisors to prevent the development of Gordon Manor and to use the site for a public park serving the South Bay instead.[485] Simultaneously, a group of Caucasian residents submitted a petition to claim 100 acres of adjacent agricultural land farmed by Japanese tenant farmers who were prevented from owning land by California's Alien Land Laws.[486]

The Los Angeles County Board of Supervisors voted on May 3rd and on May 4th to seize the land by invoking the Acquisition and Improvement Act. The Acquisition and Improvement Act, commonly referred to as the Mattoon Act (after its author, Everett Mattoon) was passed by the California State Legislature in 1925. The Mattoon Act allowed California authorities to acquire property through eminent domain or condemnation to purportedly facilitate community development and public works projects. Using money from the Mattoon Act, the Los Angeles County Board of Supervisors paid cash to Gordon for his land and to the banks that owned the land farmed by Japanese tenant farmers. The farmers themselves, however, received nothing and their leases were terminated.[487] Before the end of 1926, plans for the proposed Gordon Manor had been replaced with blueprints for an Alondra Park/El Camino Village recreation area.

Home Owners' Loan Corporation Redlining Map (1939)

The National Housing Act of 1934, a New Deal legislative response to the Great Depression that followed the stock market crash of 1929, created the FHA. One goal of the FHA was to stabilize the housing market and expand opportunities for home ownership. The Federal Home Loan Bank Board and the HOLC were established to protect individual homeowners from foreclosure. The HOLC analyzed the communities'

483 Laura Pulido et al., *A People's Guide to Los Angeles* (Berkeley: University of California Press, 2012), 125.
484 Jefferson, Alondra Park, El Camino College Replaced a Planned Luxury Black Neighborhood called 'Gordon Manor.'"
485 The 14 communities included Palos Verdes Estates, Gardena, Lawndale, Lennox, Elnido, Torrance, Lomita, Strawberry Park, Compton, Redondo, Hermosa, Manhattan Beach, El Segundo, and Inglewood.
486 Pulido et. al., *A People's History of Los Angeles*, 125–126.
487 Pulido et. al., *A People's History of Los Angeles*, 126.

collective ability to repay mortgages on moderately priced, well-constructed, single-family dwellings and, if deemed satisfactory, the agency refinanced mortgages in default or foreclosure. The FHA also attempted to stabilize lending for the banking industry by guaranteeing mortgages with lending institutions. Before the 1934 housing law, banks rarely financed more than 50% of the cost of a new house, and mortgages typically had a duration of 5 years or less.[488] With federal mortgage guarantees, the banks were protected and could engage in lending practices with larger mortgages over longer terms. However, the HOLC set definitions of risk, limiting the guaranteed mortgages for neighborhoods it deemed precarious.

One of the methods by which the HOLC sought to assess creditworthiness or risk was through the discriminatory practice of redlining. Redlining was the result of the HOLC creation of color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. Neighborhoods were evaluated using these factors and assigned an investment risk grade. The grades ranged from Green (A) with the least amount of risk to Red (D), the greatest amount of risk. Areas that were color-coded Red were largely non-Caucasian, working-class neighborhoods with older housing stock and no deed restrictions limiting construction types and residents' race. These areas were labeled as hazardous to invest in, and residents of these areas were often denied credit, insurance, and healthcare assistance.[489] Citing the perceived threat of racial integration to neighborhood stability and therefore stable property values, FHA refused to provide mortgage guarantees in racially mixed neighborhoods or areas not conforming to deed restrictions.[490]

The SBAP communities in the HOLC redlining maps were ungraded or were graded Yellow (C), Red (D), or in a small section of Del Aire, Blue (B). Generally, the Red ("redlined") areas were described as heterogeneous and as having mixed zoning and varied housing types that were generally older and in disrepair. The areas were ethnically diverse. In the SBAP communities, residents were Japanese, Mexican, and Italian. In the southern portion of La Rambla, residents were described as "Southern Europeans" and Serbians and Italians "of a better class."[491] The legacy of the redlining practice was long-term disinvestment in many of the SBAP communities, traced mostly to the ethnic and zoning profile of these communities in the late 1930s (Figure 11).

The HOLC gave Lennox a Yellow (C) grade (definitely declining) in 1939. The HOLC report stated that at this time, Lennox was 40% developed with primarily wood-frame single-family bungalow residences. The report elaborated that "development of area, which began over 25 years ago, has never been impressive, growth having been sketchy and intermittent" and that "population, improvements and maintenance are all highly heterogeneous."[492] At this time, the population was primarily Caucasian. No African-Americans lived in Lennox due to restrictive racial housing covenants. The HOLC report stated that the schools in Lennox were "good and well placed" but that "there are many Mexican and Japanese farm laborers in adjacent territory, whose children attend the city schools, and this is considered a detrimental influence."[493] Lennox was poorly regarded by realtors and mortgage institutions, and many would not make commitments in the community. The HOLC report notes, however, that Lennox is "quite evidently on the upgrade, recent

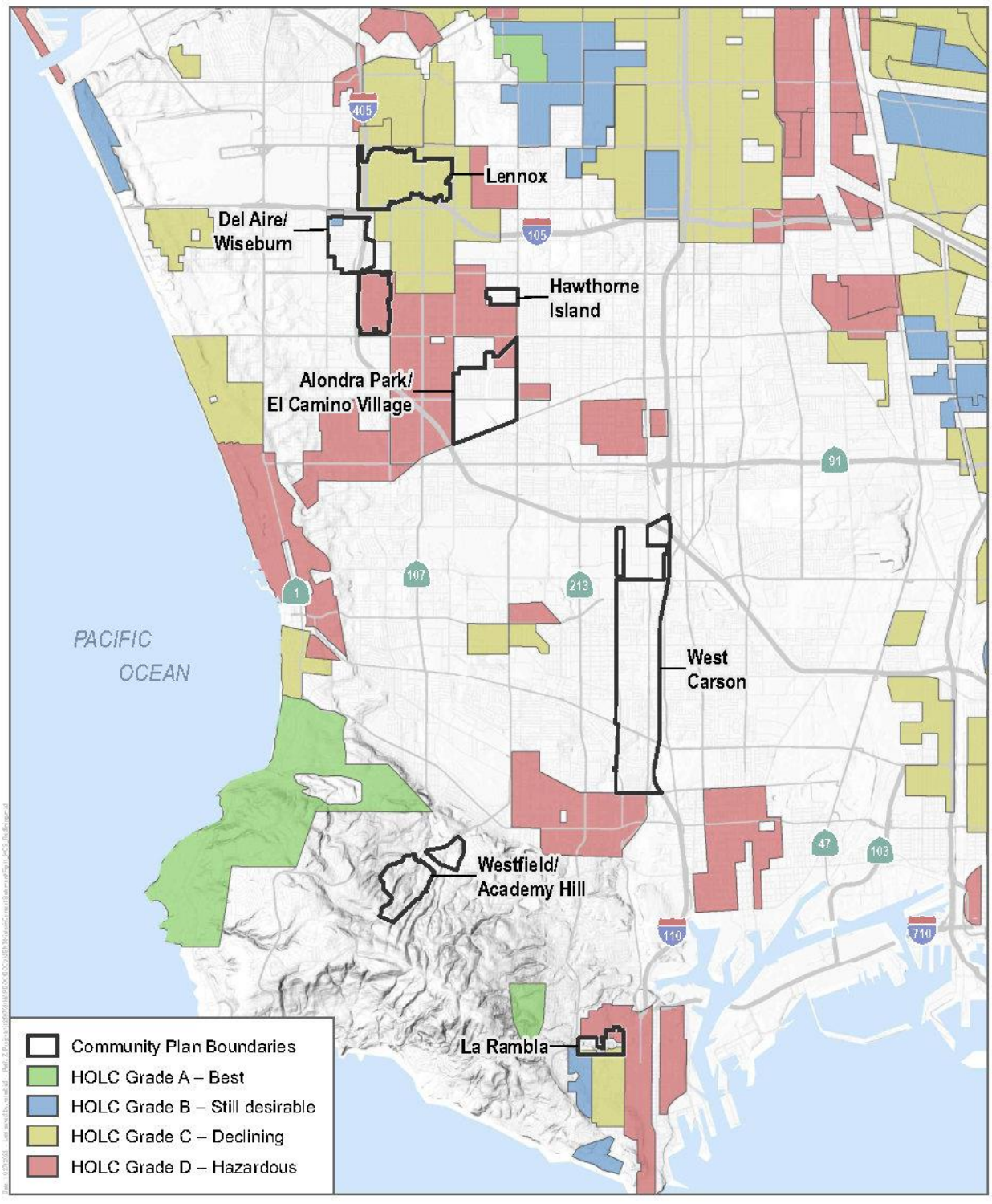
488 Caltrans, *Tract Housing in California*, 5.
489 Nelson et al., "Mapping Inequality."
490 Caltrans, *Tract Housing in California*, 31.
491 Redlining area descriptions: C164, D44, and D69 in La Rambla, Del Aire, Wiseburn, Lennox, and Alondra Park/El Camino Village.
492 Nelson et al., "Mapping Inequality."
493 Nelson et al.

construction being of distinctly better quality and design than the older dwellings," which led to the area's "low yellow" rating.[494]

Although adjacent to each other, Del Aire and Wiseburn received two separate grades in 1939 from the HOLC. The far northwestern corner of the Del Aire, generally bounded by I-105 to the north, West 118th Street to the south, Aviation Boulevard to the west, and South Isis Avenue to the east, was graded B. The area was rapidly increasing in population, with skilled and semiskilled artisans and white-collar workers. Deed restrictions were in place to "provide uniform setbacks and protect against racial hazards." The subdivision was noted as having just been placed on the market with FHA Title II insured loans and ample employment opportunities in nearby airplane factories and at LAX.[495] All of Wiseburn was graded D, D44, as was the far northern corner of Alondra Park/El Camino Village. This area included local white-collar workers; business and professional men; artisans; and farm, oil well, and WPA workers. The zoning was described as "very sketchy and subject to frequent changes." Its residential character began in the 1910s with much of its land still made up with small farms. Many Japanese gardeners and Mexican farm laborers were living in the outlying district. Mortgage funds were limited, with the population rising moderately.[496] The HOLC grading effects in Del Aire and Wiseburn's housing stock are still visible today. Differences between the home and lot sizes are recognizable. Wiseburn, which was labeled as "hazardous," generally has smaller homes, developed tighter together than Del Aire. Del Aire generally has larger lot sizes and more Ranch homes than the smaller Minimal Traditional-style residences built in Wiseburn.

Similar to Del Aire and Wiseburn, the community of La Rambla received two separate grades in 1939 from the HOLC, Red/ D and Yellow/C (definitely declining), with an ungraded section in between. The D-graded portion's southern terminus was West 3rd Street and West La Alameda Boulevard. Occupants of the area included WPA workers, fisherman, longshoremen, and dock workers. Nationalities in the area included Japanese, Mexicans, and "low-type" Southern Europeans. During the late 1930s, the population of La Rambla increased slowly, and zoning throughout the community varied greatly, allowing for all types of residential structures. As a whole, "both population and improvements ... [were] extremely heterogeneous and there [was] no evidence of future desirability."[497] The C-graded portion included West 5th, 6th, and 7th Streets; South Weymouth Avenue to the west; and South Meyer Street to the east. The population included skilled artisans, white-collar workers, retired Naval personnel, and fishermen. Zoning was largely classified as single-family residential with limited areas designated as multifamily. The area was described as favorably located and as affording views of the Pacific Ocean and beaches. The HOLC was unsure about the future desirability of the area; this concern was driven by "native born American residents show[ing] some resentment to the infiltration of Southern Europeans, most of whom . . . [were] fishing boat owners."[498]

494 Nelson et al.
495 Nelson et al.
496 Nelson et al.
497 Nelson et al.
498 Nelson et al.



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

FIGURE 11

Home Owners' Loan Corporation Grades within the South Bay Planning Area

Los Angeles County South Bay Area Plan Project Historic Context Statement

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WORLD WAR II JAPANESE INTERNMENT AND RACIST LENDING PRACTICES (1940–1964)

In 1940, the U.S. Census revealed that there were 36,866 Japanese American residents living in the County, with a considerable number living in the South Bay. Since the passing of the Chinese Exclusion Act in 1882, Japanese immigrants came to Los Angeles to fill the labor gap left by the removal of Chinese people from the United States. After the attack on Peal Harbor in 1941, war was declared on Japan and the U.S. Treasury seized all Japanese businesses. in 1942, President Franklin D. Roosevelt signed Executive Order 9066, which allowed for the removal of all Japanese Americans from their homes and the relocation of these American citizens to concentration camps. Japanese Americans that worked as agricultural laborers in the Planning Area overwhelmingly lost their property, including their farms. Some Japanese Americans resettled in the area but at a lower percentage than before the war.[499]

Major changes to discriminatory housing practices began in the late 1940s. Before 1948, minorities were routinely excluded from new housing tracts through the use of restrictive covenants. People of the Jewish faith were often excluded along with all non-Caucasians. Restrictive covenants, attached to the property deed, prohibited homeowners from selling or renting to minorities. These restrictions were placed on the property by the original subdivider or developer and remained in force as the property was resold. The United States Supreme Court ruled that these restrictive covenants could no longer be enforced in its 1948 decision, *Shelley v. Kraemer*. However, overturning deed restrictions did not change attitudes. In practice, housing discrimination continued long after the Supreme Court's ruling. Until the late 1950s, the code of ethics of the National Association of Real Estate Boards explicitly required real estate agents to steer racial minorities away from Caucasian neighborhoods.[500] In the SBAP, communities such as Hawthorne Island were reluctant to integrate neighborhoods despite the law's passing.

While discriminatory lending practices were typical and greatly limited the ability of non-Caucasians to get mortgages to purchase residences, the Veterans Administration insured mortgage programs to finance homes in new housing developments in Los Angeles and did not exclude African-American veterans. Aided by government programs, minority homeownership in the United States increased from 20% (1940) to 36% (1960). By 1960, the county's population had increased from 4,151,687 in 1950 to 6,039,771.[501] Despite the increasing density, multifamily developments were not common. The predominant structure remained the single-family dwelling.[502] In November of 1962, President Kennedy issued an Executive Order prohibiting racial discrimination in all housing that received federal aid, including FHA and Veterans Administration mortgage guarantees. With the government programs and new housing opportunities, residential racial patterns began to change in Los Angeles.

In addition to the actions of the federal government, the State of California has its own legislative and judicial history with respect to open-housing laws. Assembly member Jesse Unruh authored the California Civil Rights Act in 1959, which prohibited discrimination in all types of business on the basis of race, color, religion, ancestry, or national origin. Three years later, the state Supreme Court ruled that this law, frequently called the Unruh Act, applied to the sale of residential property. The Unruh Act was followed in 1963 by the Rumford Act, which specifically prohibited racial discrimination by banks, real estate brokers, and mortgage companies.

499 Sam Gnerre, "South Bay History: A Look at the Nation's Darker Chapter of Japanese Internment," *Daily Breeze*, August 20, 2019.
500 Caltrans, *Tract Housing in California*, 30.
501 Los Angeles Almanac, "Historical General Population, City & County of Los Angeles, 1850 to 2020."
502 "Rapid Population Growth Seen in East Central Area," *Los Angeles Times*, November 29, 1963, 37.

Opponents of open-housing laws, led by the real estate industry, placed an initiative on the ballot the following year (Proposition 14) that called for the repeal of the Rumford Act and other open-housing laws and prohibited the state government from enacting such laws in the future. Proposition 14 passed by a two-to-one margin but was later ruled unconstitutional by the state Supreme Court. The U.S. Supreme Court upheld that decision in 1967.[503] President Lyndon Johnson signed the Civil Rights Act in 1968. Title VIII of the Civil Rights Act prohibited racial discrimination in the rental, sale, or financing of residential property. By this time, however, every major American city had been transformed by the postwar housing boom, and the new suburbs that surrounded the cities were overwhelmingly Caucasian.[504]

THE AFTERMATH OF UPRISINGS (1965–1992)

Due to its geographic location and demographics, the communities in the SBAP were changed to a lesser degree by the Watts Uprising of 1965 and the Los Angeles Uprising of 1992 than other areas of Los Angeles. Throughout the County, specifically the areas close to Watts, little to no new residential development took place during this time. In the Planning Area, the communities of Westfield and West Carson underwent the largest development during this time.

Despite the lack of new post-1970 construction in communities such as Lennox, Del Aire, and Wiseburn, changes were made to already-constructed residences, such as new fencing around front yards. Along some streets, fencing was added to multiple adjacent front yards, resulting in fences that spanned the whole block. Along a shared property line, a wall or fence was added to divide the two properties and delineate the two lots. These fences were approximately 4 feet in height and constructed in a variety of materials and types including chain link, wood, metal security, metal post, or a combination of metal fencing with a masonry base of concrete block or brick. In addition to fencing, matching pedestrian and sliding driveway gates were also installed. The combination of fencing, a pedestrian gate, and a driveway gate most residences inaccessible in a way not typically seen prior to the Watts Uprising. The installation of fences and gates provided members of these communities with an inexpensive form of home protection by acting as a physical boundary between their home and the street.

The community of West Carson contains a higher number of multifamily developments and mobile home/trailer parks than most areas of the SBAP. The mobile home/trailer park typology evolved from “auto camps,” also known as “auto courts” or “motor courts,” which were introduced in the early twentieth century as a result of increased popularity and mass accessibility of automobiles. In 1937, the California Legislature passed the State Trailer Camp Act to ensure a higher standard for trailer camps and recognized the popular use of trailers as residences. In 1952, the Act was revised to guide park design, construction, and operation. Trailer parks began to evolve during the second half of the twentieth century. By the late 1960s, about 6 million people lived in trailer parks. However, the development of new trailer parks declined in the 1970s and 1980s.[505] In West Carson, examples of 1960s and 1970s mobile home/trailer parks include Torrance Gardens Mobile Home Park (22516 South Normandie Avenue) and San Rafael Mobile Home Park (1065 Lomita Boulevard). Mixed zoning allowed for mobile home/trailer parks to be next to commercial and

503 Caltrans, *Tract Housing in California*, 31.
504 Caltrans, *Tract Housing in California*, 31.
505 SurveyLA Citywide Historic Context Statement, *Context: Residential Development and Suburbanization, 1880–1980; Theme: Trailer Parks and Mobile Home Parks, 1920–1969*, City of Los Angeles Department of City Planning, January 2016, 4–15.

industrial properties. Typically, their layout depended on the available lots, resulting in multifamily developments in a variety of sizes and layouts.

In the early 1980s, regional planners for Los Angeles identified the South Bay as an area with an oversupply of new jobs, unlike the rest of the County. Population growth in the South Bay was estimated to be half the rate of the County and less than a third of the rate for all of Southern California. As a result, more residents from other communities began commuting to the area, causing higher rates of traffic; however, local attitudes favored low to moderate density in residential neighborhoods, which kept the population low.[506] This attitude towards moderate density in the SBAP has continued into the present, keeping the communities largely developed with single-family residences.

REGISTRATION REQUIREMENTS

Associated Property Types

Residential development in the SBAP communities reflects a pattern of settlement based around large-scale tract homes that date from the early 1900s to the late 1960s. The Planning Area is largely composed of single-family houses that have been substantially modified. There are large tracts of single-family houses constructed in the 1940s, 1950s, and 1960s. The tracts typically feature Mid-Century Modern, Minimal Traditional, Ranch, Storybook Ranch, and Contemporary architectural styles that are one to two stories in height. Street features, such as setbacks, sidewalks, driveways, and trees, vary significantly from tract to tract.

Single-family housing tracts consist of detached residences developed over a brief period by a single developer. Tracts would be evaluated as historic districts, and individual houses would be evaluated as contributors or non-contributors to the district. It is very unlikely that an individual tract house would be able to represent the larger trends on its own, as a standalone resource, and they should not be evaluated as such. Only tracts with demonstrated significance and integrity are eligible for designation. Eligible tracts may include those reflecting the early development of the neighborhood in conjunction with adjacent commercial or manufacturing development; those that represent specific milestones in the fight against unfair planning and discriminatory housing practices; those that serve as distinctive and intact examples of post-World War II residential styles; and those as representative examples of the work of important developers.

Unlike other areas within the County, the Planning Area was still largely undeveloped during the 1930s. It was not until after World War II that tract developments began to reshape and dominate the built environment of the area. Postwar tracts usually exhibit a few different house plans and styles that repeat throughout the tract. Setbacks, streets, sidewalks, driveways, streetlights, and street plantings are typically uniform throughout. Street patterns are often curvilinear, with narrower streets bisected by wider main boulevards. Many streets dead-end into cul-de-sacs, which may date to the construction of freeways and not be a deliberate and original planning feature of the tract.

A limited number of duplexes, bungalow courts, and smaller multifamily property types from the pre-World War II decades can be found throughout the Planning Area. There are a few purpose-built multistory, multifamily buildings constructed close to major thoroughfares, but these are not a common or eligible property type in the Planning Area. Additionally, multiple mobile home/trailer parks are located in the SBAP.

[506] Dough Smith, "Problem Foreseen: Too Many New Jobs," *Los Angeles Times,* July 29, 1982, 159.

Many multifamily properties are altered buildings originally constructed as single-family homes in the decades before World War II.

Eligibility Standards

- Resource has a direct and significant relationship to residential development and/or represents the work of a significant developer
  - Resource reflects residential development during one of the significant periods in the residential development of the SBAP communities and embodies the distinctive characteristics of residential development from that period. The periods are:
- Early Residential Development (1904–1919)
- Suburban Development (1920–1930s)
- Long Beach Earthquake and the Great Depression (1933–1939)
- World War II and Postwar Tract Housing (1939–1964)
- Gordon Manor (1925–1926)
- Home Owners' Loan Corporation (HOLC) Redlining Map (1939)
- World War II Japanese Internment and Racist Lending Practices (1940–1964)
- The Aftermath of Uprisings (1965–1992)
  - Simply being a residential resource is not enough to justify eligibility. An eligible resource must have been important in the overall residential development of the County. Examples might include resources related to very early development, residences of significant individuals, or residences that were meeting places for community organizations significant in the history of the County.
- Eligible tracts must have been important in the overall residential development of their community. Examples might include very early tracts or ones that set precedents. An eligible tract will reflect the early development of the neighborhood in conjunction with adjacent commercial or manufacturing development; represent specific milestones in the fight against unfair planning and discriminatory housing practices; or be representative examples of the work of important developers.

Character-Defining Features

Individual residences

- Constructed in one of the popular architectural styles for residential buildings of the period, which include but may not be limited to Vernacular Victorian Cottage, Craftsman, Spanish Colonial Revival, or Mission Revival.

Tracts

- Clearly defined tract boundaries
- Made up of single-family residences constructed within a distinct period of time, usually by a single developer, but not always
- Uniform setbacks and lot plans (driveways, attached or detached garages)
- Uniform street pattern

- Often will have uniform street plantings (trees, medians, planting strips between sidewalks and streets), streetlights, curbs, and sidewalks (or deliberate lack of sidewalks)
- Constructed in one of the popular architectural styles for residential buildings of the period, which include Minimal Traditional, Mid-Century Modern, or Contemporary.

Considerations

- Individual property or tract as a whole should retain integrity of Location, Setting, Design, Feeling, and Association from its period of significance as defined in Section 3.
- Tracts must be composed of a majority of contributing resources (more contributors than noncontributors). Contributors would include all buildings and street features that both date from the period of significance and retain sufficient integrity.
- In some cases, if a resource is eligible under this theme, it may also be eligible under the Civil Rights and Social Justice themes.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.

F. Religion and Spirituality

OVERVIEW

Religious and spiritual properties within the Planning Area speak not only to the religious makeup of existing communities, but also reflects the diverse cultures of the area. The Planning Area contains a high population of Latino and Asian residents. Past patterns of discrimination against racial and religious minorities led to the establishment of churches and spaces with services provided in non-English languages, including Spanish, Japanese, and Korean. Some congregations also created spaces of worship in existing storefronts or residential properties in commercial areas of their communities. Catholicism is a major religious presence in the Planning Area, as are Christian denominations such as Methodists, Lutherans, and Pentecostal Christians. The communities of Westfield/Academy Hills and Hawthorne Island do not have any religious institutions within their boundaries.

RELIGIOUS INSTITUTIONS (1769–1994)

The history of post-contact religion in Los Angeles begins with the establishment of the 21 missions in Alta California by the Spanish and the Franciscan Order between 1769 and 1823. The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí named the pueblo by the river "Nuestra Señora la Reina de los Angeles de la Porciúncula," which was also home to the City's oldest Catholic church, La Iglesia de Nuestra Señora la Reina de los Ángeles (The Church of Our Lady Queen of the Angels) or La Placita church, built in 1814. Father Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771.[507] The missions were not only established for religious purposes but also served as a mechanism to control the native population, with many Native Americans forced to become neophytes under the mission system. Mexico became independent from Spain in 1821, and by 1834 the

[507] Douglas Kyle, *Historic Spots in California* (Stanford: Stanford University Press, 2002).

missions were secularized. The descendants of Spanish and Mexican settlers, or *Californios*, and Mestizos (people descended from settlers and indigenous peoples) began to break free of the religious control of mission priests. "Roman Catholics also remained a numerical plurality in the Los Angeles area through the early years of U.S. statehood, and their clergymen spoke the Spanish of the Californio residents."[508] Following the secularization of the missions, a new era marked by the rise of large ranchos redefined the social and cultural traditions of the region.

The years 1880 and 1910 "witnessed major transitions in U.S. Mexican-descent Catholicism itself."[509] The arrival of the railroads in the 1870s and 1880s led to a significant population boom among Anglo-Americans (primarily farmers from the Midwest) who "poured into traditionally Hispanic districts."[510] A decade later, the completion of the Mexican railroads resulted in a surge of Mexican immigrants. As both populations expanded, parishes became segregated, and by 1896 Anglo-Americans began to be appointed as bishops.[511]

As Mexican immigration increased during the 1910s and 1920s, differences continued to emerge between traditional Mexican Catholics and the dominant Anglo-Catholic church including mass attendance, the role of women in the church, and interpretation of religious traditions.[512] An important element of spirituality unique to Mexican Catholicism and culture is the worship of Our Lady of Guadalupe, long recognized as the patron saint of Mexico. "To the present day, Our Lady of Guadalupe remains a powerful symbol of Mexican identity and faith, and her image is associated with everything from motherhood to feminism to social justice."[513] The story of Our Lady of Guadalupe dates back to December 12, 1531, when the Virgin Mary appeared to an indigenous peasant named Juan Diego near present-day Mexico City. She was a dark-skinned woman who spoke Juan Diego's native language, Nahuatl. She left behind a life-size image of the Virgin Mary on the inside of a cloak, which became known as Our Lady of Guadalupe. Shrines to the Lady of Guadalupe are often erected on the front lawns of residences as symbols of the homeowner's faith and decorated with offerings such as candles and flowers during holy days (Exhibit 18).[514] Lennox contains many of these shrines that reflect the religion and culture of the community, which is predominately composed of Latino residents (92%), with Catholicism representing the most commonly practiced religion (36.6%).[515]

508 Clifton L. Holland, "An Overview of Religion in Los Angeles from 1850–1930," accessed September 20, 2023, http://www.prolades.com/glama/la5co07/overview_1850-1930.htm.

509 Robert E. Wright, "Mexican-Descent Catholics and the U.S. Church, 1880–1910: Moving Beyond Chicano Assumptions," *U.S. Catholic Historian* 28, no. 4 (Fall 2010): 79, accessed September 20, 2023, https://www.jstor.org/stable/40891031.

510 Wright, "Mexican-Descent Catholics, 79.

511 Wright, "Mexican-Descent Catholics, 79; Hermine Lees, "The Archdiocese of Los Angeles: A Brief History," *Angelus*, August 21, 2013, https://angelusnews.com/local/california/the-archdiocese-of-los-angeles-a-brief-history/.

512 George Sánchez, *Becoming Mexican-American: Ethnicity, Culture, and Identity in Chicano Los Angeles, 1900-1945* (New York: Oxford Press, 1993).

513 Raul A. Reyes, "Our Lady of Guadalupe Is a Powerful Symbol of Mexican Identity," Latino, NBC News, 2016, https://www.nbcnews.com/news/latino/our-lady-guadalupe-powerful-symbol-mexican-identity-n694216.

514 Reyes, "Our Lady of Guadalupe."

515 "About Us," Lennox School District.

Exhibit 18. Shrine to the Lady of Guadalupe in the front yard of the residence at 10334 South Burl Avenue in Lennox.

Source: Google Maps, April 2022.

In the early twentieth century, Protestant denominations began to compete with the Catholic Church for Mexican converts, encouraging Mexican residents to develop their own churches with Latino pastors and ministers who spoke Spanish.[516] Today, the area remains largely Latino, with Lennox and West Carson each containing a high number of Spanish-speaking churches associated with various denominations of the Christian faith including Tabernaculo Biblico Bautista Amigos de Israel South Bay (4811 Lennox Boulevard, Lennox); La Luz Del Mundo (10727 South Inglewood Avenue, Lennox); Centro Celebracion (4504 Lennox Boulevard, Lennox); Iglesia Nuevas de Gozo (4454 Lennox Boulevard, Lennox); Iglesia Universal (4432 Lennox Boulevard, Lennox); and Calvary Community Church (1117 West Milton Street, West Carson).

Following World War II and their release from internment camps, many Japanese Americans moved to areas that were believed to be more tolerant of Asian Americans such as eastern suburbs, like Monterey Park and San Gabriel, as well as Crenshaw near Hawthorne Island and West Carson. However, many also returned to the South Bay[517] and today, the South Bay is home to the "largest concentration of Japanese Americans and Japanese immigrants" in the County.[518]

West Carson contains a Japanese-speaking church, the Church of Perfect Liberty, that is associated with the Hito-no-Michi religion. After World War II, Htio-no-Mitchi was revived among Japanese Americans and modified as PL Kyōdan (Perfect Liberty Kyōdan). It is not affiliated, however, with any of the major religious traditions of Japan.[519] The West Carson church was established by two sets of families that relocated to Los

516 Sánchez, *Becoming Mexican-American.*
517 Reft, "Redefining Asian America.".
518 Little Tokyo Service Center, "South Bay Japanese American Needs Assessment Report," April 2017, https://www.ltsc.org/wp-content/uploads/2017/11/sb_nikkei_needs_assessment5.pdf, 1.
519 Encyclopedia Britannica, "PL Kyōdan," https://www.britannica.com/topic/PL-Kyodan.

Angeles from Japan, opening in 1958. Its present buildin[g] at 1130 West 223rd Street, West Carson, was constructed in 2010.[520] It is one of six churches affiliated with PL Kyōdan in North America.[521]

By 1992, about 60% of the Korean residents in the South Bay lived in Torrance and Gardena adjacent to SBAP communities, with the Korean population doubling between 1980 and 1990. The South Bay Korean Chamber of Commerce was established in 1992 to facilitate economic relationships between Korean and Korean American merchants with other community members. As a result, the number of Korean businesses and religious institutions in the area increased.[522] One such example is the Kum Ran United Methodist Church, (3153 Marine Avenue), which was established in 1994 in the Alondra Park/El Camino Village.

STOREFRONT CHURCHES

Churches and other religious institutions within the Planning Area are not always represented by monumental, architect-designed buildings, nor are they always found in prominent public spaces. Storefront churches in the SBAP communities are typically located in commercial corridors and include former businesses, retail stores, strip malls, and motels. Fieldstone or Permastone siding is often added to the building's exterior "to give the building permanence and respectability."[523] Stone cladding also references the concept of the "rock," as quoted in the Bible from Matthew 16:18 "And I say also unto thee, that thou art Peter, and upon this rock I will build my church; and the gates of hell shall not prevail against it."[524] The word "rock" or "la rocha" is frequently incorporated in church names throughout south central Los Angeles. The simple, eclectic facades are often "the result of a collaboration between pastors with no design training and contractors working on tight budgets."[525] Often viewed as a sign of a neighborhood's economic decline, storefront churches are generally shuttered most of the week. For the communities they serve, these churches are "a place for people to meet and help each other, to remember their place of origin and to share meals."[526]

The community of Lennox has a high concentration of storefront churches. Eclectic zoning has resulted in areas mixed with commercial, residential, and industrial properties along Inglewood Avenue and Lennox Boulevard where small, storefront churches are located next to houses and retail businesses. Non-English-speaking Latino residents shifted away from mainline churches, instead attending storefront churches that began to appear in their neighborhoods and offered Spanish masses. These churches include the Tabernaculo Biblico Bautista Amigos de Israel South Bay, La Luz Del Mundo, Centro Celebracion, and Iglesia Universal.

Storefront churches also have their own unique set of character-defining features, which falls far from the traditional list of neatly defined architectural features typically developed for religious properties, including operating from a former commercial space, having a simple façade, lack of a steeple, application of Fieldstone or Permastone veneer, and security bars across the windows and doors. "They are among our

520 "About Us," Perfect Liberty, accessed September 20, 2023, https://perfectliberty.org/.
521 Encyclopedia Britannica, "Hito-no-michi," July 20, 1998, https://www.britannica.com/topic/Hito-no-michi.
522 Anthony Millican, "Presence of Koreans Reshaping the Regio: Immigrants: A developing Koreatown in Gardena Symbolizes Changes a Growing Population Is Bringing to the Area," *Los Angeles Times*, February 2, 1992, https://www.latimes.com/archives/la-xpm-1992-02-02-me-1860-story.html.
523 Camilo Vergara, "Storefront Salvation," *Los Angeles Times,* January 12, 2003.
524 Vergara.
525 Vergara.
526 Vergara.

best examples of folk architecture, yet they show an almost unconscious reverence for the traditional: On their calling cards, collection boxes and handouts are pictures of the tall-steepled churches they aspire to be."[527] For example, Ocean Gate Southern Baptist Church at 13443 Ocean Gate Avenue in Wiseburn was established on a former motel property and uses applied Fieldstone and cross-shaped ornaments to reflect the religious use of the property (Exhibit 19).

Exhibit 19. Ocean Gate Southern Baptist in Wiseburn, located at 13443 Ocean Gate Avenue.

Source: Google Maps, June 2022.

MID-CENTURY MODERN CHURCHES

As the Planning Area developed during the mid-twentieth century, civic and institutional buildings were often designed in the latest modern styles. The Mid-Century Modern style was popularized after World War II and could be adapted to a variety of building typologies. After the war, the construction of churches increased along with their congregations. During this period, church culture evolved to encompass community-oriented activities, and church properties included recreational spaces, including the Trinity Lutheran Church in La Rambla that was established in 1948 with a food pantry to serve the hungry.[528]

Throughout the Planning Area, many churches exhibit characteristics of the Mid-Century Modern style, including Trinity Lutheran Church in La Rambla (1450 West 7th Street), the Lennox Tongan Methodist Church in Lennox (4556 Lennox Boulevard), and Trinity Lutheran Church in Alondra Park (14517 Crenshaw Boulevard) (Exhibit 20). Characteristics of the style include sculptural forms and geometric volumes;

527 Vergara.

528 SurveyLA, Citywide Historic Context Statement, A*rchitecture and Engineering, L.A. Modernism, 1919–1980*, City of Los Angeles Department of City Planning, August 2021, https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf, 98–146.

curved, sweeping wall surfaces; dramatic and/or unusual roof forms that enhance the building's sculptural qualities; highly exaggerated structural expression; and economical materials like concrete, steel, glass, and breezeblock.[529]

Exhibit 20. Trinity Lutheran Church at 14517 Crenshaw Boulevard, Alondra Park/El Camino Village, constructed 1953–1954.

Source: Google Maps, August 2022.

REGISTRATION REQUIREMENTS

Associated Property Types

The property types with the potential to represent the significant trends in religion and spirituality in the SBAP communities are churches, including storefront churches and those formerly in residential properties. Properties associated with religion and spirituality vary in size and are located both in residential neighborhoods and on major commercial arteries. The churches are predominantly Mid-Century Modern in style or are converted commercial or residential buildings.

Only properties with demonstrated significance and integrity are eligible for designation. Ordinarily, cemeteries, birthplaces, graves of historical figures, and properties owned by religious institutions or used for religious purposes are not considered eligible for designation. A religious property may be eligible if it derives its primary significance from architectural or artistic distinction or historical importance. A building, landscape, or district evaluated under this theme may be considered eligible if it has historical importance,

529 SurveyLA, *Architecture and Engineering, L.A. Modernism.*

such as being directly related to important events or associated with important community leaders. The property could be the location of an important event, such as a political rally, speech, or march. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of religion and spirituality.

Eligibility Standards

- Resource has a direct and significant relationship to an event of historical importance; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of religion and spirituality.
- An eligible resource must have been important within its community. Examples might include resources related to veterans' organizations, ethnic groups, important church congregations and leaders, and institutions particularly important to the local community beyond the significance of religious identity.

Character-Defining Features

- Constructed in one of the popular architectural styles for institutional buildings of the period, which include but may not be limited to Mid-Century Modern
- May also have a utilitarian design without many architectural details
- Features typical of its property type, such as steeples and stained-glass windows for churches
- Most will have at least one large gathering space, such as an auditorium at a school or the nave in a church
- In or adjacent to major corridors, often constructed right up to the sidewalk with no setback

Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- Exterior and interior spaces that functioned as important gathering/meeting places must remain readable from the period of significance.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style.
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- If a resource is a rare surviving example of its type and/or period, a greater degree of alterations that have already occurred may be acceptable.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations themes.

G. Parks and Recreation

OVERVIEW

The construction of parks and recreational facilities within the Planning Area was a result of residential, industrial, and commercial development. Parks were developed throughout the SBAP communities for use by the public and as an effort to add green space to an overwhelmingly built-up suburban landscape. Aside from acting as green spaces, County parks frequently were used as meeting places for community members, locations to learn new skills in community centers, and free spaces to play sports. Throughout the 1950s, 1960s, and 1970s, the County Department of Parks and Recreation expanded its parks services, including the construction and expansion of multiple public swimming pools. Two of the SBAP communities, La Rambla and Hawthorne Island, currently do not have parks or recreational facilities. Presently, West Carson's only park, Del Amo/Wishing Tree Neighborhood Park, will open to the public in 2024. As a result, the SBAP communities have a total of four publicly available parks, Del Aire Park, Lennox Park, Alondra Park, and Bodger Park, and the South Coast Botanic Garden in Westfield/Academy Hills, which requires paid admission.

COMMUNITY PARKS AND SWIMMING POOLS (1911–1970)

On May 8, 1911, the Los Angeles County Board of Supervisors created the Los Angeles County Board of Forestry and appointed Stuart C. Flintham of Los Angeles as County Forester of Los Angeles. The primary goal of the Board of Forestry was to improve all county roads and boulevards with shade trees. County highways were also made more attractive to motorists with the planting of rose bushes, pine trees, oak trees, and other shade trees.[530] The Board of Forestry operated for 9 years until it was abolished on January 7, 1920, and replaced by the Office of County Forester.[531] The County Forester's duties expanded beyond street beautification and often included monitoring wildfires within the County and fighting fires when needed.[532]

Plans for the construction of Alondra Park (3850 Manhattan Beach Boulevard) began in 1927, with the issuance of $1,014,961.20 of bonds for the construction of a 300-acre park located along Redondo Beach Boulevard.[533] The park was planned to benefit the communities of Inglewood, Hawthorne, Manhattan Beach, Hermosa, Redondo, Torrance, and Moneta. As part of the park's development, the Los Angeles City Council agreed to pave streets and to install sewers, pedestrian walkways, and streetlights. Alondra Park included tennis courts, a golf course, and facilities for basketball, football, and baseball.[534] In July 1929, the Department of Recreation, Camps, and Playgrounds was established to manage several parks and beaches, including Alondra Park, while the County Forestry Department maintained control over a different set of parks and park areas.

By 1938, the County consolidated the three offices of the Department of Recreation, Camps, and Playgrounds; the Department of Forestry; and the Fire Warden. All three were merged under the Department of Recreation, Camps, and Playgrounds under Superintendent James K. Reid. Reid had the power to

530 "A County Forester," *Monrovia Daily News,* January 24, 1912, 1.
531 Sapphos Environmental Inc., *Historical Resource Evaluation for Athens Park*, County of Los Angeles Department of Parks and Recreation, July 2019, 6-16.
532 "$5,000,000 State Forest Fire Damage," *Monrovia Daily News*, November 22, 1924, 5.
533 "Alondra Park Bonds Ordered," *Los Angeles Times*, September 28, 1927, 24.
534 "Alondra Park Will Benefit Harbor Area," *Wilmington Daily Press Journal*," October 24, 1929, 1.

appoint employees and direct all park activities.[535] By 1932, the Department of Recreation, Camps, and Playgrounds operated 5,739 acres of national forest land and four beaches with 2.34 miles of ocean frontage. The forester and fire warden supervised 19 parks and 453.94 acres of parkways.[536]

On May 6, 1935, President Franklin D. Roosevelt created the WPA to provide jobs and income to the unemployed during the Great Depression. As a result of the WPA jobs programs, communities across the United States received federal funding to build public buildings, regional airports, roads, and parks.[537] In December 1935, a WPA federal work campus was set up at Alondra Park. The campus accepted single able-bodied men 22 years of age or older and paid them a $55 monthly wage, which was provided by the WPA.[538] In 1937, WPA workers helped construct Alondra Park's 10-acre lake, as well as other park improvements across Los Angeles.[539]

In 1939, the Los Angeles County Board of Supervisors created the Department of Recreation and the Department of Parks, with the Department of Parks remaining within the Department of Forester and Fire Warden. The primary function of the Department of Parks was to maintain lawns, trees, and shrubs on County-owned properties, whereas the Department of Recreation was responsible for only recreation. In July 1944, the two departments merged to become the County of Los Angeles Department of Parks and Recreation.[540] At the time there were 53 parks in the County system, including Lennox Park (10828 Condon Avenue), which was dedicated in August 1948. The park included a softball field and open fields.[541]

On April 16, 1957, the County Department of Parks and Recreation became responsible for acquiring land, developing parks, and operating both local and regional parks.[542] After this policy change, the County parks system continued to grow, acquiring land in communities such as Alondra Park/El Camino Village, Westfield/Academy Hills, and Del Aire. Supervisor Kenneth Hahn, who served on the Los Angeles City Council from 1953 to 1965, took a special interest in the construction of new parks and updating older park facilities. Throughout the 1950s, 1960s, and 1970s, the County Department of Parks and Recreation expanded its parks services. These expansion projects included the construction of multiple public swimming pools throughout the County, including one at Alondra Park in 1950 and one at Lennox Park in 1959.[543] The Alondra Park pool was a 2-acre free-swimming-style D-shaped pool, presumably designed by the County engineer. The pool was fresh water and featured a faux beach surrounding its edges.[544] The original Lennox pool and bathhouse were designed by the architectural firm Absmeier, O'Leary and Terasawa, with a 42-foot by 75-foot pool and an 82-foot by 31-foot bathhouse with dressing rooms, showers, and restrooms. The bathhouse featured concrete panel construction and open-ceiling dressing rooms.[156ath] pool houses/bathhouses and other park buildings typically were designed by independent architects or the County architect as one-story Mid-Century Modern-style buildings clad in stucco, brick, or stone veneer with

535 "County Moves to Consolidate Three Offices," *Long Beach Sun*, April 28, 1938, 7.
536 Sapphos Environmental Inc. *Historical Resource Evaluation for Athens Park,* 6-16.
537 History.com Editors, "Works Progress Administration (WPA)," History.com (A&E Television Networks, July 13, 2017), https://www.history.com/topics/great-depression/works-progress-administration.
538 "More Work Camps to be Operated Within Country," *Long-Beach Press-Telegram*, December 27, 1935, 13.
539 "10-Acre Lake to be Created in Alondra Park," *Daily News*, March 16, 1937, 8.
540 Sapphos Environmental Inc. *Historical Resource Evaluation for Athens Park,* 6-10–6-16.
541 "New Lennox Park to be Dedicated," *Los Angeles Times*, August 25, 1948, 20.
542 Sapphos Environmental Inc. *Historical Resource Evaluation for Athens Park,* 6-10–6-16.
543 Ansley Davies, "A Photographic History of County Park Swimming Pools," *County of Los Angeles Department of Parks and Recreation*, June 2, 2021, https://storymaps.arcgis.com/stories/4a3ab40cdc0442eebfecc51e06d01e61.
544 Davies, "A Photographic History of County Park Swimming Pools."

minimal architectural detailing including projecting eaves, exposed rafter tails, and textile block screens (Exhibit 21).

Exhibit 21. Aerial view of Lennox Park, 1963.

Source: County of Los Angeles Department of Parks and Recreation Historic Photo Collection, CEO Photo Unit archive.

During the 1950s and 1960s, the SBAP's parks and recreation facilities expanded with the construction of Del Aire Park (12601 South Isis Avenue) in 1958, Alondra Park/El Camino Village's Bodger Park (14900 Yukon Avenue) in 1959, and Westfield/Academy Hills' South Coast Botanic Garden (26300 Crenshaw Boulevard) in 1961. In February 1958, the Los Angeles County Board of Supervisors retained architect James H. Garrott to prepare plans for Del Aire Park, Bodger Park, and Victoria Community Park (located outside the SBAP and classified as a Community Regional Park). The land for Del Aire Park was acquired in 1957 to provide recreational facilities for Del Aire, Wiseburn, Hawthorne, Lennox, and Lawndale. The park included a baseball field, off-street parking, and a picnic area.[545] In 1960, a community recreation building was constructed at the park for the cost of $71,400. The building was intended to service the community and was made available for the use of civic, youth, and community organizations in addition to programs such as crafts, arts, hobbies, and sports.[546] By the late 1970s, the park's facilities had been expanded to include four tennis courts, a gymnasium, and updated lighting.

545 "First Phase of Park Job to Take 3 Months," *Los Angeles Times*, Nov. 2, 1958, 169.
546 "Del Aire Park Building Slated," *Los Angeles Times*, July 10, 1960, 165.

Bodger Park was constructed soon after Del Aire Park and was financed by the Lawndale School District and the Los Angeles County Parks and Recreation Department in 1958. Plans included a parking lot, family picnic area, playground, and baseball fields.[547] By 1959, the park was expanded with the construction of a 1,624-square-foot recreation building, which included a multi-use craft room, offices, restrooms, a vestibule, and maintenance and storage quarters. The new recreation building was described in newspapers as "constructed of concrete block masonry…modernistic and functional in design and…planned to complement the architectural style of the two schools adjacent to the park (Kit Carson Elementary School and FD Roosevelt Elementary School)."[548] In 2012, the Del Aire Fruit Park was added to Del Aire Park as an urban orchard consisting of 27 fruit trees accessible to the public.

Unlike the majority of Los Angeles County's parks and recreation facilities, South Coast Botanic Garden was established over previously developed land, rather than open space. During the early 1900s, the future site of the garden was used for surface mining by the Dicalite Company. By 1929, the mine had switched to open-pit mining, in which minerals were extracted from an open pit in the ground. By 1944, the mine had been sold to the Great Lakes Carbon Company who owned it until 1956, when mining production decreased. The land was then sold to the County, who used it as a sanitary landfill to support the area's growing population. In 1961, the community, led by local advocate Frances Young, petitioned the Los Angeles County Board of Supervisors to convert the 87-acre landfill into a botanical garden.[549] Within the year, the landfill was raised and ready for planting. The South Coast Botanic Garden was the first of its kind to be planted without budgeted funds under a new County policy of turning reclaimed cut-cover dump sites into recreational facilities or botanical gardens for public use.[550] Young became the first president of the South Coast Botanic Garden Foundation, a title she held for 10 years.[551] In April 1961, over 40,000 donated trees, shrubs, and other plants were planted at the garden, rising in number to more than 200,000 plants into the present (Exhibit 22). Although presented with unique challenges from the methane produced by the remains of the landfill, the botanical garden's establishment was considered a successful act of reclamation.[552]

547 "Will Improve Recreation Area," *Garden Valley News and Gardena Tribune*, July 27, 1958, 6.
548 "Park Building to Serve Gardena Area," *Garden Valley News and Gardena Tribune*, April 16, 1959, 14.
549 "History & Mission," South Coast Botanic Garden.
550 "Planting Begins at PV Botanic Garden," *News-Pilot*, April 13, 1961, 13.
551 "Botanic Garden Founder Ends Long Career," *News-Pilot*, June 13, 1969, 7.
552 Bob Pool, "Botanic Garden Strengthens Roots in Face of Closure," *Los Angeles Times*, March 11, 2004, https://www.latimes.com/archives/la-xpm-2004-mar-11-me-surround11-story.html.

Exhibit 22. View of South Coast Botanic Garden, Palos Verdes Peninsula, circa 1960s–1970s.

Source: James H. Osborne Photograph Collection/California State University, Dominguez Hills, Archives and Special Collections.

During the 2000s, several of the Planning Area's original parks facilities were replaced, including the Lennox Park community center between 2000 and 2003 and the Alondra Park pool in 2012. West Carson's only park, Del Amo/Wishing Tree Neighborhood Park, broke ground in 2019 and is slated to open to the public in 2024. In 2015, the Los Angeles Neighborhood Land Trust acquired the 8.5 acres of land and planned the $15 million park after the DAAC advocated for its construction. The park was planned to include a picnic area, a basketball court, two futsal (soccer-based game played on a hardcourt) courts, a baseball field, a walking path, 233 new trees, a hardscape plaza, and a parking lot. [553] The park is located on a remediated brownfield site, which was once part of a synthetic rubber production facility. After years of health problems experienced by the local community, the site was purchased by Shell and Dow Chemical and was later sold to the Los Angeles Neighborhood Land Trust after contaminated soil was removed from the site.[554] The park's name "Wishing Tree" was established to honor two sisters who lived in West Carson and were instrumental in the development of the park.

REGISTRATION REQUIREMENTS

Property types associated with the theme of Parks and Recreation include large and small neighborhood parks adjacent to schools, parks, or botanical gardens located in former industrial corridors; golf courses; baseball fields; tennis courts; swimming pools; pool houses; and community centers. Recreational areas and parks range in size. Community centers are typically located within parks and exhibit Mid-Century Modern design details. Common materials and characteristics include concrete masonry unit block, brick masonry, stucco, flat roofs, hipped roofs, gabled roofs, large plate glass windows, and clerestories. Other

553 Steven Sharp, "Slow Progress for Wishing Tree Park in West Carson," *Urbanize*, May 24, 2023. https://la.urbanize.city/post/slow-progress-wishing-tree-park-west-carson.

554 "Wishing Upon a Tree – West Carson Turns One of Nation's Most Contaminated Sites into a Community Gem," South Bay Cities Council of Governments, September 1, 2022, https://southbaycities.org/wishing-tree-park/.

features of parks include playgrounds, playing fields, designed landscaping, walking/running trails, ponds and lakes, and furnishings, such as benches, trash receptacles, picnic shelters, and light standards.

Only properties with demonstrated significance and integrity are eligible for designation. Eligible buildings and landscapes may include those developed early in the County's history, buildings and parks that represent important planning principles and building programs, and those that were the locations of important events or associated with persons significant under this theme or other themes, such as Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations.

Eligibility Standards

- Resource has a direct and significant relationship to a significant period of Parks and Recreation development in the SBAP communities; and/or was the primary location of important events; and/or was the primary place of work of an individual important within the theme of Parks and Recreation.
- Resource was constructed during the period of significance (1911–1970) for Parks and Recreation development within the SBAP.
- Simply being a park or place of recreation is not enough to justify eligibility. An eligible resource must have been important within its community. Examples might include the earliest public park or a park with an innovative landscape design that exhibits important planning principles and recreational programs.

Character-Defining Features

- Large, landscaped areas
- Includes buildings constructed in one of the popular architectural styles of the period, such as Mid-Century Modern
- Includes recreational facilities, such as fields, courts, golf courses, and playgrounds
- Includes either formal and heavily designed or informal and more natural

Considerations

- Eligible resources must retain integrity of location, design, materials, workmanship, feeling, and association from their period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- The majority of the resource's original design features and materials must remain intact and visible, including details related to the architectural style for buildings, materials, site plan, and related buildings, structures, and fixtures.
- Minor changes to the overall site plan or replacement of limited materials with similar materials are acceptable, but substantial demolition or reconfiguration of spaces and amenities are not acceptable.
- A resource eligible under this theme may also be associated with adjacent residential development.
- A resource that is eligible under this theme may also be eligible as a good example of an architectural style and/or the work of a significant architect or builder.
- A resource that is eligible under this theme may also be eligible under the Public Art, Music, and Cultural Celebrations theme.

H. Education

OVERVIEW

Educational development encompasses both the physical construction of schools within the SBAP communities and the segregation practices and cultural environment in which California's education system was founded. The County has over 75 school districts, with LAUSD being just one. Despite LAUSD being the largest district in Los Angeles, the only SBAP schools that fall within it are those in West Carson. The remainder of the SBAP public schools are within the jurisdiction of smaller 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 placed an emphasis on natural light, fresh air, and outdoor spaces, and they evolved with social developments to become more flexible and programmatic. Additionally, there are multiple charter and private schools located within the Planning Area that are independent from the County. These schools often were developed as a result of overcrowding and an overall lack of financial support, which plagued the development of the district's facilities within the SBAP. One higher education institution is located within the Planning Area, El Camino College, which was founded in 1947, soon after the end of World War II. The communities of La Rambla and Hawthorne Island do not have any primary, secondary, or higher education facilities within their boundaries.

PRIMARY AND SECONDARY EDUCATION (1872–1978)

Los Angeles Unified School District

LAUSD began in 1872 as the Los Angeles City School District, which was later joined by the Los Angeles City High School District in 1890. Each city in California was required by state legislation to create a board of education that established school curricula and methods. Schools were quickly constructed in the early 1870s as wood-framed multiroom buildings, primarily in downtown Los Angeles. Los Angeles experienced a population boom in the 1880s, resulting in the need for more and larger schools to keep pace with the growth in population. A lack of financial support resulted in overcrowding in schools and the denial of enrollment for many students. In 1889, cities were given the authority to issue bonds for school-build campaigns, which temporarily relieved the overcrowding. Enrollment continued to increase disproportionately faster than the construction of new schools. Consequently, overcrowding in schools remained a persistent issue into the twentieth century.[555]

Schools outside the downtown core remained simple wood-frame buildings during the early twentieth century. In comparison, schools closer to the downtown core became more monumental in scale and were designed by architects in popular institutional styles such as Classical Revival and variations of Beaux Arts, primarily Renaissance Revival. By 1898, the Los Angeles school system included 57 facilities and 400 classrooms, estimated in value at $1.25 million.[556] As the area served by the district grew and gained more wealth, so did the school facilities.

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555 Sapphos Environmental Inc., *Los Angeles Unified School District Historic Context Statement, 1870 to 1969,* Los Angeles Unified School District, March 2014, 19–21.

556 "Los Angeles Public Schools: Schools and Teachers," *Los Angeles Times*, January 1, 1898, 1.

In 1913, the City of Los Angeles completed the first Los Angeles Aqueduct. The City's charter stipulated that the City could not sell or provide surplus water to any area outside the city limits and as a result, many adjacent communities annexed themselves into Los Angeles for rights to the water. Between 1910 and 1930, the area through which the aqueduct ran was incorporated into the City of Los Angeles, which increased the city's area from 115 square miles to 442 square miles and the population from 533,535 to 1,300,000.[557] The opening of the first Los Angeles Aqueduct came at the same time as the Progressive Education Movement, which advocated for more child-centered methods of education. This was reflected in school designs that emphasized natural light, fresh air, and outdoor spaces, and that were more flexible and programmatic. This was achieved through the addition of windows and more expansive campuses.[558]

Due to funding limitations, school campuses were frequently built in stages, first with the administration building, then the classroom wings and any additional classrooms, a cafeteria, and later a gymnasium. Following the 1925 Santa Barbara earthquake, wood was replaced with more seismically stable masonry as the standard for new school construction. Throughout the 1920s, Los Angeles public-school enrollment grew 19-fold following the boom in industries such as film and aeronautics. In 1925, the Los Angeles Board of Education approved plans to construct the Meyler Street Elementary School at 1123 West 223rd Street in West Carson for $35,000. The school was part of LAUSD's continuing building plan.[559] The services available expanded beyond primary and secondary schools into special facilities for the deaf, blind, physically disabled, or cognitively impaired; evening high schools for adults; and language programs for non-English-speaking students. In 1925, the Frank Wiggins Trade School was established, followed by the district's first junior college in 1929.[560]

The 1930s brought an increase in the size, floor plan, and design of new school buildings. By the mid-1930s, the New Deal, and later the WPA, were sponsoring the construction of new schools throughout Southern California, particularly after the 1933 Long Beach earthquake. In 1934, the State of California adopted the Field Act as a direct result of the 1933 Long Beach earthquake. The Field Act was one of the first pieces of legislation that mandated earthquake-resistant construction specifically for schools. New schools were required to be only one story for elementary schools and no more than two stories for junior and high schools, with exteriors that lacked ornament and used the latest construction techniques. These schools were predominately Streamline Moderne in style. Education practices continued to become less rigid, resulting in buildings constructed for the scale of a child. Children being smaller than adults, they needed schools constructed for their specific use, meaning one-story and as close to the ground as possible. Education practices shifted from strict disciplinary actions to giving children more freedom, and these new construction practices reflected that. Modern architects with European roots or training such as William Edmond Lescaze, George Howe, Richard Neutra, and Franklin & Kump & Associates began experimenting with school design, pioneering new plans including the L-shaped plan and the finger-plan school.[561] These plans emphasized access to the outdoors and the ability to add buildings as necessary. The majority of the primary and secondary schools within the SBAP were designed using variations of the finger-plan. Between 1936

557 "Water in Early Los Angeles," Water and Power, accessed February 23, 2022, https://waterandpower.org/museum/Water_in_Early_Los_Angeles.html.
558 Sapphos Environmental Inc., *Los Angeles Unified School District*, 28–30.
559 "Schools, Apartments, Clubs, Dwellings," *Los Angeles Evening Express*, October 24, 1924, 12.
560 "Schools, Apartments, Clubs, Dwellings," 45–47.
561 Eric D. Reeder, Suh-Jun Park and Youngsuk Kim, "A Study of Los Angeles Public School Design in Identifying Community Improvement," *Architectural Research* 18, no. 4 (December 2016): 171–178.

and 1945, the Los Angeles City School District became more decentralized with the Beverly Hills, Torrance, Culver City, and William S. Hart Union High School districts splitting off to form their own districts.[562]

World War II caused the school curriculum to focus on defense-related activities under the National Defense Training program and the Rural War Production Training program. After the war, Los Angeles experienced another construction boom, as well as a population increase and a "baby boom." The number of babies being born greatly outnumbered the classrooms available, resulting in classroom shortages and overcrowding. Schools became increasingly cost-effective and modular in design and construction, utilizing prefabricated materials such as plywood, glass, and steel. The focus on outdoor interaction remained an essential part of the designs, which featured ventilation, canopied outdoor corridors, floor-to-ceiling windows, and exposed construction systems. Schools of this type in the SBAP included Van Deene Avenue Elementary School at 826 Javelin Street in West Carson, which was constructed in 1958.[563] The school utilized the finger-plan design with an emphasis on air and space between the buildings. The cluster-plan school became popular in more-urban areas because of its more compact floor plan, which featured wings along an axis. By the 1960s, the cluster plan had become the standardized school plan. The architectural style utilized for these schools was primarily Mid-Century Modern. In 1961, the three separate entities of the Los Angeles City School District (Elementary School District, High School District, and Junior College) were unified to become LAUSD. In 1969, student enrollment dropped rather than increased for the first time in LAUSD's history.[564]

LAUSD is currently the largest public school system in California in terms of number of students and the second-largest public district in the United States, second only to the New York City Department of Education. Since 1997, LAUSD has constructed 136 new K-12 school projects and completed over 23,250 school rehabilitation, modernization, and replacement projects.[565] The school district is the second-largest employer in the County and during the 2022–2023 school year served 565,479 students.[566]

Lennox School District

The community of Lennox began providing public education for local children in 1910 in a four-room, wood-frame schoolhouse. The building held all grade levels and had a student population of 50.[567] The area officially received the name Lennox in 1912, and the Lennox School District was formed soon after. The Lennox School District includes a preschool, five elementary schools, and Lennox Middle School. The majority of these schools were constructed post-World War II in response to the construction and population boom that occurred throughout Los Angeles. The schools displayed similar characteristics as those constructed by LAUSD during the same period, including cost-effective modular designs and prefabricated materials. Schools from this period and of this type in Lennox include Lennox Preschool (10203 Firmona Avenue), Felton Elementary School (10417 Felton Avenue), Buford Elementary Sch[oo]l (4919 West 109th Street), Jefferson Elementary School (10322 Condon Avenue), and Dolores Huerta Elementary School

562 Sapphos Environmental Inc., *Los Angeles Unified School District,* 103.
563 "Millions to be Spent on Port Schools," *Los Angeles Times*, June 15, 1958, 1.
564 Sapphos Environmental Inc., *Los Angeles Unified School District,* 103.
565 "Los Angeles Unified Fingertip Facts: 2022–2023," LAUSD Unified, accessed September 12, 2023, https://web.archive.org/web/20221014104743/https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=73040&dataid=121695&FileName=Fingertip%20Facts%202022-2023%20English.pdf.
566 "Los Angeles Unified Fingertip Facts."
567 "About Us," Lennox School District.

(formerly the Mary J. Whelan Scho[ol]) (4125 West 105th Street). For the majority of the next four decades, the Lennox School District's enrollment increased every year.

Students identifying as Latino made up 16% of the student body enrolled in the Lennox School District in 1968. This number rose to 85% by 1985 and 94% by 1993. Between 1980 and 1990, immigrants from Mexico and Central America in Lennox doubled. In 1984, a federal judge condemned the then Lennox High School (11033 Buford Avenue) as illegally segregated, with Lennox being one of the last school systems in Southern California to desegregate under court orders. Superintendent Ken Moffet argued for state officials to purchase the Lennox High School campus for $8.2 million, with the state allocating $2 million for renovations. An agreement was made in 1984 that included a decree that the Lennox campus would never be used as a comprehensive high school again.[568]

In 1990, the Lennox School District was the largest immigrant "port-of-entry" school district in California. A port-of-entry school district was defined as a school district that served as the first settling areas for large numbers of immigrants to California. These types of districts typically had a high number of students with limited proficiency in English. At this time, about 4,500 Lennox students were classified as not proficient in English. Between 1989 and 1990, enrollment had risen to 5,708, a 4.5% increase. To cover this influx of students, the district leased portable classrooms as a temporary solution to the student population increase.[569] Later solutions included the construction of charter schools and new elementary schools.

The community of Lennox is located less than 1 mile east of LAX, the third-busiest airport in the United States. Due to the high number of both passenger and cargo flight traffic, the surrounding communities were impacted by aircraft noise, including students in Lennox schools. Temporary solutions included covering all windows or building windowless classrooms. In 1980, the Lennox School District and the City of Los Angeles settled a lawsuit, which allowed aircrafts carrying up to 40 million people per year to fly over the schools. The result was an aircraft flying overhead every 3 minutes. In 1977, the Centinela Valley Union High School District Board of Education ordered Lennox High School to close its doors by 1980 due to the cost of soundproofing the school in response to loud jets from LAX. Lennox community members protested this closure, and instead the school was converted to Lennox Middle School.[570] A settlement between the Lennox and Inglewood school districts and Los Angeles World Airports was reached in February 2005 to provide $110 million in noise mitigation funds over the next 10 years. It took 3 years for Congress to approve legislation allowing LAX officials to provide the money to the Lennox district.[571] The majority of Lennox's soundproofing efforts were completed between 2010 and 2019 and included the installation of thicker doors and windows in addition to other soundproofing methods.

The Lennox School District totals more than 5,100 students attending a preschool, five elementary schools, and a middle school. Into the present, the Lennox community takes enormous pride in their school district and its ability to educate children and overcome disadvantages. Due to the lack of City government oversight, the schools have become a focal point for the community. Schools assist parents with

568 Bob Williams, "Campus, Closed by Judge's Decree, Will Reopen," *Los Angeles Times*, June 13, 1985, 1.
569 Anthony Millican, "Number of Pupils in Lennox District Breaks a Record," *Los Angeles Times*, October 11, 1990, B3–B4.
570 Jane Martin, "Lennox High Entangled in Red Tape," *Redondo Reflex*, September 28, 1977, 21.; Williams, "Campus, Closed by Judge's Decree, Will Reopen."
571 "Airport Board Approves $100 Million in Soundproofing for Lennox Schools," *Daily Breeze*, September 19, 2011.

immigration, census, and other government documents and since the 1990s have had after-school activities, anti-gang programs, and mental health support.[572]

Wiseburn Unified School District

The Wiseburn School District was established on March 8, 1896, and was named after the then extant Wiseburn Train Depot (since demolished). Its formation came after a group of local parents petitioned the Los Angeles County Board of Supervisors to form their own district. The district originally included Del Aire, Wiseburn, eastern El Segundo, and parts of Hawthorne, Hermosa Beach, Lawndale, Manhattan Beach, and North Redondo Beach. Classes were held inside the Wiseburn Depot for a small group of students, the majority being children of local farmers. A temporary school was constructed between 120th and 124th Streets, and a two-room schoolhouse was built in 1897 at 135th Street and Aviation Boulevard, which would later become the site for Dana Middle School (5504 West 135th Street) (located outside the SBAP).[573] During the 1910s, territory originally under the jurisdiction of the Wiseburn School District began to be acquired by other districts, including the El Segundo School District and the Manhattan Beach Unified School District.

In 1929, the Wiseburn school was expanded to include four rooms; it employed six full-time teachers. In 1941, the district elected its first superintendent, Don Smith. One of Smith's first accomplishments was creating the Wiseburn Parent Teacher Association in October of that same year. Prior to World War II, many of the students within the school district were Japanese, typically the children of Japanese farmers who lived in the surrounding area. By 1935, 82 of the district's 125 students were of Japanese descent. Following the attack on Peal Harbor, Japanese students that had once attended the Wiseburn School District were relocated and many never returned, which changed the area's demographics permanently.[574]

Throughout the 1940s, the Wiseburn School District continued to lose territory to neighboring school districts. Both the Manhattan Beach School District and the City of Hawthorne attempted to take over or completely annex the area into their jurisdiction. These efforts failed and created a strong local contingency of citizens that fought hard against any future takeovers. This resulted in the district keeping the same territory since 1951, despite future attempts to annex.[575] Similar to the Lennox School District, the post-World War II population boom resulted in the construction of new schools including Del Aire's Juan De Anza Elementary School in 1946 (12110 Hindry Avenue) (later renamed Del Aire Elementary School) and the Jose Sepulveda Elementary School in 1956 (12495 South Isis Avenue), which has since closed to become the charter school Da Vinci Connect.[576]

Plans to make Wiseburn an independent unified school district began in 2001. Then Superintendent Don Brann looked to break the ties between Wiseburn and the Centinela Valley Union High School District. This separation was approved by the California Board of Education in 2004, but full separation was a slow process and was not completed until 2012. In July 2014, the district became officially named the Wiseburn Unified School District.[577] Multiple schools under the jurisdiction of the Wiseburn Unified School District are located outside the formal boundaries of Del Aire and Wiseburn and therefore outside the SBAP.

572 Laura Wides, "Schools Offer More than Education to Lennox Residents," *Los Angeles Times*, January 25, 2001, B1–B2.
573 Sam Gnerre, "How Wiseburn Became the Little School District that Could," *Daily Breeze*, January 7, 2017.
574 "How Wiseburn Became the Little School District that Could."
575 "How Wiseburn Became the Little School District that Could."
576 National Environmental Title Research, "Del Aire and Wiseburn [aerial photos and topography maps].".
577 Gnerre, "How Wiseburn Became the Little School District that Could."

Those include Dana Middle School (5504 West 135th Street), Aviation Elementary School (5403 138th Street), Hollyglen Elementary School (5309 West 135th Street) (formerly Cabrillo Elementary), and the middle and high school Success Learning Center (13530 Aviation Boulevard).

Lawndale Elementary School District

The Lawndale Elementary School District was originally formed in 1906 as the Lawndale School District. Its jurisdiction included portions of Hawthorne, Del Aire, Wiseburn, and Alondra Park/El Camino Village.[578] By the 1930s, the district had been renamed as the Lawndale Elementary School District and underwent similar fights for territory as the surrounding smaller districts. Additionally, like other areas of the County, the Lawndale Elementary School District underwent a classroom shortage as a result of the post-World War II population boom. In 1949, it was reported that the Lawndale Elementary School District was using two classrooms in a church, two former Army barracks, one private home, and offices in a recreation center for classroom use due to the shortage.[579]

To reduce the overcrowding of schools, the district began to construct new elementary schools, including Alondra Park/El Camino Village's Mark Twain Elementary School in 1945 (3728 West 154th Street), Franklin Delano Roosevelt Elementary School in 1946 (3533 Marine Avenue) (Exhibit 23), and Kit Carson Elementary School (originally named the 147th Street School) in 1947 (3530 West 147th Street). In 1953, the Lawndale Elementary School District requested a $2 million loan from the State Allocation Board to provide additional facilities to the area. By this time, the district was one of the fastest-growing Harbor-area communities in the South Bay. The district hired architect H.L. Gogerty, a school designer well-known in Southern California, to draw up plans for the school program. By the mid-1950s, the school district had five new schools and had made major additions to two others. Lawndale had the "highest percentage of building activity of any school district its size in the state."[580] The loan would be used to expand existing facilities to provide for an anticipated enrollment of 6,000 students in the years 1954 and 1955.[581]

578 "School Bond Election Notice," *Los Angeles Evening Post Record,* November 16, 1906, 7.
579 "State Education Rationed Says Sen. Dilworth," *Los Angeles Evening Citizen News*, October 19, 1949, 3.
580 "Lawndale Request Huge School Loan," *Garden Valley News and Gardena Tribune*, October 15, 1953, 11.
581 "Lawndale Request Huge School Loan."

Exhibit 23. Children at the new Franklin Delano Roosevelt School in 1946.

Source: Times Photo, *Los Angeles Times*, March 11, 1946, 11.

In 1958, the Lawndale Elementary School District and the Los Angeles County Parks and Recreation Department financed the construction of Bodger Park in Alondra Park/El Camino Village, which would act as a recreation facility for Kit Carson Elementary School and Franklin Delano Roosevelt Elementary School. The park's plans included a parking lot, family picnic area, playground, and baseball fields.[582] Throughout the next several decades, the school district applied for additional school aid to construct classrooms, build new schools, and maintain the schools they had within their system.[583] In 1966, the district limited how many students could be in one class to 30. The goal was to lower the number of students over the next 3 years to be a more reasonable size. At the time, the typical class was 33 students.[584]

The school district's student population continued to increase and reached its peak enrollment in 1968 with 7,016 students. After reaching its peak in the late 1960s, the district's enrollment began to drop through the 1970s until it reached its lowest enrollment in 1983 with 3,974 students. Eventually, 4 of the district's 11 schools were closed. Since that time, the area's demographics have begun to shift toward older, more affluent couples with children, which raised the enrollment an average 100 students a year. In 1991, the

582 "Will Improve Recreation Area," *Garden Valley News and Gardena Tribune*, July 27, 1958, 6.
583 "Lawndale to Apply for School Aid," *Los Angeles Times*, March 20, 1960, 160.
584 "30-Pupil Class Limit Set as Goal," *Los Angeles Times*, January 23, 1966, 134.

district's demographics were 41% Latino, 31% Caucasian, 13% African-American, and 10% Asian.[585] As of 2020–2021, the Lawndale Elementary School District included 4,949 students and over 200 teachers.[586]

CHARTER AND PRIVATE SCHOOLS (1935–1969)

A charter school is a publicly funded independent school established by teachers, parents, or community groups under the terms of a charter with either local or national authority. A private school is supported by a private organization or individuals rather than by the government. Throughout the SBAP there are multiple charter and private schools including Ánimo Leadership High School (11044 South Freeman Avenue), constructed in 2011, and Lennox Math, Science & Technology Academy (11036 Hawthorne Boulevard), constructed in 2001, both located in Lennox; and the Chadwick School (26800 South Academy Drive) in Westfield/Academy Hills.[587]

The Chadwick School was founded in 1935 by Margaret Lee Chadwick, who after discovering the widespread overcrowding in schools, opened the Chadwick Open Air School at her home in San Pedro. The school had four students, two of which were the sons of Margaret Lee Chadwick and her husband Joseph Chadwick, a naval officer. The school offered education to anyone willing to learn and work hard. Students were welcome at the school regardless of their academic inclination, race, religious background, or socioeconomic status.[588] The school developed rapidly and in 1938, it moved to a new 33-acre campus in Westfield/Academy Hills donated by Frank Vanderlip that was called the Chadwick Seaside School. A $150,000 construction program was announced, including a recreation hall, a central dining and community center hall, a dormitory, and two other living quarters for the school's personnel.[589] The school at the time had 75 students and functioned as a day school and a boarding school.

By the 1960s, the school had officially become the Chadwick School and expanded its campus to 30 buildings. The school owned all 126 acres of the land surrounding the school, which they sold off to establish the school's endowment. The teaching philosophy remained the same as its "original concept of developing the potential of each student through the means of small classes and an intimate student-teacher relationship."[590] Today, the Chadwick School is located on 45 acres with 22 school buildings and 31 faculty residences. The student body comprises over 860 students taught by 113 faculty in the Village School (K–6), Middle School (7–8), and Upper School (9–12).[591]

SEGREGATION IN SCHOOLS (1860–1979)

At the genesis of California's education system, structures were put into place that segregated minority students from Caucasian students. In 1860, California's Education Code explicitly stated that African-American, Asian American, and Native American students could not attend public schools with Caucasian students.[592] Minority students attended schools specifically constructed for their ethnicity. The 1920s

585 Kim Kowsky, "Lawndale's Growing Diversity Sparks 3 Lively Races for Board," *Los Angeles Times*, October 13, 1991, B3 and B8.
586 Common Core of Data, "Lawndale Elementary," National Center for Education Statistics, Institute of Education Sciences, accessed September 14, 2023, https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=2&ID2=0621210.
587 National Environmental Title Research, "Lennox [aerial photos and topography maps].".
588 "A Rich History," Chadwick School.
589 "Chadwick School to Build in Hills," *News-Pilot*, July 1, 1937, 1.
590 "Chadwick School Celebrates its 30th Anniversary on Palos Verdes Peninsula," *News-Pilot*, January 25, 1968, 9.
591 "A Rich History," accessed September 14, 2023.
592 Reed Levitt and Henry O'Connell, "Facing Our Past, Changing Our Future, Part I: A Century of Segregation in San Francisco

brought many Mexican laborers to Southern California seeking work in the citrus groves. Mexican-Americans faced racist practices, including being forced to attend "Mexican" schools. By 1940, more than 80% of Mexican-American students attended these schools. School boards argued that teaching students of Mexican heritage separately would help them "Americanize" faster and that they needed special instruction (based on culturally biased I.Q. tests). In 1946, a group of Mexican-American families filed a lawsuit in federal court known as *Mendez v. Westminster* after their children were turned away from their local school based on race. The court ruled in Mendez's favor stating, "A paramount requisite in the American system of public education is social equality." Despite this ruling, LAUSD schools remained segregated.[593]

By the early 1960s, the civil rights movement had been gaining momentum, with LAUSD targeted as a system requiring reform. Increasing racial tension throughout the County led to a demographic and financial imbalance in many schools. Discriminatory housing practices from the 1930s segregated housing in the County and as a result contributed to the segregation of schools. Caucasian students in racially mixed neighborhoods were able to attain a waiver and attend a predominantly Caucasian school despite it not being the school closest to them. Regardless of the passing of *Brown v. Board of Education* in 1954, which established racial segregation in public schools as unconstitutional nationwide, LAUSD was resistant to desegregating.[594]

Local organizations such as the National Association for the Advancement of Colored People (NAACP) and the American Civil Liberties Union identified multiple issues with the Los Angeles Board of Education, including a need for new school boundaries to allow African-American students in overcrowded schools to attend predominantly Caucasian schools, more African-American teachers, and a more culturally diverse curriculum. During this period, LAUSD was focused on opening new schools in the San Fernando Valley rather than maintaining and upgrading campuses in neighborhoods of lower socioeconomic status.[595]

In 1963, the American Civil Liberties Union filed a class action lawsuit, *Crawford v. Los Angeles City Board of Education,* on behalf of two African-American high school students, Mary Ellen Crawford and Inita Watkins. The school desegregation lawsuit highlighted the discrepancy between two schools 2 miles apart, Jordan Senior High School in Watts and South Gate Senior High School in South Gate. Activists continued to petition for change when LAUSD did not act quickly. The longest civil rights demonstration in Los Angeles, the Freedom March, took place in June 1963. The march took place in downtown Los Angeles, beginning at FAME Church, 801 Towne Avenue, and ending at the Los Angeles Board of Education. The California Supreme Court ordered LAUSD to formulate a plan to correct the racial imbalance in the schools. Solutions included busing students to different schools to correct overcrowding and racial imbalances. West Carson's Meyler Street Elementary School was one of six schools in the area that were part of the busing-integration program, which would receive students from two central area elementary schools. The program planned to bring nearly 900 minority students on a voluntary basis to predominantly Caucasian schools where

Unified School District (1851–1971)," *SFUSD*, September 16, 2020, https://www.sfusd.edu/facing-our-past-changing-our-future-part-i-century-segregation-san-francisco-unified-school-district.

593 Dave Roos, "The Mendez Family Fought School Segregation 8 Years Before Brown v. Board of Ed," History.com, A&E Television Networks, September 18, 2019, https://www.history.com/news/mendez-school-segregation-mexican-american#:~:text=.Segregation%20Was%20Widespread%20in%20California&text=By%201940%2C%20more%20than%2080,Asian%20Americans%20and%20Native%20Americans.

594 Sapphos Environmental Inc., *Los Angeles Unified School District,* 109–110.

595 Mike Davis and Jon Wiener, *Set the Night on Fire: L.A. in the Sixties* (London, UK: Verso, 2020), 376.

classroom space was available.[596] Although this solution was seen as temporary, the 1965 Watts Uprising contributed to an intensification of feelings on both sides of the issue of integration, with community members, activists, and students arguing for equal education rights.[597]

By the late 1960s, frustrations mounted among Latino students, who predominately attended run-down, overcrowded schools with underqualified teachers who rarely encouraged them to go to college. Latino students were encouraged to enroll in vocational and domestic training, with about half failing to graduate from Los Angeles high schools.[598] In March 1968, approximately 15,000 Latino high-school students walked out of classes in East Los Angeles, protesting the inequality in the public education system. These became known as the "East Los Angeles Blowouts," which were led by a Mexican-American social studies teacher at Lincoln High School, Sal Castro. Students from Woodrow Wilson, Garfield, Abraham Lincoln, Theodore Roosevelt, Belmont, Venice, and Jefferson high schools participated. The first unscheduled walkout took place at Wilson High School on March 6, 1968.[599] Administrators responded by calling the police, locking students in, and arresting 13 of the organizers, known as the East L.A. 13.[600]

The Educational Issues Coordinating Committee (EICC), representing the students, met with the Los Angeles Board of Education on March 28 to present their 39 demands. The board dismissed the EICC's requests, which included an increase in bilingual education, claiming a lack of funding.[601] Although the Los Angeles Board of Education did not follow through on the EICC demands, Latino students gained a sense of empowerment and unification.[602]

After a 1977 California Supreme Court ruling calling for a "reasonable and feasible" integration plan, the Los Angeles Board of Education continued to utilize the controversial program of busing students to different schools. In 1979, California's Proposition 1, Desegregation Busing Court Orders Amendment, was put on the ballot. It passed, with 70% of voters supporting and end to busing students. Throughout the 1980s, busing programs were voluntary, but in the 1990s a series of court rulings released school districts from mandatory desegregation plans. As opposed to legally mandated segregated schools, many school districts remain largely segregated based on the demographics of neighborhoods. In 2019, a study found that more than half of the children in the United States attend schools in districts where the student population is either more than 75% Caucasian or more than 75% non-Caucasian.[603]

HIGHER EDUCATION INSTITUTIONS (1946–1968)

Within the Planning Area there is one higher education institution, El Camino College (16007 Crenshaw Boulevard), located in Alondra Park/El Camino Village. On June 30, 1946, members of the South Bay community voted 10 to 1 to create El Camino Junior College after a decade of discussion. The college began with 450 students, taught in repurposed World War II Army barracks. The need for a more permanent college campus came while Alondra Park was in development. In February 1947, the Los Angeles County Board of

596 "Decision to Bus School Children to San Pedro Left Up to Crowther," *News-Pilot,* November 1, 1968, 1.
597 Sapphos Environmental Inc., *Los Angeles Unified School District,* 110.
598 Davis and Wiener, *Set the Night on Fire,* 376
599 Kelly Simpson, "East L.A. Blowouts: Walking Out for Justice in the Classrooms," PBS SoCal KCET, March 7, 2012, https://www.kcet.org/shows/departures/east-l-a-blowouts-walking-out-for-justice-in-the-classrooms.
600 Jack McCurry, "Venice High Youths, Police Clash," *Los Angeles Times,* March 13, 1986, 1.
601 Straus, *Death of a Suburban Dream*, 164.
602 Mario T. García and Ellen McCracken, *Rewriting the Chicano Movement: New Histories of Mexican-American Activism in the Civil Rights Era*. Tucson: The University of Arizona Press, 2021, 213.
603 Lesley Kennedy, "What Led to Desegregation Busing—And Did It Work?" History.com, A&E Television Networks, July 9, 2019, https://www.history.com/news/desegregation-busing-schools.

Supervisors Chairman, Raymond V. Darby, recommended a 40-acre portion of land in the southwest corner of the park be developed into the college. After some discussion, the campus was planned on unincorporated county land to the direct east of Alondra Park. The college's first president, Forrest G. Murdock, slowly developed the college over the next 12 years, with facilities built one at a time to keep the school out of debt. Ground was broken in 1947, and the same year El Camino College had its first graduating class of 87 students. Since the 1950s, the college rapidly expanded, including the construction of an administration building, library, cafeteria, and social and life sciences buildings (Exhibit 24). Post-World War II, the student population rose to 10,000 within 10 years. Parking became a challenge during the college's continuing expansion. In 1968, an innovative solution was developed with the construction of a $2.7 million concrete structure atop the Dominguez Channel, which ran along the school's western perimeter and provided parking for 2,000 cars.[604] Presently, El Camino College consists of 37 buildings on 26 acres and is one of two community colleges serving the South Bay area. In 2019, the college served approximately 23,000 students within the El Camino Community College District, including the communities of Alondra Park/El Camino Village, Carson, Del Aire, Wiseburn, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Ladera Heights, Lawndale, Lennox, Lomita, Manhattan Beach, Redondo Beach, Torrance, and View Park-Windsor Hills.[605]

Exhibit 24. View of El Camino College's Campus Center, circa 1954.

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

[604] Sam Gnerre, "The Founding and Early Days of El Camino College," *South Bay History*, March 12, 2021, https://sbhistoryblog.wordpress.com/2021/03/12/the-founding-and-early-days-of-el-camino-college/.

[605] El Camino Community College District, "College and Community Profiles," El Camino College, April 2013, https://www.elcamino.edu/administration/ir/docs/eccprofile/ecc_college_communityprofiles_jul2013_1.pdf.

REGISTRATION REQUIREMENTS

Associated Property Types

Property types associated with the theme of Education include individual school buildings and larger school campuses composed of numerous buildings and related features, like playgrounds and playing fields. The SBAP communities have both public and private school buildings. Schools in the Planning Area primarily reflect the same general time period of post-World War II development utilizing Mid-Century Modern styles. Common materials and features include stucco, synthetic wall panel systems, wooden post and beam structures, gabled and flat roofs, large plate glass windows, clerestories, and covered outdoor walkways.

A building or campus evaluated under this theme may be considered eligible if it was the location of an important event or the location of an important milestone in the events leading to the desegregation of schools. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of Education development. In many cases, if a resource is eligible under this theme, it may also be eligible for its architectural style or under Civil Rights and Social Justice and/or Public Art, Music, and Cultural Celebrations themes.

Eligibility Standards

- Resource reflects one of the significant trends in the development of education in the SBAP communities or embodies the distinctive characteristics of school development from that period. The major trends are:
- Primary and Secondary Education (1872–1978)
- Charter and Private Schools (1935–1969)
- Segregation in Schools (1860–1979)
- Higher Education Institutions (1946–1968)
- Resource has a direct and significant relationship to education development; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Education.
- Simply being a school is not enough to justify eligibility. An eligible resource must have been important within its community. An eligible resource may reflect the early development of a neighborhood; reflect an early iteration of an important design prototype for educational buildings; or represent specific milestones in the fight against segregation in schools

Character-Defining Features

- Constructed in one of the popular architectural styles for educational buildings of the period, which include but may not be limited to Mid-Century Modern.
- Reflects distinctive design and planning features for educational properties of its time
- May be of a style or mixture of styles typical of the period of construction

Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3.

- Setting may be compromised by nearby construction that post-dates the period of significance.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration patterns and size of openings, roof features, and details related to its architectural style.
- Limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Civil Rights and Social Justice and Public Art, Music, and Cultural Celebrations.

I. Civil Rights and Social Justice

OVERVIEW

The history of the SBAP communities and the theme of civil rights and social justice are intertwined. Latinos, African Americans, and Asian Americans make up a large percentage of the County's population and are still working to combat the systemic racism, which includes Executive Order No. 9066 and legally codified discriminatory housing practices, enacted since their large-scale settlement in the area starting in the 1920s. Community-led events, including the 1965 Watts Uprising, the Chicano Moratorium, the East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflected the frustrations many had with the poor living conditions, racism, strained race relations, and neglect they felt daily.

Although newspaper and primary source research did not identify sites of protest or community activism that are directly associated with these movements and events within the boundaries of the SBAP communities, these events had profound social, economic, and political impacts Countywide and thus are discussed in this section. Because it is possible that people living in the Planning Area participated in these and other civil rights movements, additional community input is needed to identify specific locations, events, individuals, and organizations within the SBAP communities that relate to this theme.

The theme of civil rights and social justice is carried throughout this document and can be identified in other significant themes including commercial development, industrial development, residential development, and education. Environmental injustice is addressed in the industrial development theme. Events, people, and places not identified in this section will be discussed in the theme most closely related to that subject.

JAPANESE INTERNMENT CAMPS AND POST-WORLD WAR II COMMUNITY BUILDING

Japanese Americans began migrating to Los Angeles from San Francisco after the 1906 earthquake destroyed many of their homes and businesses. Los Angeles offered a fresh start, with many Japanese Americans settling in the Eastside, which included Little Tokyo, along the First Street corridor into Boyle Heights. This migration continued into the 1910s and 1920s, although the Immigration Act of 1924 banned

further immigration from Japan.[606] In the South Bay, "Japanese Americans were more residentially dispersed throughout a given area than their compatriots in Little Tokyo. Thus, what is critical about the South Bay is that immediate connections, linkages, and networks—whether personal, familial, economic, or spiritual—were not fully circumscribed by local territorial boundaries."[607] The Palos Verdes Peninsula and the cities of Torrance, Wilmington, and Gardena, had large populations of Japanese and Japanese Americans, but "almost every other South Bay and Harbor Area had Japanese-American populations of various sizes."[608] Members of these communities opened businesses, churches, and community centers, and a large percentage made their living by farming, particularly in Gardena and on the Palos Verdes Peninsula.[609]

On February 19, 1942, shortly after Pearl Harbor was bombed by Japanese forces on December 7, 1941, President Franklin D. Roosevelt issued Executive Order No. 9066. The order allowed for the legal forced removal and incarceration of Japanese and Japanese Americans within the United States, purportedly to prevent espionage. The incarceration took place primarily on the West Coast, including California, Washington, and Oregon. Japanese Americans were given 6 days' notice to dispose of their belongings other than what they could carry, their homes were forcibly vacated, and they were incarcerated in isolated internment camps from 1942 to 1945.[610] Approximately 120,000 people had their lives affected by Executive Order 9066, including 37,000 from Los Angeles County, the majority of whom were American citizens (Exhibit 25).[611]

606 "Japanese American Heritage," Los Angeles Conservancy, accessed May 2022, https://www.laconservancy.org/japanese-american-heritage.
607 Sato, *Images of America: Japanese Americans in the South Bay*, 7.
608 Sam Gnerre, "South Bay History: A Look at the Nation's Dark Chapter of Japanese Internment," *Daily Breeze*, October 22, 2018, https://www.dailybreeze.com/2018/10/22/south-bay-history-a-look-at-the-nations-dark-chapter-of-japanese-internment/.
609 Pulido et al., *A People's Guide to Los Angeles*, 125.
610 History.com Editors, "Japanese Internment Camps," History.com. A&E Television Networks, October 29, 2009, Updated October 29, 2021, https://www.history.com/topics/world-war-ii/japanese-americanrelocation#:~:text=Contents&text=Japanese%20internment%20camps%20were%20established,be%20incarcerated%20in%20isolat ed%20camps.
611 History.com Editors, "Japanese Internment Camps."

Exhibit 25. Japanese and Japanese American South Bay residents in San Pedro awaiting transportation to an assembly center in Arcadia before being incarcerated at War Relocation Authority internment camps, 1942.

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

Prior to the signing of Executive Order 9066, the United States Navy had already begun to remove Japanese Americans around the POLA. On February 12, 1942, the Navy announced that all persons of Japanese ancestry, most of whom were fishermen and their families, had to leave Terminal Island by the end of the month.[612] The South Bay and Harbor Area office for the War Relocation Authority was located at 16522 South Western Avenue in Gardena.[613]

Many Japanese agricultural laborers in the South Bay, most of whom were tenant farmers, lost their farms, resulting in a domestic produce shortage.[614] After Executive Order 9066, the County created a special agency to find new farmers of the 30,000 acres of land, much of which was in the South Bay, that had been cultivated by Japanese farmers. Upon the realization that most of these farmers did not have legal leases on their land, government officials were able to easily reassign land that had been farmed by Japanese families for years or even decades.[615] Some of this farmland was also redeveloped for wartime industrial uses.[616]

612 National Park Service, "A Brief History of Japanese American Relocation During World War II," accessed September 20, 2023, https://www.nps.gov/articles/historyinternment.htm.
613 Gnerre, "A Look at the Nation's Dark Chapter of Japanese Internment."
614 Gnerre, "A Look at the Nation's Dark Chapter of Japanese Internment."
615 Surls and Gerber, *From Cows to Concrete*, 146.
616 Surls and Gerber, *From Cows to Concrete*, 146–148.

After the war ended and Japanese Americans were permitted to return to their respective cities, many were met with vandalized businesses, violence, stolen assets, harassment, and occupied homes and businesses.[617] Some South Bay farmers returned after the war, but the forced incarceration and rapid post-World War II suburbanization in the region led many to never come back. On the Palos Verdes Peninsula, only six Japanese farming families returned after the war.[618] In the decades preceding World War II, there were 200 Japanese farms on the Peninsula.[619]

Although density in many areas that Japanese Americans had settled during the 1910s and 1920s did not reach the pre-war population numbers, the South Bay region continued to be a central hub for the community. Today, the South Bay is home to the largest population of Japanese Americans in the County.[620] Cultural, charitable, and civic organizations continue to advocate for and serve Japanese and Japanese American residents in the South Bay. The Japanese American Citizens League is the nation's largest membership-based Asian American civic organization. Founded in 1973, the South Bay chapter is "dedicated to serving the Japanese American community and preserving the cultural heritage of Japanese Americans especially in the South Bay area of the County."[621] Additional community organizations serving the South Bay include the Gardena Valley Japanese Cultural Institute (1964 West 162nd Street, Gardena, located east of Alondra Park/El Camino Village), and the Okinawa Association of America.[622]

HOUSING RESTRICTIONS (1920S–1970S)

Racially restrictive housing prevented non-Caucasian residents from living in many residential neighborhoods throughout the County. The South Bay cities of Hawthorne, Inglewood, and Torrance were known as "sundown towns," meaning that African-Americans were prohibited from living in the community and had to leave before dark or risk imprisonment, fines, and physical violence. During the 1930s, racial hostility toward African-Americans was conveyed publicly through billboards in these and other sundown towns across the country.[623] Japanese residents were also prevented from owning land due to the Alien Land Laws of 1913 and 1920, which banned "aliens ineligible for citizenship" from land ownership. These laws were held up by the Supreme Court in 1923 and remained on the books until 1958, although the court cases of *Oyama v. California* (1948) and *Fuji Sei v. State of California* (1952) had previously invalidated the laws.[624]

In 1925, a medical physician, real estate developer, and civil rights activist, Wilber Clarence Gordon, purchased land at the present location of Alondra Park/El Camino Village and El Camino College. Gordon and his real estate partner, Journee W. White, assumed ownership of the property to develop Gordon Manor, an upper- and middle-class subdivision for African-American residents.[625] In April 1926, Caucasian residents and real estate developers formed the Alondra Park Assessment District to prevent the

617 SurveyLA Citywide Historic Context Statement, *Japanese Americans in Los Angeles 1869–1970*, City of Los Angeles Department of City Planning, 56–57.
618 Gnerre, "A Look at the Nation's Dark Chapter of Japanese Internment."
619 Michael Hixon, "Why the Last Japanese American Farm on the Palos Verdes Peninsula Will End in Eviction." *South Bay Daily Breeze*, November 24, 2021.
620 Little Tokyo Service Center, "South Bay Japanese American Needs Assessment.".
621 "About Us: South Bay JACL," Japanese American Citizens League South Bay Chapter, accessed September 20, 2023, https://www.sbjacl.org/aboutus.
622 "Who We Are," Gardena Valley Japanese Cultural Institute, accessed September 20, 2023, https://www.jci-gardena.org/.
623 Loewen, *Sundown Towns*, 10 and 78.
624 "Alien Land Laws in California (1913 & 1920).
625 Pulido et. al., *A People's History of Los Angeles*, 125.

development of Gordon Manor in favor of a park serving the South Bay region.[626] A group of Caucasian residents also submitted a petition to claim 100 acres of adjacent agricultural land farmed by Japanese tenant farmers.[627] The Los Angeles County Board of Supervisors voted to seize the land by invoking the Acquisition and Improvement Act, which allowed California authorities to acquire property through eminent domain. The Los Angeles County Board of Supervisors paid cash to Gordon for his land and to the banks that owned the land farmed by Japanese tenant farmers. The farmers themselves, however, received nothing and their leases were terminated (for additional information on this subject see Section 4.4.5.1, Unfair Planning and Discriminatory Housing Practices).[628]

The National Housing act of 1934, a New Deal legislative response to the Great Depression that followed the stock market crash of 1929, created the FHA. One goal of the FHA was to stabilize the housing market and expand homeownership opportunities. The Federal Home Loan Bank Board and the HOLC were established to protect individual homeowners from foreclosure. One of the methods by which the HOLC sought to assess creditworthiness or risk was through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. Redlined communities within the SBAP included Lennox (Yellow [C] grade); Del Aire (Blue [B] grade]; Wiseburn (Red [D] grade); Alondra Park (Red [D] grade at the northwestern corner only); and La Rambla (Red [D] grade and Yellow [C] grade). Hawthorne Island, Westfield, and West Carson were not given a HOLC grade. The legacy of the redlining practice was long-term disinvestment in many of the SBAP communities, resulting in continued discriminatory housing practices.

The South Bay was influenced by the Supreme Court's landmark 1948 decision in *Shelley v. Kraemer,* which outlawed the practice of racial housing covenants. *Shelley v. Kraemer* made deed restrictions based on race illegal, allowing minority populations to purchase residences or reside in SBAP communities. Despite the formal end of racially restrictive housing covenants, many of the SBAP communities were predominately Caucasian until the 1970s and 1980s, when immigration from Mexico, Central, and South America changed these communities' demographics.

CIVIL UNREST AND UPRISINGS

African-Americans in Los Angeles County communities continued to experience segregation, racism, and violence into the 1960s. Civil rights activists such as Reverend Martin Luther King Jr. encouraged African-Americans to fight for equality through nonviolence and civil disobedience. In 1963, the United Civil Rights Committee (UCRC) was formed with members of the NAACP in Los Angeles to target racial discrimination in employment, housing, schools, and police brutality.[629] In June of that year, the longest civil rights demonstration in Los Angeles, the Freedom March, took place in downtown Los Angeles. In 1964, Congress passed the Civil Rights Act, which outlawed segregation and discrimination in public. This was soon followed by Proposition 14, which overturned the Rumford Fair Housing Act of 1963. The Rumford Act would have ended discrimination against the African-American population in owning or renting housing.

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626 The 14 communities included Palos Verdes Estates, Gardena, Lawndale, Lennox, Elnido, Torrance, Lomita, Strawberry Park, Compton, Redondo, Hermosa, Manhattan Beach, and El Segundo, and Inglewood.

627 Pulido et. al., *A People's History of Los Angeles*, 125–126.

628 Pulido et. al., *A People's History of Los Angeles*,, 126.

629 Robert Bauman, "Los Angeles United Civil Rights Committee (1963-CA. 1966)," *Black Past*, February 9, 2008, https://www.blackpast.org/african-american-history/united-civil-rights-committee-los-angeles-1963-1966/.

Frustrations with the government and restrictive housing covenants boiled over in the summer of 1965. The Watts Uprising, which erupted on August 11, 1965, was catalyzed by a California Highway Patrol officer's detainment of a young African-American man, Marquette Frye, for operating a motor vehicle under the influence of alcohol. The conflict erupted into civil unrest that rapidly spread through the community of Watts, surrounding neighborhoods, and cultural enclaves across Los Angeles. The uprising ended on August 15, leaving 34 people dead, over 1,000 injured, almost 4,000 protestors arrested, and between 20–40 million dollars of property damage (Exhibit 26).[630] The uprising triggered a prejudice-driven mass exodus of Caucasian residents from communities throughout the County.

630 Tse, "How Compton Became the Violent City of 'Straight Outta Compton,'" *LAist,* August 14, 2015, https://laist.com/news/entertainment/city-of-compton.

Exhibit 26. Commercial buildings on fire during the Watts Uprising, 1965.

Source: Herald-Examiner Collection/Los Angeles Public Library.

The inequality facing African-Americans festered for decades, boiling over again in Los Angeles in the spring of 1992 during the Los Angeles Uprising. Tensions grew between the African-American and Korean American communities over racism and economic inequality. Korean Americans owned many businesses within predominantly African-American communities and frequently suspected African-Americans of shoplifting. This tension, exacerbated by cultural differences and language barriers, came to a head on March 16, 1991, when ninth-grader Latasha Harlins was shot and killed by Korean American Soon Ja Du over a bottle of orange juice that Du accused Harlins of stealing. Du was sentenced to 5 years of probation instead of the recommended 16-year prison sentence.[631]

On March 3, 1991, Rodney King led California Highway Patrol officers on a high-speed chase after they attempted to pull him over. When King stopped and exited his vehicle, he was tasered, struck dozens of times with side-handled batons, kicked, tackled to the ground, and had his legs hogtied by five Los Angeles Police Department and California Highway Patrol officers. Four of the officers were charged with using excessive force, with three being acquitted on April 29, 1992. The acquittal sparked the 1992 Los Angeles Uprising, 6 days of thousands of people looting, setting buildings on fire, and assaulting others. The California National Guard, amongst others, was called in to stop the unrest, which ended on May 4, 1992. The result was the death of 63 people, 2,383 people injured, approximately 12,000 arrests, and over $1 billion of property damage.[632]

631 The Staff of the Los Angeles Times, *Understanding the Riots*, 110.
632 *Understanding the Riots*, 110.

CHICANO MOVEMENT (1960S AND 1970S)

Throughout the early twentieth century, immigrants from Mexico and Central America attempted to assimilate into the United States and be recognized as Americans. Through racist housing, school, and business practices they were often treated as second-class citizens, forced to attend "Mexican Schools," and undergo racially biased practices geared towards English speakers only. By the 1960s, there was a push for Mexican-Americans to embrace their culture, leading to the rise in Chicanismo and the term Chicano/a as a form of identity, political autonomy, and pride. Encouraged and influenced by the Black Power movement, the Chicano Movement began organizing political demonstrations to combat the issues facing their community. These included racism, poor community conditions, and the disproportionate numbers of Latino soldiers being killed in the Vietnam War. The Chicano Movement led to two particularly large-scale demonstrations, the East Los Angeles Blowouts and the Chicano Moratorium.

By the late 1960s, frustrations mounted among Latino students, who predominantly attended run-down, overcrowded schools with underqualified teachers.[633] In March 1968, approximately 15,000 Latino high school students walked out of classes in East Los Angeles protesting the inequality in the public education system. These became known as the East Los Angeles Blowouts, which were led by a Mexican-American Lincoln High School social studies teacher, Sal Castro. Students participated in the first unscheduled walkout at Wilson High School on March 6, 1968.[634] Administrators responded by calling the police, locking students in, and arresting 13 of the organizers, known as the East L.A. 13. The EICC met with the Los Angeles Board of Education on March 28 to present their 39 demands, with the board dismissing the EICC, claiming a lack of funding.[635]

On August 29, 1970, more than 20,000 Latino citizens marched throughout East Los Angeles in protest of the Vietnam War in a march for the Chicano Moratorium movement (Exhibit 27). Before the march, the organizers, who were part of the Chicano Moratorium Committee, communicated with the Angeles County Sheriff's Department (LASD) so the sheriff would be informed of the program. Despite this, the LASD, along with the Los Angeles Police Department, placed deputies at street corners with riot guns. At the end of the march's route, Laguna Park, the peaceful rally turned violent, with law enforcement dispersing the crowd using tear gas and beating protesters. Thirty-one civilians and 43 law enforcement officers were injured, and three people were killed, including prominent journalist Ruben Salazar.[636] Protests continued into August 1971, led by African-American and Chicano junior and senior high school students. The events of the Chicano Moratorium led to long-term tension and suspicions between the Latino community and the Los Angeles County Sheriff's Department.

633 Davis and Wiener, *Set the Night on Fire,* 376.
634 Simpson, "East L.A. Blowouts: Walking Out for Justice in the Classrooms."
635 García and McCracken, *Rewriting the Chicano Movement,* 213.
636 GPA Consulting Inc., National Register of Historic Places Registration Form, National Chicano Moratorium, March August 29, 1970.

Exhibit 27. Chicano Moratorium Committee demonstration, 1979.

Source: Ken Papaleo, Herald-Examiner Collection/Los Angeles Public Library.

While research did not identify large-scale gatherings or protests directly associated with the above events within the boundaries of SBAP communities, the social issues affecting Latino residents throughout the County also affected members of the SBAP communities. In 1979, for example, 25 students staged a walkout of classes at Lennox High School to protest the discriminatory treatment of Latino students at the school. These students put on a rally at Lennox Park that was attended by 50 students and community members.[637]

REGISTRATION REQUIREMENTS

Property types eligible under this theme include residential, commercial, industrial, and institutional buildings used by organizations and groups that played an important role in the civil rights movement. In addition, property types include the sites of important events such as demonstrations. In recent decades, Latino, Asian, and African-American Planning Area residents have still been working to combat systemic racism. Government-initiated racism, such as discriminatory housing policies and the forced incarceration of Japanese and Japanese Americans during World War II impacted the development of the Planning Area. Community-led events, including the 1965 Watts Uprising, the Chicano Moratorium, the East Los Angeles Blowouts, and the 1992 Los Angeles Uprising, reflected the frustrations African-Americans and Latinos had with the poor living conditions, racism, and neglect they felt daily. A property eligible under this theme could be the location of an important event, such as a political rally, speech, or march. It may also be eligible under this theme if it is the place most directly associated with the work of an individual or organization who was significant within the theme of Civil Rights and Social Justice.

Eligibility Standards

- Resource reflects one of the significant trends in the civil rights history of the SBAP communities. The major events within this history are:

637 "25 Chicano Students Charge Bias, Boycott Lennox High," *Los Angeles Times*, September 15, 1979, 30.

- Japanese Internment and Post-World War II Community Building (1941–1970s)
- Housing Restrictions (1920s–1970s)
- Civil Unrest and Uprisings (1965–1992)
- Chicano Movement (1960s and 1970s)
- Resource has a direct and significant relationship to civil rights; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Civil Rights.
- Resource is a single-family or multifamily residence or neighborhood significant or school for its association with ending deed restrictions and racial segregation.
- Resource is directly associated with events and institutions that were pivotal in the history of the African-American or Chicano civil rights movements.
- If resource is associated with an individual, group, or organization, they must have resided in or used the property during the period in which he, she, or they achieved significance.

Character-Defining Features

- Documented location of an important event or residence associated with an individual or organization significant in the history of civil rights and social justice
- Eligible properties must retain those physical characteristics that are essential in conveying their significance under the Civil Rights And Social Justice theme

Considerations

- Resource should retain integrity of Location, Feeling, and Association from the period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- Exterior and interior spaces that functioned as important gathering/meeting places must remain readable from the period of significance.
- For buildings, limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- In some cases, if a resource is eligible under this theme, it may also be eligible under additional themes.

J. Public Art, Music, and Cultural Celebrations

OVERVIEW

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 aesthetic 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, cultural, or figures important to community members.

MURALS (1960-PRESENT)

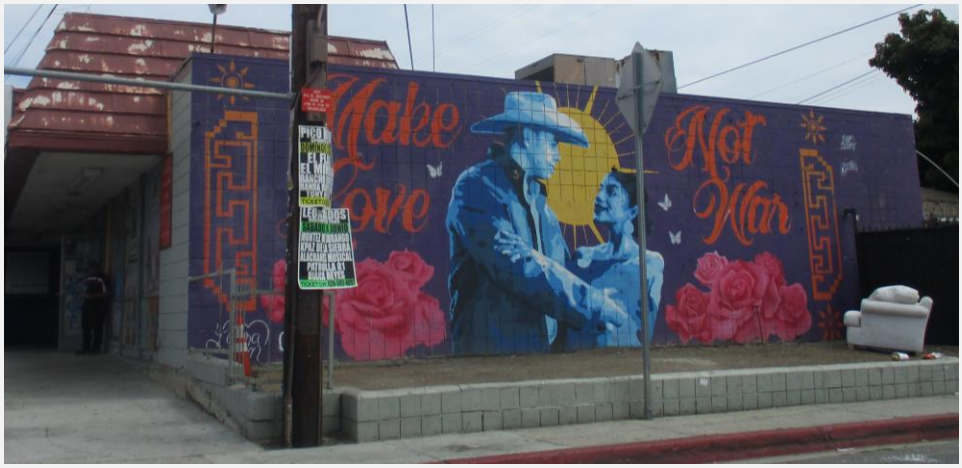
One of the most prevalent forms of public art in the Planning Area is murals, including those. created by the community as reflections of businesses, religious or spiritual beliefs, culture, history, or commemoration. Murals created by and for communities typically take the form of paintings on the side of commercial or residential buildings. These murals are temporary works of art by design, being easily painted over because of their medium and location at pedestrian level. Murals strive to add visual interest to the SBAP's built environment and function as reflections of the community's values. Murals as a public art form became prominent across the entire County in the 1970s. This is most visible in the Lennox community, which has the greatest concentration of public murals within the SBAP.

Community-designed murals in SBAP communities tend to be painted on the exteriors of commercial buildings or fences surrounding private residential properties and typically reflect the culture of a community's residents through the depiction of religious, spiritual, historical, and social themes and figures.

By the 1960s, there was a push for Mexican-Americans to embrace their culture, leading to the rise in Chicanismo and the term Chicano/a as a form of identity, political autonomy, and pride. Encouraged and influenced by the Black Power movement, the Chicano Movement began organizing political demonstrations to combat the issues facing their community. These included racism, poor community conditions, and the Vietnam War. Frequently depicted symbols of the Chicano Movement include the Mexican flag, Mayan and Aztec symbols, warriors, agricultural workers, Day of the Dead (Día de Muertos) figures, movement leaders, and family scenes. While some murals may have overt references to these topics, others are more broadly reflective of the community's cultural identity. In Lennox, artist Laura Medrano painted a mural at 11048 South Inglewood Avenue in Lennox in 2021. The writing on the mural reads "Make Love Not War," and the mural depicts a couple, sun, and roses (Exhibit 28). Medrano, who is from Lennox and completed the mural while a student at California State University Northridge, wanted to contribute "a community landmark that her neighbors could take pride in."[638]

[638] Teresa K. Morrison, "2022 Commencement Speaker Leaves Her mark," California State University Northridge, May 5, 2022, https://www.csun.edu/mike-curb-arts-media-communication/news/2022-commencement-speaker-leaves-her-mark.

Exhibit 28. *Make Love Not War* mural at 11048 South Inglewood Avenue in Lennox, painted by Laura Medrano.



Source: Dudek, August 2023, IMG_3144.

Murals also tend to reflect religious and historical themes. Saint Margaret's Center, a Catholic nonprofit subsidiary of Los Angeles Catholic Services at 10217 South Inglewood Avenue (Lennox), features a large mural (Exhibit 29) created by Trust Your Struggle Collective that depicts historical figures and "signifies transformation through migration in a celebration of cultural heritage."[639] Depicted symbols of Latino culture, especially in Lennox, include La Virgen de Guadalupe, the mother of Jesus. La Virgen de Guadalupe is a central image in Mexican Catholicism, representing a mother figure and a symbol of hope for the poor, weak, and oppressed. Murals depicting other religious figures are also present at other places in the community, including the Santos Medical Center (10719 South Inglewood Avenue).

639 Mural Conservancy of Los Angeles, "St. Margaret's Center," accessed September 7, 2023, https://www.themcla.org/murals/st-margarets-center.

Exhibit 29. Mural at Saint Margaret's Center at 10217 South Inglewood Avenue in Lennox.

Source: Dudek, August 2023, IMG_3109.

Commercial properties, by contrast, have murals that may direct members of the community to advertisements of products or services provided by the business. These murals are intended to draw the eye of motorists and pedestrians. Examples include the mural of sea creatures painted on the exterior wall of the Pescaderia El Golfo seafood market at 10521 South Inglewood Avenue (Lennox), rotisserie chickens painted on Lennox Pollo at 10822 South Inglewood Avenue (Lennox), and a barber shop at 13413 Crenshaw Boulevard (Hawthorne Island). Additional topics of murals within the SBAP include depictions of support for local sports teams such as the Los Angeles Dodgers, Lakers, and Kings (West 105th Street, Lennox) and commemoration, such as a mural depicting Kobe and Gianna Bryant on the fence surrounding the residence at 20528 Berendo Avenue in West Carson.

COUNTY-FUNDED PUBLIC ART (2003–PRESENT)

In 2004, the Board of Supervisors adopted the County's first Civic Art Policy, allocating one percent of design and construction costs of new County capital projects to a Civic Art Special Fund for the creation of civic artworks. The Civic Art Policy is managed by the Los Angeles County Department of Arts and Culture (Arts and Culture) to commission socially engaged civic artworks, as well as support conservation efforts, artistic and cultural services, and an evolving array of programming throughout the unincorporated areas of the County, including in the Planning Area.[640] Hawthorne Island, La Rambla, and Westfield/Academy Hills do not have any County- funded public art within their boundaries.

Del Aire has a unique piece of County-funded art, the Del Aire Fruit Park (2012) located at Del Aire Park. The Del Aire Fruit Park is an urban orchard consisting of 27 fruit trees that is sustained, nurtured, and harvested by the public. At the time of its creation, it was the first urban orchard of its kind in California.[641] The other SBAP communities have more typical art installations such as murals and statues. West Carson has three pieces of County-funded civic art, all of which are located at or inside the Harbor-UCLA Medical Center. These works are *Labyrinth* (2003); *Los Angeles Skyline, Vincent Thomas Bridge, Manhattan Beach*

640 Los Angeles County Arts and Culture, "Civic Art," accessed January 2024, https://www.lacountyarts.org/experiences/civic-art.
641 Los Angeles County Arts and Culture), "Del Aire Fruit Park," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/68?sort=8.

Pier (interior; 2017); and *Pink Sky View* (interior; 2017).[642] The work *Fluid Dynamics* (2012), depicting shadows of skateboarders, is painted on the concrete surfaces of the skatepark located at the Alondra Community Regional Park in Alondra Park/El Camino Village (3850 West Manhattan Beach Boulevard).[643]

Lennox has four pieces of County-funded art. These consist of *Fun at the Lennox Plunge* (2008), a glazed ceramic mural at the Lennox Pool house (10828 South Condon Avenue).[644] Two pieces are located at the Lennox Library: *Portal de Ensueños* (2009), a stained glass work inside the Lennox Library; and *Village Tree*, (2014) a statue that also provides shade, located outside the library.[645]

The acrylic mural *Lennox Past, Present, and Future* (2010) is located on the exterior wall of the Lennox Park Pool House and was the result of a collaborative effort between Roger Dolin and the residents of Lennox (Exhibit 30). The mural was created after two public workshops where Lennox residents drew their visions for the community. The nearly 80 drawings created from this workshop provided the basis of the mural, which was painted by Dolin and 30 Lennox residents. The mural emphasizes "themes of environmentalism, sustainability and health … The park pool, basketball court, and jungle gym reflect those important hubs of activity in Lennox. The jacaranda, the airplane, the food vendor and the postman are also defining elements of the park and the entire Lennox community."[646] Prior to the creation of this mural, the wall was painted with a mural sponsored by Coca-Cola, which consisted of athletes wearing uniforms with Coke, Sprite, and Powerade logos and the slogan "Siempre, Coca-Cola."[647]

642 Los Angeles County Arts and Culture, "Los Angeles Skyline, Vincent Thomas Bridge, Manhattan Beach Pier," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/735.; LACAC, "Labyrinth," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info?query=_ID%3DALL&sort=122&page=63.; LACAC, "Pink Sky View," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/737?sort=0.

643 Los Angeles County Arts and Culture, "Fluid Dynamics," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/165?sort=8.

644 Los Angeles County Arts and Culture, "Fun at the Lennox Plunge," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info?query=Portfolios%20%3D%20%2236%22&sort=122&page=12.

645 Los Angeles County Arts and Culture, "Village Tree," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info?query=_ID%20%3D%20%22ALL%22&sort=0&page=109.; LACAC, "Portal de Ensuenos," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/182?sort=8.

646 Los Angeles County Arts and Culture, "Lennox Past, Present and Future," accessed September 7, 2023, https://www.lacountyarts.org/civicart/objects-1/info/37.

647 Nicolas Riccardi, "Corporate Logos Add Green to Needy Parks' Budgets," *Los Angeles Times*, December 5, 1999, 449.

Exhibit 30. County-funded mural titled *Lennox Past, Present, and Future* outside the Lennox Pool House.

Source: Los Angeles County Department of Arts and Culture/ https://www.lacountyarts.org/civicart/objects-1/info/37.

MUSIC

Music is an important aspect of public art; however, more community input is needed to identify specific locations of venues and events in the Planning Area, as well as to identify individuals, groups, and organizations associated with the Planning Area's music history.

Sites of Community Celebrations

Sites of cultural celebrations and performing arts are an important aspect of public art; however, more community input is needed to identify the specific locations of venues and events in the Planning Area. Known community celebrations include Lennox's Cinco de Mayo parade, which has occurred annually since 1965 and is supported by several groups including the Lennox Coordinating Council, a nonprofit community group. The long-standing tradition celebrates community pride, unity, and culture, with the parade ending with a celebration at Lennox Park. The Lennox Coordinating Council also hosts an annual Christmas celebration at Lennox Park. [648]

REGISTRATION REQUIREMENTS

Associated Property Types

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 function as representations of how the members of these communities feel. 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. While

[648] Lennox Coordinating Council, "In 1965 the first parade was held … a celebration of community unity, culture, celebrating youth and their talents most importantly community pride," Facebook post, May 5, 2018, https://www.facebook.com/photo/?fbid=1090669791073267&set=pb.100066627618220.-2207520000.

every mural has importance, not all will rise to a level of significance required for eligibility. Each mural should be evaluated with regard to its direct associations with the SBAP communities, as well as the larger context of its creation. Other property types eligible under this theme include exhibition spaces (galleries and museums), meeting places (art clubs and residences), art foundations, and art schools. Cultural celebrations within the SBAP communities include parades, festivals, art shows, and music concerts. Frequently, these events encourage community unity and are often grassroots events funded and organized by community members. Only properties with demonstrated significance and integrity are eligible for designation.

Eligibility Standards

- Was designed, constructed, or used during the period of significance
- Is directly associated with important developments in the history of the visual arts in the County, either as the location of discrete events or cumulative activities over time
- Functioned as an important place for the production, display, appreciation of, or education in, the visual arts
- Conveys an important aspect of community heritage and identity

Character-Defining/Associative Features

- Buildings that are associated with a particular group or institution significant in the cultural history of the Planning Area
- Buildings that served as a gathering place for artists
- Documented location of an important event or series of events in the arts and cultural history of the SBAP

Considerations

- Works of visual art should retain integrity of Location, Setting, Feeling, Design, Materials, Workmanship, and Association from the period of significance as defined in Section 3.
- Some original materials may have been altered or removed.
- Locations of cultural celebrations should retain integrity of Location, Setting, Feeling, and Association from the period of significance.
- Setting may be compromised by nearby construction that post-dates the period of significance.

K. Public and Private Health and Medicine

OVERVIEW

Two SBAP communities have hospitals located within their boundaries: West Carson (the Harbor-UCLA Medical Center at 1000 West Carson Street) and La Rambla (the Providence Little Company of Mary Medical Center – San Pedro at 1300 West 7th Street). Present-day Providence Little Company of Mary Medical Center in La Rambla was originally called the San Pedro Community Hospital and opened at its present location in 1925. The present-day Harbor-UCLA Medical Center in West Carson opened as the Los Angeles Port of Embarkation in 1943, before becoming the Los Angeles County Harbor Medical Center in 1947, the only County-run hospital in the South Bay.

Limited healthcare options in underserved communities throughout the County resulted in the establishment of smaller health clinics during the mid-twentieth century. Following the 1965 Watts Uprising and the Chicano Movement of the 1960s and 1970s, inequities in health care in Los Angeles could no longer be ignored, and activists worked to develop smaller healthcare facilities within their communities.

HOSPITALS AND CLINICS (1858–1980)

County hospitals have provided care to the needy since 1858, following the passage of the Pauper Act of 1855. The act evolved to become Section 17000 of the state Welfare and Institutions Code, which placed the responsibility for the health and welfare of the indigent population on counties. "Counites [in California] appropriated a portion of their tax base to health care, and by 1966, 66 public hospitals were distributed across all but 9 of the 58 counties."[649] The Los Angeles County healthcare system began in 1856, when the Daughters of Charity of St. Vincent DePaul came to Los Angeles to open an eight-bed hospital. The County paid the hospital to care for the indigent, but it soon became overwhelmed. In response, the County opened its 100-bed hospital in 1888, known as the Los Angeles County Hospital and Poor Farm (later, Rancho Los Amigos, located outside the SBAP in what is now the City of Downey), to serve "the destitute, the infirm, the addicted, and the elderly").[650]

Healthcare was segregated and biased in mid-nineteenth century Los Angeles, with minority groups typically relying on their own, unofficial systems to keep themselves and their communities healthy. African-American settlers that came to Los Angeles in the 1850s depended on community leaders who lacked formal medical training for health care. With time, professionally trained African-American medical professionals migrated to Los Angeles. Arriving in Los Angeles in 1888, Monroe Majors, MD was the first African-American doctor in Los Angeles and the first to pass the state medical exam.[651] Access to medical care was limited by segregation, as African-American doctors were not permitted to train in Los Angeles hospitals, and African-American patients were denied care at every hospital except County-owned facilities.[652] The Jewish community faced similar challenges and created its own hospitals and clinics.[653]

The County's health services were largely concentrated within the Los Angeles city limits. The arrival of the railroad in the 1870s led to a large influx of families from the East Coast and of immigrants from Mexico and Asia, who came to Southern California in search of employment. These immigrant communities largely settled outside the city's boundaries to avoid the restrictive covenants that became prevalent at the beginning of the twentieth century.

The rise in infectious diseases in these outlying communities of Los Angeles put a strain on Los Angeles County General Hospital. One of the biggest disease battles in the United States and Europe was the tuberculosis (TB) epidemic (also referred to as "consumption"), identified as one of the two leading causes

649 Michael R. Cousineau and Robert E. Tranquada, "Crisis & Commitment: 150 Years of Service by Los Angeles County Public Hospitals," *American Journal of Public Health* 97, no. 4 (2007): 606–15, doi:10.2105/AJPH.2006.091637.

650 Hadley Meares, "The Pride of West Adams," *Curbed Los Angeles*, February 18, 2020, https://la.curbed.com/2020/2/18/21138451/golden-state-mutual-life-insurance-building-los-angeles.

651 "Monroe A. Majors, Physician Born," *African-American Registry (AAREG),* accessed on August 24, 2023, https://aaregistry.org/story/monroe-majors-physician-born/.

652 Jennifer M. Smith, "The Color of Pain: Blacks and the U.S. Health Care System – Can the Affordable Care Act Help to Heal a History of Injustice? Part I," *NLG Review*, April 2012, https://www.nlg.org/nlg-review/article/the-color-of-pain-blacks-and-the-u-s-health-care-system-can-the-affordable-care-act-help-to-heal-a-history-of-injustice-part-i/.

653 Edward C. Halperin, "The Rise and Fall of the American Jewish Hospital," *American Medicine* 87, no. 5 (May 2012), http://journals.lww.com/academicmedicine/Fulltext/2012/05000/The_Rise_and_Fall_of_the_American_Jewish_Hospital.21.aspx.

of death in the early 1900s (the other being pneumonia). Overcrowded and unsanitary conditions in tenement housing in big cities provided the ideal conditions for the transmission of TB, particularly among the poor and immigrant populations.[654] In response to the need for TB treatment, businessman and banker Kaspare Cohn donated his home for use as the first Jewish hospital in Los Angeles in 1902. Located in Angelino Heights, it was named the Kaspare Cohn Hospital and operated until 1910, when the municipal code began to prohibit the operation of TB care centers within city limits.[655] The hospital moved to a building (no longer extant) on Whittier Boulevard in East Los Angeles before relocating several times and changing its name to Cedars of Lebanon. In 1961, it merged with another Jewish-founded hospital, Mount Sinai, and became Cedars-Sinai, located in the Beverly Grove neighborhood of Los Angeles.[656]

In 1915, the Los Angeles Public Health Department appointed John Larabee Pomeroy as the County's first health officer. Pomeroy "developed a series of 12 free health clinics strategically placed throughout the County that would provide a new front against communicable diseases and alleviate some of the patient care demands at the county hospital."[657] The locations of these health clinics are unknown. Neighboring private doctors were opposed to these clinics, arguing that the clinics took patients away from them. The Los Angeles County Board of Supervisors was pressured to close the clinics but decided against the idea when concern mounted that immigrants would spread infectious diseases to others because they did not have the financial means to access private health care.[658]

The Black Hospital Movement was initiated in the 1920s by African-American physicians associated with the two leading African-American medical societies, the National Medical Association and the National Hospital Association. The goal of the movement was to improve medical and educational programs at African-American hospitals.[659] The movement contributed to the gradual expansion of healthcare opportunities for African-Americans in Los Angeles during the 1920s and 1930s. In 1919, the NAACP succeeded in convincing Los Angeles County General Hospital to integrate its nursing school, pointing to the benefits it could have provided during the World War I nurse shortages. Two private hospitals open to African-Americans were also founded during the 1920s. Influential African-American physicians during this time included Ruth J. Temple, MD, who operated the Temple Health Institute from her home and would go on to hold many prominent positions with the Los Angeles City Health Department; and Leonard Stovall, MD, who became the first African-American on staff at the Los Angeles County General Hospital in 1925 and established the first TB facility that treated African-American patients.[660]

The population of the County grew substantially in the early twentieth century, prompting increased investment in healthcare in many communities. San Pedro's first hospital was located in the abandoned Clarence Hotel, founded in 1909 by Lillian B. Mullen, a graduate nurse and physician from New York.[661] By

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654 Susan L. Speaker, "Revealing Data: Collecting Data About TB, CA. 1900," *Circulating Now: From the Historical Collections of the National Library of Medicine. National Institute of Health. U.S. National Library of Medicine,* January 31, 2018, https://circulatingnow.nlm.nih.gov/2018/01/31/collecting-data-about-tuberculosis-ca1900/#:~:text=Tuberculosis%20of%20the%20lungs%20(aka,lungs%20and%20wasted%20their%20bodies.

655 "Cedars-Sinai Medical Center Began as The Kaspare Cohn Hospital—1902," *Jewish Museum of the American West*, accessed August 24, 2023, http://www.jmaw.org/cedars-sinai-jewish-los-angeles/.

656 "Cedars-Sinai Medical Center Began as The Kaspare Cohn Hospital."

657 Cousineau and Tranquada, "Crisis & Commitment."

658 Cousineau and Tranquada, "Crisis & Commitment."

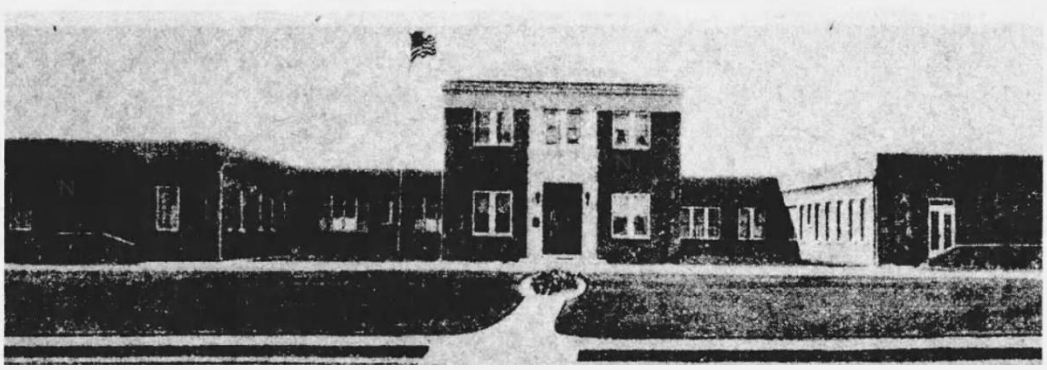
659 Vanessa N. Gamble, *Making a Place for Ourselves: The Black Hospital Movement, 1920–1945* (New York: Oxford University Press, 1995).

660 SurveyLA Citywide Historic Context Statement*, African-American History of Los Angeles*, City of Los Angeles Department of City Planning, February 2018, 154–155.

661 Donna Sansoucy, "Harbor Area First Hospital Began by One Woman," *News-Pilot*, May 26, 1974, 93.

the 1920s, the area needed a larger and more permanent facility. Funds were raised by a group of doctors and local businesspeople to open a hospital at the corner of West 7th Street and Patton Avenue in La Rambla. In 1925, the San Pedro General Hospital opened as a one-story brick building with surgical and maternity wards at a cost of approximately $25,000, then quickly expanded in 1927 (Exhibit 31).[662] Throughout its history, the hospital underwent several name changes that included the San Pedro General Hospital (1925 to 1948), the San Pedro Community Hospital (1948 to 1971), the San Pedro and Peninsula Hospital (1971 to 1999), and **Providence Little Company of Mary Medical Center – San Pedro** (1999 to present).[663]

Exhibit 31. San Pedro General Hospital after expansion, circa 1927.



Source: No Author, "Yesterday," *News-Pilot*, June 12, 1975, page 22.

The Los Angeles County General Hospital, located northeast of downtown Los Angeles, opened in 1933 at a cost of $12 million. After infectious diseases subsided with the advent of antibiotics, many of the County's ancillary hospitals were converted to provide general and acute care. Los Angeles County General Hospital remained the major provider of health services to much of the County, including communities in the South Bay, until patient need surpassed the hospital's 3,250 patient beds.[664] This period also saw the expansion of the San Pedro General Hospital in 1939 and again in 1943, at which time it had a total of 107 beds and 18 bassinets.[665]

The County purchased the site of the present-day Harbor-UCLA Medical Center (1000 West Carson Street in West Carson) for approximately $50,000 from the United States Army in 1946. The site first served as the station hospital for the Los Angeles Port of Embarkation, which was constructed by the Army in 1943 to care for soldiers returning from the Pacific front during World War II (Exhibit 32).[666] The medical center was originally composed of 77 wooden barracks built by the Army.[667] In addition to providing healthcare services, the hospital trained officers and men who staffed the Army ambulance ships USS Comfort and USS

662 "Building will be Located at 6th and Patton," *News-Pilot*, November 7, 1924, 1.
663 "Yesterday," *News-Pilot*, June 12, 1975, 22.
664 "Harbor General Hospital Sold to L.A County," *Wilmington Daily Press Journal*, September 24, 1946, 1.
665 "Yesterday." *News-Pilot*.
666 Sam Gnerre, "LA BioMed," http://blogs.dailybreeze.com/history/2011/01/26/la-biomed/?doing_wp_cron=1692628984.8505370616912841796875.
667 Ray Ripton, "Hospital in the Throes of Growth," *Los Angeles Times*, September 2, 1973, 155.

Hope.[668] Upon the hospital's purchase by the County, it was used as an overflow facility for Los Angeles General Hospital until it opened as Harbor General Hospital in 1947.[669] Harbor General Hospital was intended to decentralize health care in the County and serve the "extremely populated metropolitan area, including Torrance, Inglewood, Long Beach, San Pedro, Wilmington, Redondo Beach, Hermosa Beach, Manhattan Beach, Lomita, Lennox, Gardena, Compton, and Lynwood."[670] Prior to the County's purchase of the hospital, there were no public, County-run hospitals outside of Los Angeles.[671]

Exhibit 32. The U.S. Army Port of Embarkment station hospital (present-day site of Harbor-UCLA Medical Center), 1943.

Source: UCLA Charles E. Young Research Library Department of Special Collections/Los Angeles Times Photographic Collection.

The need for a hospital serving the South Bay and surrounding communities was immediately evident. Only 6 months after opening, all of the hospital's 350 beds were occupied. At this time, the hospital had a staff of 14 doctors, 50 nurses, and 75–100 volunteer physicians who donated their services as available. A group of medical relief doctors also treated patients at their homes, charging fees below their regular rates to provide low-income patients with affordable services and limit unnecessary hospitalization expenses. A 1947 newspaper article states that the hospital was maintained "primarily for those who cannot afford the care of private physicians and hospitals."[672] The hospital's maternity wing provided a much-needed service to the community, as South Bay residents previously had to go to the distant Los Angeles General Hospital to give birth at a public hospital.[673]

668 "Army Port Hospital Marks Anniversary of Opening," *News-Pilot*, November 16, 1944, 8.
669 "Harbor General Hospital Sold to L.A County"; Tom Toberg, "Harbor General Hospital Filled to 350 Capacity," News-Pilot, March 5, 1947, 1.
670 "Harbor General Hospital Sold to L.A County."
671 Toberg, "Harbor General Hospital Filled to 350 Capacity."
672 Toberg, "Harbor General Hospital Filled to 350 Capacity."
673 Toberg, "Harbor General Hospital Filled to 350 Capacity."

In 1948, Harbor General Hospital became affiliated with the UCLA School of Medicine, becoming the institution's southern campus in 1951. The nonprofit biomedical research institute called the Harbor-UCLA Research and Education Institute operated from the campus, utilizing the remaining Army barracks along with semi-permanent trailers. The research emerging from the facility included devising the modern cholesterol and thyroid deficiency tests, formulating the model for paramedical emergency care in 1969, and performing the world's first human ovum transfer in the 1980s.The present eight-story hospital building was completed in late 1962 and replaced most of the original wooden barracks and cottages constructed by the Army. Fifteen years later, on September 1, 1978, Harbor General Hospital became the County Harbor-UCLA Medical Center and continues to be jointly administered by Los Angeles County Health Agency and the UCLA David Geffen School of Medicine.[674]

After World War II, the State Department of Hospitals notified the San Pedro Community Hospital that parts of the facility were unsafe for occupancy because of the 1933 Long Beach earthquake. Plans for a new hospital were developed, and in February 1948 the hospital was reorganized from a stock corporation to a nonprofit community hospital, known as the San Pedro Community Hospital Association, which became fully accredited in 1951. The hospital raised funds in the 1950s for a new facility, with groundbreaking for a new five-story structure in 1959. The building (extant) was completed in March 1961 at a cost of $2.8 million. Within 5 years, however, the hospital outgrew its new campus, and a master plan was prepared to expand the hospital.[675]

The postwar population growth in the 1950s had an impact on the health care system. As Caucasian families moved to suburban communities, jobs and industry followed. "As employment related private health insurance expanded and private hospitals were built to serve growing middle-class suburban communities, healthcare for the poor became the prominent domain of the Los Angeles County General Hospital."[676] In response to the need for medical care in underserved communities, hospitals and medical offices were established, including Rose-Netta Hospital (since demolished), located at 4412 South Hooper Avenue outside the SBAP in the Los Angeles. Founded in 1941 as an interracial institution, it was one of the first interracial hospitals that employed African-American, Mexican, Japanese, and Caucasian people. Several African-American medical professionals and pharmacists opened stores outside of the hospital. "*The Green Book* of 1949 lists five African-American drug stores (all demolished) in the southeastern section of Los Angeles."[677] Golden State Mutual Life Insurance Company, a revolutionary insurance company that offered industrial policies and whole life insurance policies to African-Americans in California, provided financing for medical facilities in Los Angeles to serve the African-American community, including the Julian W. Ross Medical Center in West Adams.[678]

The rise in population in the South Bay region in the post-World War II decades prompted hospital expansions. The San Pedro Community Hospital began a $6.3 million project that added 108 beds to the hospital and remodeled the existing property in 1970. The expansion, completed in 1971, was designed by

674 Sam Gnerre, "LA BioMed."
675 "Stephenson Picked Head of Hospital Foundation," *News-Pilot*, October 3, 1968, 1.; "Yesterday," *News-Pilot.*
676 SurveyLA Citywide Historic Context Statement*, African-American History of Los Angeles*, 154–155.
677 SurveyLA Citywide Historic Context Statement*, African-American History of Los Angeles*, 155.
678 Mitchell F. Rice and Woodrow Jones, Jr., *Public Policy and the Black Hospital: From Slavery to Segregation to Integration* (Connecticut: Greenwood Press, 1994), 51.; Meares, "The Pride of West Adams."

Faxon, Gruys, and Sayler of Los Angeles. At the time of the expansion, the occupancy rate of the hospital was around 80%–90%.[679] At this time, the hospital was renamed the San Pedro and Peninsula Hospital.[680]

The Planning Area hospitals evolved again in the 1990s. In 1992, the San Pedro and Peninsula Hospital became part of the Company of Mary South Bay health network. On September 1, 1999, the Sisters of Providence Health System became affiliated with the Little Company of Mary, forming the Providence Health Care System Southern California Region and the hospital became known as the Providence Little Company of Mary Medical Center – San Pedro.[681] In 1994, the 50,000-square-foot Edward J. Foley Primary Care and Diagnostic Center opened at the Harbor-UCLA Medical Center.[682] Additional changes occurred in succeeding decades, when the Harbor-UCLA Research and Education Institute became the Los Angeles Biomedical Research Institute in 2004 and received $10 million in federal funds to construct a new two-story Chronic Disease Clinical Research Center in 2010.[683] Los Angeles Biomedical Research Institute was renamed the Lundquist Institute for Biomedical Research in 2019 following a $70 million philanthropic gift from Melanie and Richard Lundquist.[684]

In 2017, the Los Angeles County Health Agency launched the Center for Health Equity, an initiative led by the Department of Public Health in collaboration with the Departments of Health Services and Mental Health. Recognizing that where people live and the color of their skin greatly influence their access to health care and health outcomes, the Center "strives to advance racial, social, economic and environmental justice in partnership with committed County partners, local organizations and community members."[685] In 2022, Governor Gavin Newsom released a budget proposal for the 2022–2023 fiscal year that leverages a projected $45 billion surplus to take bold steps to further California's leadership in expanding health care coverage and addressing health, economic, environmental, and racial inequities. "Community-based organizations, clinics, and tribal organizations are on the front lines and play a distinct role in identifying equity and justice issues at the local level and developing and implementing local solutions."[686] In June 2022, the Los Angeles County Board of Supervisors adopted the Green Zone ordinance, which seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden.[687]

REGISTRATION REQUIREMENTS

Associated Property Types

Very few resources are associated with the Health and Medicine theme in the Planning Area. The Harbor-UCLA Medical Center is located in West Carson, and the Providence Little Company of Mary Medical Center

679 "Major Expansion Project Launched by S.P. Hospital," *News-Pilot*, January 2, 1970, 2.
680 "Yesterday," *News-Pilot*.
681 Gnerre, "Providence Little Company of Mary Medical Center."
682 "Who We Are," Harbor-UCLA Medical Center, accessed August 21, 2023, https://dhs.lacounty.gov/harbor-ucla-medical-center/who-we-are/.
683 Gnerre, "LA BioMed."
684 "LA BioMed Becomes the Lundquist Institute, Debuts New Logo and Tagline," Cision, September 10, 2019, https://www.prnewswire.com/news-releases/la-biomed-becomes-the-lundquist-institute-debuts-new-logo-and-tagline-300915403.html.
685 "Action Plan," Center for Health Equity, accessed on August 24, 2023, http://publichealth.lacounty.gov/CenterForHealthEquity/PDF/CHE-ActionPlan.PDF.
686 Taryn Burks, "Governor's May Revise Takes Bold Steps to Expand Coverage; Health Care Workforce Investments are Critical," Community Clinic Association, May 13, 2022, https://ccalac.org/category/featured-news/.
687 Los Angeles County Department of Regional Planning, "Green Zones Program."

– San Pedro is located in La Rambla. Both of these healthcare facilities comprise a campus of related buildings reflecting multiple periods of development. The SBAP communities may also have community healthcare operations in properties that were not initially constructed to serve as a medical or healthcare facility. Properties eligible under this theme may have been built expressly for use by a particular organization; others may have had different primary uses, such as an individual's home, offices, or retail stores.

A building or district evaluated under this theme may be considered eligible if it is important and directly related to an important aspect of Health and Medicine in the SBAP communities or if it was the location of an important event. It may also be eligible under this theme if it is the place most directly associated with the work of an individual who was significant within the theme of Health and Medicine. This does not include commemorative associations; a place or institution named for a particular individual is not necessarily associated with that individual's lifetime and contributions. Only properties with demonstrated significance and integrity are eligible for designation.

Eligibility Standards

- Has a direct and significant relationship to the development of health and medicine; and/or was the primary location of an important organization; and/or was the primary place of work of an individual important within the theme of Health and Medicine; or
- Was constructed or used by members of the SBAP communities during the period of significance; or
- Is a medical building or clinic with a significant relationship to the SBAP community; or
- Was associated with an individual who made significant contributions in the theme of Health and Medicine within the Planning Area or larger community: or
- Was the founding location of, or the long-term location of, a healthcare or medical institution significant to the SBAP community

Considerations

- Resource is associated with a healthcare or medical institution that has gained regional or national importance.
- Resource retains integrity of Location, Setting, Feeling, and Association from the period of significance as defined in Section 3.
- Setting may be compromised by nearby construction that post-dates the period of significance.
- For buildings, limited door and window replacements are acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- A property eligible under this theme may also be eligible under the Civil Rights and Social Justice theme.

L. Civic Development

OVERVIEW

Compared to other planning areas within the County, the Planning Area has very little civic development, as reflected in its limited number of libraries, police stations, and fire stations. In total, there are three County-owned civic properties within the communities: the Lennox Library (4359 Lennox Boulevard), Los Angeles County Fire Department Station 18 in Lennox (4518 Lennox Boulevard), and the Masao W. Satow Library in Alondra Park/El Camino Village (14433 Crenshaw Boulevard). West Carson, Westfield/Academy Hills, La Rambla, Hawthorne Island, Del Aire, and Wiseburn do not contain a library, police station, or fire station within their boundaries, rather these buildings are located just outside the boundaries or in the surrounding communities. In some instances, these communities had a civic facility that was later moved. La Rambla does not have a formal civic property, but it does contain the Ann & Steve Hinchliffe San Pedro & Peninsula YMCA (301 South Bandini Street), which despite being privately owned is civic in function and will therefore be discussed within this section. Additionally, despite there being no police stations within the SBAP, this section discusses the role that the LASD played in shaping the history of civic development in the SBAP communities.

LIBRARIES (1912–1977)

The Los Angeles County Library system began in 1912 with the passing of the County Free Library Act. Operating under the authority of the Los Angeles County Board of Supervisors, the new library system was officially named the Los Angeles County Free Library. Celia Gleason, the former assistant librarian of the City of Los Angeles Public Library, acted as a head librarian with Mary L. Jones as her chief assistant. The purpose of the County library system was to serve those who lived outside city limits and in areas without established free circulating libraries. Any neighborhood that applied to have a branch library was given a set of standard books for reference and requested new books periodically. These early libraries were located in churches, stores, post offices, and private residences.[688] In 1912, Willowbrook residents petitioned the County to allow their community to create the first branch of the Los Angeles County Free Library, which eventually became the Willowbrook Library.[689] Belle Jenks opened this library, comprised of 50 books, in the parlor of her home in April 1913. By September 1913, more than 25 branch libraries were established in the County.

Within 10 years, the Los Angeles County Free Library had become one of the largest library systems in the United States from both the standpoint of circulation and areas served. By 1928, the system comprised 157 branch libraries serving 3,549 square miles. Annually, 300,000 volumes were circulated among 2 million readers, and the system had 213 employees.[690] In 1932, the library system was renamed the Los Angeles County Public Library. Into the 1940s, County libraries continued to be housed in alternative buildings, not purpose-built libraries. Prior to 1948, the Lennox Library was located in a commercial building at 4512 Lennox Boulevard, which was leased under the approval of the Los Angeles County Board of Supervisors.[691]

688 "County Library Grows Rapidly," *Los Angeles Herald*, September 20, 1913, 12.
689 "Willowbrook to Get First County Library," *Los Angeles Herald*, January 23, 1913, 13.
690 "County Free Public Library Largest in World," *Monrovia Daily News*, June 1, 1928, 9.
691 "Approve Renewal Lease," *Wilmington Daily Press Journal*, December 27, 1943, 4.

In 1947, the County broke ground for the construction of a new civic center in Lennox consisting of four brick buildings located at 4343–4359 Lennox Boulevard: a County library branch, a County sheriff's substation, a supervisor's field office used by then supervisor Kenneth Hahn, and a building housing other County services and offices.[692] The Lennox Library and Civic Center was dedicated on May 14, 1948 (Exhibit 33).[693] The library was expanded with a new wing in 1954 to accommodate the surrounding growing communities of Lennox, Gardena, and Lawndale.[694] In April 1956, the Los Angeles County Public Library added the one-millionth book to its collection.[695]

692 The Lennox Civic Center no longer contains a Los Angeles County sheriff's substation.
693 Gnerre, "Lennox Retains its Identity."
694 "Mayor to Attend Dedication Fete," *Evening Vanguard*, May 14, 1948, 1.
695 "One Millionth Book Added to LA Library." *Los Angeles Evening Citizen*, April 25, 1956, 23.

Exhibit 33. Dedication of the Lennox Library and Civic Center, 1948.

Source: Public Library History/LA County Library Digital Collections.

To remain connected with the communities it served, in 1959 the library system developed a district council called the Regional Library Council, which comprised representatives of the eight County library regions. These representatives served without compensation and guided the programs of their local libraries.[696] They worked under the head County librarian to improve County library services and vote on library issues. Starting in 1960, the County began planning more purpose-built library locations because many of the library's ad hoc buildings and facilities needed to be improved, enlarged, or relocated. Between 1960 and 1969, new buildings were leased, and multiple new County libraries were constructed using County library funds. These buildings were typically freestanding, offered parking, and were centrally located. As opposed to being in churches, commercial buildings, post offices, and private residences, they were buildings constructed or rented specifically for library purposes.

In 1973, the County supervisors voted to exercise an option to buy land at 14433 South Crenshaw Boulevard for the future site of the West Gardena Library in Alondra Park/El Camino Village. The County paid $56,600 for the land and developed plans to construct a 7,000-square-foot library building with a 25-car parking lot on the site.[697] By 1977, the library had been renamed the Masao W. Satow County Library at the request of Supervisor Kenneth Hahn. Hahn called Satow "one of America's most distinguished civic leaders," and said it was fitting that the library should carry his name.[698] Hahn gave Satow's widow a ceremonial key to the library upon its dedication. Satow was the national director of the Japanese American Citizens League, the

696 Burton W. Chace, "County Report: Dominguez Resident put on County Library Group," *News-Pilot*, September 29, 1967, 7.
697 "County Will Buy Site for Library," *Los Angeles Times*, June 3, 1973, 2.
698 "Library Given Satow Name," *Los Angeles Times*, January 23, 1977, B7.

largest group representing Japanese Americans, for more than 25 years.[699] He also was staff secretary at the Southwest YMCA in Los Angeles and was a camp leader at the YMCA camp at Little Green Valley.[700]

In 1994, the Regional Library Councils changed its name to the County Library Commission by order of the Los Angeles County Board of Supervisors. The County Library Commission was composed of 15 members appointed by the board. The Commission was restructured 2 years later with 20 members, 10 selected by the City Selection Committee to be representatives of the communities served by the Los Angeles County Library and 10 appointed by the board.[701] As of 2022, the Los Angeles County Library provided service to over 3.4 million residents living in incorporated and unincorporated areas of the County, over 3,000 square miles.[702]

LAW ENFORCEMENT (1894–1980)

The LASD was formed soon after the organization of California into counties in April 1850. In 1852, the Los Angeles Rangers were formed as a posse-type group that took orders through their captain from the office of the sheriff. Throughout this early period, vigilante justice or "lynch law" (punishment for crimes, usually by death, without due process of the law) was prevalent. The practice of vigilante justice came to a head in October 1871, when a feud between two rival huiguan (benevolent organizations in the Chinese American and Chinese immigrant community) led to a shootout between several Chinese men and the death of a Caucasian rancher, Robert Thompson. A mob of rioters soon formed, targeting Chinese men, creating makeshift gallows, and killing up to 20 Chinese citizens by the end of the night.[703] The Sheriff's Department was responsible for obtaining warrants for the arrest of riot participants and subsequently enforced due process over lynch law in Los Angeles.

In 1894, elections for sheriff were held every 4 years. The first sheriff was George T. Burrill. In January 1899, William A. Hammel became the sheriff of Los Angeles County. During his campaign, he promised the Afro-American League (a forerunner of the NAACP) that he would appoint an African-American deputy. Julius Boyd Loving became the first African-American deputy, and for 11 years he was the only African-American deputy in the Sheriff's Department.[704] In 1912, Sheriff Hammel appointed the first female deputy sheriff in the United States, Margaret Queen Phillips.[705] Phillips was Sheriff Hammel's sister-in-law. She had recently separated from her husband and needed to support her two children. She served the LASD for 35 years until her retirement in 1947.[706] It was typical for sheriffs to appoint friends, family, and people who supported them politically. Deputies would serve for the duration of their hiring sheriff's term and were routinely dismissed by the incoming administration. To incentivize more long-term law enforcement, in 1912 the fee system of compensation was abolished, and officers began receiving a salary and were hired based on the civil service

699 "Obituary: Masao W. Satow," *San Francisco Examiner*, March 5, 1976, 40.
700 "Library Given Satow Name," *Los Angeles Times*, January 23, 1977, B7.
701 "Library Commission," *County of Los Angeles Public Library*, accessed January 2022, https://www.colapublib.org/aboutus/commission.html.
702 Los Angeles County Library, "About the Library," accessed January 25, 2022, https://lacountylibrary.org/aboutus/.
703 Kelly Wallace, "Forgotten Los Angeles History: The Chinese Massacre of 1871," *Los Angeles Public Library*, May 19, 2017.
704 John J. Stanley, "Julius Boyd Loving: The First African-American Deputy on the Los Angeles County Sheriff's Department," *Southern California Quarterly* 93, no. 4 (2011): 459-493, https://doi.org/10.2307/41328537.
705 Also known as Margret Q. Adams, Adams being her married name.
706 "County's First Woman Deputy Sheriff, 99, Dies," *Los Angeles Times*, January 9, 1974, 1.

system. The civil service system, also known as the merit system, was used to assure that the recruitment and retention of a qualified workforce were impartial and competitive.[707]

By the 1920s, the population of the County had surged due to emigration from the South and Midwest, which created new demands to formalize the department and its services. In July 1926, the Los Angeles County Board of Supervisors voted to create four additional substations in addition to the original two.[708] In 1932, the department began wearing assigned uniforms. Further changes came in 1937, when the department began the marked car patrol system to identify deputies in public.[709]

The high volume of new deputies joining the LASD and the need for standardized training resulted in the creation of the Sheriff's School of Instruction in 1935. The school was later known as the Sheriff's Academy. A building for the Sheriff's Academy was constructed in 1952 at 1060 North Eastern Avenue in East Los Angeles (located outside the SBAP). The campus included the Sheriff's Academy, Los Angeles County Fire Department headquarters, the Biscailuz Center (which operated as a men's jail), and the Sybil Brand Institute for Women.[710] African-American deputies at the County jail and on the Sheriff's Honor Farm (renamed Peter J. Pitchess Detention Center) were primarily restricted to custodial work until 1955. The Sheriff's Honor Farm was an all-male County detention center and correctional facility in the unincorporated community of Castaic. After pressure from the NAACP, 44 African-American deputies were integrated into the Sheriff's Department in 1955. The African-American deputies were assigned to the 12 Sheriff's Department substations in the County. Caucasian and African-American deputies were paired together; African-American deputies had their duties enlarged to include the transportation of all prisoners and were no longer barred from transporting Caucasian female prisoners.[711]

The LASD often partnered with the Los Angeles Police Department during events that were not confined to one force's authority. The County was a center of political and social change and the site of multiple events that often put citizens at odds with the LASD and Los Angeles Police Department. These events included the 1965 Watts Uprising, the 1992 Los Angeles Uprising, and the killing of three people, including prominent journalist Ruben Salazar, during the 1970 National Chicano Moratorium March. Despite these historical events taking place outside the SBAP communities, they have had an important effect on the way that citizens interact with law enforcement to this day, including the long-term tension and distrust between the Latino community and the LASD.

Throughout the 1980s and 1990s, the LASD attempted to develop new programs to combat the rise in crime throughout the County. In July 1980, a 12-year-old record was broken for the greatest number of homicides in a month, with 254 reported cases. Homicides continued to rise into the 1990s, with newspapers pointing to African-American gangs, including the Bloods and Crips, and rivalries between Latino gangs.[712] In 1988, the LASD created the Gang Enforcement Team to curb gang recruitment and gang-related violence within the County. In 1999, the Deputy Leadership Institute, Asian Crime Task Force, and Community Oriented

707 Dr. John R. Haynes, "Salaries Ordinance Extremely Defective," *Los Angeles Evening Express*, July 7, 1913, 3.
708 "Sheriff Opens 4 Substations," *Los Angeles Evening Express*, August 23, 1926. 7.
709 "History of the Los Angeles County Sheriff's Department (1849–1871)," *Los Angeles County Sheriff's Department*, accessed February 3, 2022, http://shq.lasdnews.net/content/captains/LASD_History.pdf.
710 National Environmental Title Research, "Aerial photos and topography maps," Historic Aerials Courtesy of NETR Online, T1956 and T1968, https://www.historicaerials.com/viewer.
711 "Sheriff Shifts Policy, Drops Segregation," *California Eagle*, December 29, 1955, 1.
712 Jesse Katz, "August: Grim Milepost in L.A. County's Bloody Year," *Los Angeles Times*, September 3, 1992, B7.

Policing Services Bureau were created. In addition, mentoring programs were expanded, including the Vital Intervention and Directional Alternatives program and the Town Sheriff program.[713]

FIRE DEPARTMENT (1924–1980)

The first fire protection district for the unincorporated areas of Los Angeles was created in 1924 under the responsibility of the County Department of Forester and Fire Warden. The SBAP's only fire station, the Lennox Fire Station (later renamed Los Angeles County Fire Department [LACoFD]) Station 18, was constructed in 1927 after the creation of the fire protection district. The fire station was located at 4518 Lennox Boulevard and was designed by Los Angeles architect J.K. Zeller as a stucco building measuring 32 feet by 52 feet.[714] In March 1949, the Los Angeles County Board of Supervisors established the CFPD. The CFPD united 32 smaller districts and 33 engine companies that were established in the 1920s. The larger entity had 207 officers and firemen on staff.[715]

In 1952, LACoFD's new headquarters opened in East Los Angeles at 1320 North Eastern Avenue (located outside the SBAP), in a larger campus that included many buildings for the LASD's operations. Throughout the 1950s, multiple fire stations were constructed in the County. Fire stations from this period frequently were designed in the Mid-Century Modern and Contemporary architectural styles including brick or stucco exteriors with integrated planters, flat or angled roofs, and limited exterior ornament. Until 1953, the Los Angeles County Fire District was composed of Caucasian men only. In January 1953, James L. Garcia Jr. became the first African-American to join LACoFD, as well as the youngest, at age 21. Garcia graduated from the department's training school at Santa Fe Springs and was assigned to a south-central Los Angeles fire station.[716]

Between 1967 and 1986, the Los Angeles County Board of Supervisors controlled four fire protection districts within the County. These districts included the CFPD, Universal Fire Protection District, Dominguez Fire Protection District, and Wrightwood Fire Protection District. A fifth district, the Forester and Fire Warden, was also located within the County but was financed by a separate fund, the General Fund. Each of these districts was a separate entity operating jointly. The primary reason for keeping these fire districts separate was to maintain a separate legal status for tax purposes. The tax rate was different for each district, which influenced funding.[717] These districts made up what was commonly known as LACoFD.

In 1973, a class action lawsuit was filed in the U.S. District Court against LACoFD for racially discriminatory employment practices. The complaint stated that LACoFD had been "engaging in nepotistic and 'word-of-mouth' recruitment procedures ... to perpetuate the present virtually all-white force" and used culturally biased written and oral tests. The suit charged that such practices violated the plaintiffs' civil rights as outlined in the 1966 Civil Rights Act. The plaintiffs included firemen Hershel Clady, Van Davis, and Fred Vega and 11 African-American or Latino men who applied for employment as firemen in 1971.[718] Clady later

713 "History of the Los Angeles County Sheriff's Department (1849–1871)," *Los Angeles County Sheriff's Department*.
714 "Inglewood Lets Fire Station Job," *Los Angeles Times*, November 27, 1927, 89.
715 Cleophus Saunders, "Forester and Fire Warden for County of Los Angeles," *California Eagle*, May 5, 1949, 20.
716 "Jim Crow Smashed in County Fire Dept." *California Eagle*, January 22, 1953, 1.
717 "History," County of Los Angeles Fire Department, accessed February 1, 2022, https://fire.lacounty.gov/history/.
718 "Suit Charges County Fire Dept. with Unfair Hiring Practices," *Los Angeles Times*, January 16, 1973, 21.

went on to be the first African-American promoted in LACoFD to engineer, in 1975, and later to captain, in 1977.[719]

In 1978, Proposition 13 established the standardization of tax rates, restricting the increase of property taxes as amended by voters, in the California Constitution. As a result of this change, there was no longer a need to keep multiple separate fire protection districts, and by 1986 the Universal, Wrightwood, and Dominguez districts were dissolved and annexed to the CFPD. In 1983, Cindy Barbee became the first woman to join LACoFD, followed by JeriLynn Scavarda in 1986. Barbee and Scavarda worked to establish grooming standards for women, women's cut for gear, and private restrooms in firehouses.[720] In 1988, Tonya Burns was hired as the County's first African-American female firefighter after completing training at the LACoFD Academy in East Los Angeles.[721]

Between 1985 and 1991, the original LACoFD Station 18 in Lennox was replaced with a modern station that houses emergency medical services, fire and rescue services, and safe haven services for the area.[722] The CFPD and Forester and Fire Warden District operated as the LACFD until 1992 when the CFPD annexed all the remaining unincorporated areas in the County. The two separate departments were unified, with all property taxes and chartered responsibilities of the Forester and Fire Warden District being transferred to the CFPD under the name County of Los Angeles Fire Department (LACoFD).[723] Included in the LACoFD are the following emergency operations departments: Firefighting, Dispatch, Training and Medical Services Bureau, Lifeguards, Urban Search and Rescue, Air and Wildland, Hazardous Materials Response, and Homeland Security.

YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (1906–1966)

The YMCA was originally founded in London, England, in 1844 and had gained popularity in the United States by the 1850s. The creation of YMCAs was in response to unhealthy social conditions from living in large urban environments and the need for jobs for young men after the Industrial Revolution. The nonprofit organizations became places for community gatherings, support for health, education for young people, and fostering positive community interactions.[724]

In 1906, Thomas A. Greene led the formation of the first YMCA in Los Angeles and served as the executive secretary until 1932. From that point, YMCAs were built throughout the County, including at 731 South San Pedro Street (1906–1916) and 1400 East 9th Street (1916–1926) (both located outside SBAP). During the 1920s, fundraising drives were held to construct the 28th Street YMCA at 1006 East 28th Street (located outside SBAP) for specific use by the African-American community. The building was constructed in 1926 and contained a gymnasium, swimming pool, and 52 dormitory rooms. Unrestricted access to a swimming

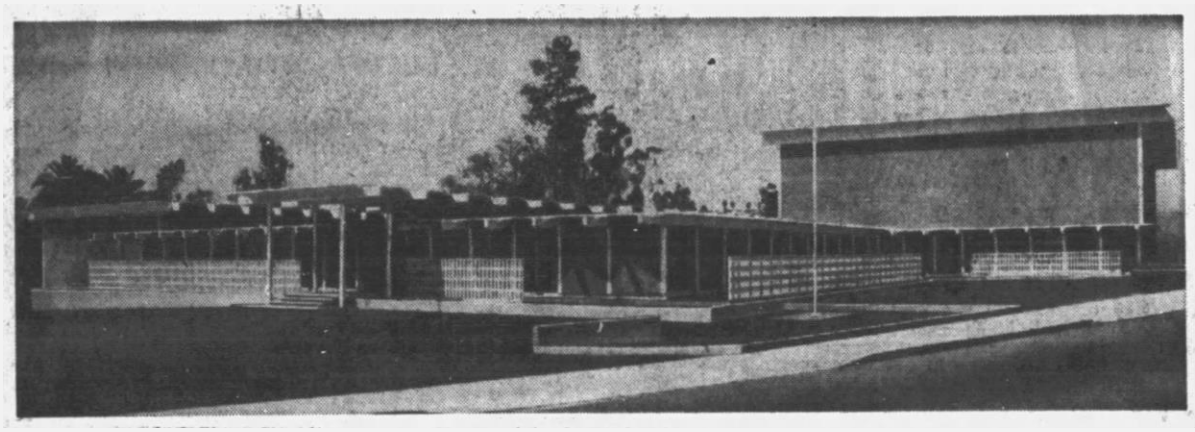
719 "History of Black Firefighters in Los Angeles," *The African-American Firefighter Museum*, accessed February 1, 2022, http://www.aaffmuseum.org/wp-content/uploads/2012/11/Black-firefighter-timeline.pdf.
720 Sarah McGrew, "Trailblazers: LA County Women Firefighters," accessed February 1, 2022, http://archive.uscstoryspace.com/2017–2018/srmcgrew/Capstone/.
721 Sheldon Ito, "Black Woman Blazing Trails as Firefighter," *Los Angeles Times*, November 11, 1988, 46.
722 "Los Angeles County Fire Department – Station 18," County of Los Angeles Fire Department, accessed August 22, 2023, https://locator.lacounty.gov/fire/Location/3056425/los-angeles-county-fire-department---station-18.
723 "History," County of Los Angeles Fire Department.
724 "About Us," YMCA of Metropolitan Los Angeles, accessed August 22, 2023, https://www.ymcala.org/our-impact.

pool was an achievement for African-Americans in Los Angeles, as they had been excluded from public pools until 1932.[725]

Over the next four decades, YMCAs continued to be constructed in Los Angeles and throughout the world. New programs developed or cofounded by the YMCA included the YMCA Youth and Government Program, the United Service Organization (USO), the Black Achievers program, and the Youth Basketball Association. Between 1956 and 1966, the YMCA's Building for Brotherhood campaign raised more than $5.5 million to construct new YMCAs in 35 different countries.[726]

In 1963, George Epstein of Rolling Hills, Los Angeles acted as a team captain in the San Pedro & Peninsula YMCA's drive for $600,000 to construct a new building in La Rambla. Epstein was on the YMCA's Board of Managers and worked to construct the new YMCA stating, "the new building will enable the YMCA to expand its program and service even more effectively adults and kids of all groups."[727] The San Pedro & Peninsula YMCA opened in 1966 at 301 South Bandini Street in La Rambla (Exhibit 34). The 52,000-square-foot building was constructed of brick and concrete and cost $1.8 million to build. It was designed by Joncich, Lusby & Associates and built by Kemp Bros. of Anaheim. The building included a swimming pool and gymnasium.[728] The YMCA acted as a community hub for youth classes, sports, and lectures. In 2022, the building was renamed the Ann & Steve Hinchliffe San Pedro & Peninsula YMCA in honor of local community leaders Ann and Steve Hinchliffe, who were active in the YMCA and served in multiple board positions.[729]

Exhibit 34. Newspaper article about the new San Pedro & Peninsula YMCA, located at 301 South Bandini Street, La Rambla, 1966.



Source: "New YMCA," *Los Angeles Times*, September 18, 1966, page 157.

725 Teresa Grimes, National Register of Historic Places Registration Form, 28th Street YMCA, Department of Parks and Recreation, Office of Historic Preservation, listed March 17, 2009.
726 "YMCA History: 1900–1999," The YMCA, accessed August 22, 2023, https://www.ymca.org/who-we-are/our-history/1900s.
727 "San Pedro and Peninsula YMCA," *News-Pilot*, February 8, 1963, 8.
728 "New YMCA," *Los Angeles Times*, September 18, 1966, 157.
729 "Building Renaming Celebration: In Honor of Ann & Steve Hinchliffe," YMCA of Metropolitan Los Angeles, September 10, 2022, https://www.ymcala.org/blog/building-renaming-celebration-honor-ann-steve-hinchliffe.

As of 2023, the YMCA of Los Angeles has 26 branches across over 100 miles of Los Angeles County. The organization's membership totals 264,500, with financial assistance available to those that need it. Despite not being operated by the County, YMCAs function as civic entities and often partner with community organizations for the benefit of the public. The YMCA of Metropolitan Los Angeles partners with over 200 organizations including schools, hospitals, medical clinics, cities and government agencies, and other civic organizations.[730]

REGISTRATION REQUIREMENTS

Associated Property Types

Property types associated with the theme of Civic Development include buildings and campuses constructed for County-run entities or those closely associated with this use. These properties include libraries, fire stations, office buildings, law enforcement stations, and YMCAs. As monuments to municipal government, these buildings often display architecturally notable Mid-Century Modern, Late Modern, or New Formalism designs. Buildings related to the theme of Civic Development may also be utilitarian in design. They may include the long-term location of a civic property that is no longer used for that purpose but retains sufficient integrity to convey its original or adapted use to serve a function of civic development.

Eligibility Standards

- Has a direct and significant relationship to a significant theme of Civic Development within the SBAP communities and/or was the primary place of work of an individual important within the theme of Civic Development
- Reflects one of the significant types of Civic Development in the history of the SBAP communities and embodies the distinctive characteristics of the type from a specific period:
- Libraries (1912–1977)
- Law Enforcement (1894–1980)
- Fire Department (1924–1980)
- YMCA (1906–1966)
- Must have been important in the overall Civic Development of the County

Character-Defining Features

- May include buildings constructed in one of the popular architectural styles of the period, such as Mid-Century Modern or New Formalism
- Features typical of its property type, such as large garages for fire trucks at a fire station or parking lots for libraries

Considerations

- Eligible resources should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association from their period of significance as defined in Section 3.

730 "About Us," YMCA of Metropolitan Los Angeles.

- Setting may be compromised by nearby construction that post-dates the period of significance.
- If the building is the historical location of a civic development function but is no longer associated with this use, it must retain features that reflect its use as a type of civic development.
- The majority of the resource's original materials and design features must remain intact and visible, including wall cladding, windows, fenestration pattern and size of openings, roof features, and details related to its architectural style for buildings, materials, site plan, and related buildings, structures, and fixtures.
- For buildings, limited door and window replacements may be acceptable if they are located on secondary elevations, do not change the original fenestration pattern and size of openings, and are compatible with the original design of the resource.
- May include the long-term location of a civic property that is no longer used for that purpose.
- In some cases, if a resource is eligible under this theme, it may also be eligible as a good example of an architectural style from its period and/or the work of a significant architect or builder.
- In some cases, if a resource is eligible under this theme, it may also be eligible under Public Art, Music, and Cultural Celebrations.

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5 ARCHITECTURAL STYLES

The following tables present an overview of major architectural styles by property type (residential, commercial, and civic and institutional) for properties within the SBAP communities identified during the windshield survey and properties previously listed on the County Historical Landmarks Registry. For future historical resource evaluations, the styles listed below should be used to create consistency. Styles displaying similar character-defining features are grouped together. The tables reflect only architectural styles that could be identified and grouped by name, date, integrity considerations, and character-defining features found within the Planning Area. The integrity considerations listed throughout this section are appropriate for evaluating the design or construction value of properties under NRHP, CRHR, and County Designation Criteria C/3/3. Integrity of feeling and association may be more meaningful in properties qualifying for their association with persons or events important to the broad patterns of history (Criteria A/1/1 and B/2/2).

5.1 Residential Properties

Table 3. Architectural Styles for Residential Properties

VICTORIAN

The Victorian era of architecture in the United States occurred during the second half of the nineteenth century and roughly corresponded with the reign of Britain's Queen Victoria (1837–1901). During this period of rapid industrialization, Victorian-era buildings reflected the complex shapes and machine-made elaborate detailing that were previously reserved for very expensive homes. In California, popular Victorian styles include Queen Anne, Stick, Shingle, and Vernacular Cottage. Within the SBAP, residences from this period are Victorian Vernacular Cottages.

Victorian Vernacular Cottages (1885–1910)

Victorian Vernacular Cottages were popularized in Los Angeles during the late nineteenth century through the advancement of the balloon frame and proliferation of architectural pattern books.[731] Derived from Victorian styles on the East Coast, Victorian Vernacular Cottages were often constructed by the owner or builder with minimal details beyond combinations of wood cladding and stylistic flourishes around the porch. Technological advances allowed for the mass production of building elements to create a vernacular style that was affordable to a variety of socioeconomic classes. The gabled and hipped cottage styles were the most prevalent Victorian Vernacular Cottage styles. These residences feature a single story, square or L-shaped plan, slightly overhanging boxed eaves, and a partial or full-width front porch. Many examples of the style can be found situated in early streetcar suburbs, representing the earliest patterns of residential development in the County. However, by 1906, the Craftsman style homes had surpassed the Victorian Vernacular Cottage style as the most popular form of middle-class housing in Los Angeles, and the use of the style began to decrease.[732]

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731 Balloon framing is a type of construction framework "in which the elements consist of small members nailed together. In balloon framing, the studs (vertical members) extend the full height of the building (usually two stories) from foundation plate to rafter plate, as contrasted with platform framing, in which each floor is framed separately." "Balloon Framing," *Encyclopedia Britannica*, accessed October 17, 2023, https://www.britannica.com/technology/balloon-framing.

732 McAlester, *A Field Guide to American Houses*, 314–315.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering, 1850–1980: Late 19th and Early 20th Century Residential Architecture, 1885–1910: Housing the Masses, 1880–1975,* City of Los Angeles Department of City Planning, July 2019, 30–37.

4942 West 104th Street, Lennox

Character-Defining Features

- Square or L-shaped floor plans
- Gabled, hipped, or pyramidal roof designs
- Mass-produced embellishments such as brackets, spindles, or flat porch railings and trim
- Front bay window
- Asymmetrical facades
- Slightly overhanging boxed eaves
- Combination of wood cladding materials
- Partial or full-width front porch

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.
- Porch enclosure is an acceptable alteration if original features such as posts have not been removed.

ARTS AND CRAFTS

The Arts and Crafts Movement was led by designer William Morris in England as a response to the increase in mass production and materialism seen in the earlier Victorian era. Morris called for a return to the use of natural materials, simplicity of form, quality of craftsmanship, and attention to detail in all aspects of design, not only buildings. The Arts and Crafts era in the United States began at the start of the twentieth century and ended just before World War II. Within the SBAP, the style of residences that fall under this movement includes Craftsman.

Craftsman (1900–1935)

The Craftsman style was the dominant style for small houses built in Southern California from roughly 1900 to 1930. The style evolved from previously popular Prairie Style architecture, traditional wooden architecture, and the Arts and Crafts Movement. The typical vernacular Craftsman was heavily influenced by the works of Charles Sumner Greene and Henry Mather Greene of Southern California, which were given extensive publicity and copied in many pattern books and home-and-garden periodicals.[733]

141 South La Alameda Avenue, La Rambla

Character-Defining Features

- Rectangular massing
- One or one-and-a-half stories in height
- Partial or full-width porches supported by squared or battered columns
- Columns frequently continue to ground level
- Exterior walls clad in either stucco, wood, stone, or brick
- Low-pitched front-gabled roof, occasionally hipped, with wide unenclosed eave overhangs
- Multiple roof planes
- Exposed roof rafters, decorative false beams, or braces under gables

[733] McAlester, *A Field Guide to American Houses*, 567.

- Numerous windows, typically wood sash with decorative transoms above broad bottom light
- Windows framed in wood surrounds
- Windows grouped in three or more
- Sloped or battered foundation
- Stickwork in gables or porch
- Stone exterior chimneys
- Airplane variation will have a center “cockpit” that forms a single-room second story

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Painting of brick or stonework is acceptable if it is reversable.
- Porch enclosure is an acceptable alteration if original features such as posts have not been removed.

PERIOD REVIVAL

Period Revival architectural styles became popular in the United States primarily after World War I, when tastes shifted from the modern-influenced Arts and Crafts to styles that referenced various historical periods. In California, especially Southern California, these styles were used in rapidly developing cities, including Los Angeles, between 1920 and the 1940s. Within the SBAP, residences that fall under this period include Mission Revival and Spanish Colonial Revival.

Mission Revival (1893–1948)

The California Mission Revival style blends architectural styles of the Mediterranean, Italian, and Spanish tradition with that of the California Missions, which were established in the eighteenth century in Alta California by Spanish missionaries and the military. The Mission Revival style borrows directly from these traditional religious forms. The style's popularity grew in the early twentieth century in the United States, especially in Southern California, Nevada, New Mexico, and Arizona. Southern California architects Wallace Neff and Reginald Johnson popularized the format by applying the style to their celebrity-commissioned homes. The Mission Revival style remained popular for two decades after it was introduced and was used for a variety of building types. However, it was overshadowed by the Spanish Revival style after 1915 and declined in popularity. Usage of the style continued until the late 1940s, primarily for modest single-family and multifamily residential properties.[734]

201 S. Bandini Street, La Rambla

Character-Defining Features

- Low-pitched, red clay tile roofs or flat roof with distinctively shaped, Mission-like parapet
- Use of balconies
- Smooth stucco exterior cladding, usually painted white to mimic lime coating on adobe
- Arched openings
- Bell towers and domes

[734] McAlester, *A Field Guide to American Houses*, 510–513.; SurveyLA Citywide Historic Context Statement, *Context: Architecture and Engineering, 1850–1980; Theme: Mediterranean and Indigenous Revival Architecture, 1893–1948*, City of Los Angeles Department of City Planning, November 2018, 6–13.

- May have colorful tilework
- May have elaborate landscaping

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Repaired or replaced stucco should match the original in appearance and texture.
- Roof replacement should match the original in materials, texture, dimension, and appearance.
- Original use may have changed (for example, from residential to commercial or religious).
- Garage alterations may be acceptable.

Spanish Colonial Revival (1915–1940)

The Spanish Colonial Revival style has a rich history and popularity in California, with a basis in architectural forms that were influenced by the eclectic mix of historical architectural styles in Spain, such as Moorish, Andalusian, Renaissance, or Baroque, but also drew from modernist styles of Art Deco and popular nineteenth-century Mediterranean Revival, Monterey Revival, Pueblo and Santa Fe Revival, and Mission Revival styles. The style achieved state-wide popularity after the 1915 Panama-California Exposition in San Diego, which featured designs by architect Bertram Grosvenor Goodhue using the late-Baroque Churrigueresque style of Spain and Mexico. Goodhue's designs featured intricate ornamentation applied to plain stucco surfaces, towers, and domes and were well-suited to public/civic buildings, churches, and commercial buildings, though smaller-scale versions of the style are well represented in residential architecture as well. The San Diego Panama-California Exposition was an exploration of and attempt to create a specifically California architectural style, romanticizing the region's Spanish colonial past and Mexican farmhouse/hacienda living, while at the same time bearing little resemblance to the actual Spanish-colonial-era buildings in California. The California-specific mode also broke with the American Colonial Revival and Tudor Revival styles popular elsewhere in the United States from the 1910s through the 1940s. Spanish Colonial Revival's popularity coincided with a population boom for the state in the 1920s, resulting in the widespread use of the style, eventually tapering off in the 1940s as more austere Minimal Traditional and International styles gained popularity during the later Great Depression and World War II years. Despite a decrease in overall popularity, Spanish Colonial Revival continued to inform and influence modern architectural styles and is a popular influencing style for Neo-Traditional style architecture today.[735]

1152 West 3rd Street, La Rambla

[735] David Gebhard, "The Spanish Colonial Revival in Southern California (1895–1930)," *Journal of the Society of Architectural Historians* 26, no. 2 (1967): 131–147.; HPP (Historic Preservation Partners), *Covina Town Center Historic Resource Survey*, *City of Covina Town Center Specific Plan*, Spring 2006, 32.; ARG/HRG (Architectural Resources Group and Historic Resources Group), *City of Santa Monica Historic Resources Inventory Update*, City of Santa Monica Planning and Community Development Department, March 2018, 344.

Character-Defining Features

- Asymmetrical façade
- Simple rectangular or L-shaped massing
- One or one-and-a-half stories in height
- Round, square, or polygonal towers
- Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section
- Minimal eaves with little to no overhang
- Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder)
- Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break
- Fenestration is irregular and often recessed
- Elaborately carved wooden entry doors with rounded arches above both doors and windows
- May have wrought iron features such as grilles over windows, lanterns, and handrails
- Elaborate chimney caps
- Courtyards with or without covered arcaded walkways

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Repaired or replaced stucco should match the original in appearance and texture.
- Roof replacement should match the original in materials, texture, dimension, and appearance.
- Original use may have changed (for example, from residential to commercial or religious).
- Garage alterations may be acceptable.
- Although landscaping may have changed, significant landscaping features should be retained.

MODERNISM

Modernism represents a broad architectural movement initially pioneered by European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius who developed a radically new style that rejected ornament and reduced buildings to their basic functional forms. Their works provided the foundation for what became known as the International Style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose, with machine-made building materials and assembly-line-style construction techniques that met the intense demand for new buildings in the region. Within the SBAP, residences that fall under this period include Mid-Century Modern, Minimal Traditional, Ranch, Storybook Ranch, Contemporary, and mobile homes/trailer parks.

Mid-Century Modern (1933–1965)

The Mid-Century Modern style reflects the influence of the International Style and Bauhaus architecture that were popular in Europe during the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced, with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. Mid-Century Modern designs were also appealing because they could meet the demand for mass construction of many property types, including residences, schools, and offices, The designs conveyed the modern sensibility of an era that valued a departure from the past, middle-class growth, economic efficiency, and new material technology.[736]

3145 West 145th Street, Alondra Park

Character-Defining Features

- One to two stories in height
- Low, boxy, horizontal proportions

[736] David Gebhard and R. Winter, *An Architectural Guidebook to Los Angeles* (Layton, Utah: Gibbs Smith Publishing, 2003); ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement,* City of Arcadia, Development Services, Planning Division, January 11, 2016, 98.; McAlester, *A Field Guide to American Houses*, 630–646.

- Simple geometric forms with a lack of exterior decoration
- Commonly asymmetrical
- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Flat exterior walls with smooth sheathing that typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood), flush-mounted and clerestory
- Plain doors, often industrial in character
- Large window groupings
- Interior–exterior connection

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.
- Original use may have changed (for example, from residential to commercial or religious).
- If removable, the addition of decorative elements to originally sparse façades may be acceptable.
- Modified signage may be acceptable if the signage was not a major character-defining feature.

Minimal Traditional (1935–1950)

The Minimal Traditional style was a nationally prevalent style that emerged during the Great Depression. Minimal Traditional homes were designed to be simplistic, economical, and able to be mass-produced. The prevalence of the style was the result of federal policies. Franklin D. Roosevelt enacted the National Housing Act in 1934, creating the FHA. The Minimal Traditional-style house was explicitly preferred in FHA guidelines for homeowners to secure FHA-insured home loans. The style continued to be popular through World War II and the postwar housing boom due to the increased use of factory-produced materials, the ability to be quickly mass-produced and deployed, and the general rejection of excessive, material-intensive Craftsman, Victorian, or Period Revival styles. The popularity of the Minimal Traditional style faded by the mid-1950s as the effects of the Great Depression and war-time fiscal conservativism were forgotten.[737] The Minimal Traditional style is one of the most ubiquitous styles in the SBAP.

4841 139th Street, Wiseburn

Character-Defining Features

- Small scale
- One story in height
- Located on small lots
- Typically features a low- or intermediate-pitched gable roof with minimal eave overhang
- Lack of roof dormers
- Features a variety of exterior materials including vertical and horizontal wood boards, shingles, brick veneer, and board-and-batten siding
- Minimal added architectural detail, often slightly classical
- Typically feature double-hung windows with either multilight or simulated multilight

[737] Architectural Resources Group (ARG), *Architectural Style Guide: Minimal Traditional*, City of Anaheim Planning and Building Department, July 2019.; Caltrans, *Tract Housing in California,* 67–70.; McAlester, *A Field Guide to American Houses*, 587–589.

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.

Ranch (1930–1975)

Ranch-style houses in California reflect a national trend of fascination with the "Old West" and were a building style of choice for tract housing. Ranch homes were originally developed in the western and southwestern United States, but quickly gained national popularity through the dissemination of do-it-yourself manuals and plans in national magazines such as Sunset, Better Homes and Gardens, and House Beautiful. Later, ranch houses were popular as a custom-built type of housing, which was especially popular in the later 1940s and 1950s. Ranch houses were typically built between 1930 and 1975 but peaked in the 1950s as the most prevalent type of post-World War II suburban tract-style housing, often for housing veterans who secured housing with FHA loans. Iterations of the Ranch style include Hacienda, Minimal, Cinderella, American Colonial Revival, and Cape Cod.[738]

27444 Sunnyridge Road, Westfield

Character-Defining Features

- One to two stories in height
- Rambling, elongated plans with a horizontal emphasis
- Low-pitched gabled or hipped roofs with overhanging, open eaves
- General asymmetry
- Cladding featuring stucco, board-and-batten, shingles, clapboard, or a combination of materials
- Brick or stone chimneys
- May have a carport or an attached garage
- May have a breezeway
- Functional and nonfunctional shutters
- Fenestration may include a picture window

[738] Teresa Grimes and Christina Chiang, *City of Riverside Modernism Context Statement*, prepared by Christopher A. Joseph & Associates for the City of Riverside, 2009, 40–48.; McAlester, *A Field Guide to American Houses*, 695–704.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering: The Ranch House, 1930–1975*, City of Los Angeles Department of City Planning, 2015, 21–26.

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
    - If part of a potential district, the majority of properties must retain sufficient integrity to convey their significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, do not disrupt the roofline, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.

Storybook Ranch (1950–1970)

The Storybook iteration of the Ranch style was popularized in the Los Angeles region in the 1950s, following the opening of Disneyland in Anaheim in 1955. The style was a response to minimalism of contemporary architecture, instead emphasizing a romantic "fairytale" charm through the application of whimsical stylistic elements of the Tudor Revival and other Period Revival styles of the 1920s and 1930s. These details often included scalloped or shaped bargeboards, planter shelves or planter boxes below windows, and front-facing A-frame gables that could be easily applied to tract houses with similar footprints to create a greater sense of variety within a tract. The style fell out of popularity by the mid-1960s.[739]

1076 W 213th Street, West Carson

Character-Defining Features

- One story in height
- Decorative details such as large, front-facing A-frame gable; scaloped or shaped bargeboards; decorative carving, molding, and/or trim; and planters below windows
- Multiple cladding materials, such as stucco, board-and-batten, shingles, clapboard, or a combination of materials
- May have brick or stone chimneys
- Functional and nonfunctional shutters
- Fenestration may include a picture window
- May have flared roof eaves
- Roof is often shingled

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.

[739] California Department of Transportation, *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*, 2011. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf, 85-86.

- Should retain sufficient integrity to convey its significance.
    - If part of a potential district, the majority of properties must retain sufficient integrity to convey their significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, do not disrupt the roofline, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.
- Must exhibit original decorative elements such as front-facing A-frame gable

Contemporary (1945–1990)

Contemporary buildings were prevalent throughout the entire United States between 1945 and 1990 and were common in California at roughly the same time. Contemporary styles were influenced by the International Style's absence of decorative detailing. In the greater Los Angeles area, Contemporary homes emerged as a popular style for tract homes in the mid-1950s. Contemporary homes employed the latest styles and materials and were interior-focused. There is also a relationship between outdoor spaces and interior rooms. In residential architecture, living spaces were connected to gardens through sliding glass doors or large windows. The style was commonly used in tract homes, which stressed interior customization, a major selling point. Contemporary houses often had simplistic and clear uses of materials and structural components, open interior planning, and large expanses of glass. The cost-effective nature of the style and the ability to mass-produce building materials like concrete, wood, steel, and glass made it the perfect style for growing areas like Los Angeles.[740]

27055 Sunnyridge Road, Westfield/Academy Hills

Character-Defining Features

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, do not change the roofline, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.
- Decorative elements may be affixed to uninterrupted wall surface as long as they are removable.

740 McAlester, *A Field Guide to American Houses*, 482.; City of San Diego Planning Department, *Uptown Community Plan Area: Uptown Architectural Style Guide*, November 2015, B12.

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled, located on secondary elevations, do not change the roofline, and are compatible with but subservient to the original design.
- Painting of original material may be acceptable if it is reversable.
- Decorative elements may be affixed to uninterrupted wall surface as long as they are removable

Mobile Home/Trailer Parks (1920–1980)

This typology evolved from "auto camps," also known as "auto courts" or "motor courts," that were introduced in the early twentieth century as a result of the increased popularity and mass accessibility of automobiles. After the establishment of the WPA in 1935, trailer living allowed people to easily relocate to wherever work was offered. By 1937, the California Legislature passed the State Trailer Camp Act to ensure a higher standard for trailer camps and recognize the popular use of trailers as residences. In 1952, the State Trailer Camp Act was revised to guide park design, construction, and operation. Trailer parks began to evolve during the second half of the twentieth century. There are two primary types of parks: service-oriented, which include a variety of amenities such as community buildings or pools, and housing-oriented, which have fewer amenities. Newer designs included larger spaces to accommodate larger trailer designs with concrete patios and utilities such as water, sewer, electricity, and garbage removal. Park plans featured street patterns similar to residential subdivisions with grid and curvilinear plans. Landscaping included plantings between individual campsites for better insulation and privacy. By the late 1960s, about 6 million people lived in trailer parks, comprising one-third of the residences in the country. However, the development of new trailer parks declined in the 1970s and 1980s.[741]

San Rafael Mobile Home Park, 1065 Lomita Boulevard, West Carson

Character-Defining Features

- Occupies a large single property
- Contains dozens or hundreds of home sites
- Predominantly occupied by a single housing type, either trailers or mobile homes
- Earlier examples may have a rectilinear interior street pattern with units arranged in parallel rows
- Postwar examples may have a curvilinear interior street pattern
- Surrounded by a privacy wall or fence, with a primary entrance
- Includes a community/recreation building
- May be designed in a themed architectural style and may also be evaluated under that theme

741 SurveyLA Citywide Historic Context Statement, *Context: Residential Development and Suburbanization.*

- May have evolved from an earlier auto camp
- May include a sales office and/or manager's residence
- May include outdoor recreation facilities, such as a playground or swimming pool
- May include mature landscaping, such as trees, shrubs, and lawns
- May include community signage

Integrity Considerations

- Should retain integrity of design and feeling.
- Individual trailers or mobile homes may date from various periods.
- Interior street patterns should be minimally altered, although mobile home parks may have been expanded over time.
    - Security features such as automatic entry gates may have been added.

5.2 Commercial Properties

Table 4. Architectural Styles for Commercial Properties

EARLY AND MID-TWENTIETH CENTURY COMMERCIAL

Early and Mid-Twentieth Century Commercial buildings developed between 1920 and 1950 reflect periods of American optimism and economic prosperity. Large concentrations of commercial buildings from this period were clustered around transportation routes, including railway tracks, freeways, and heavily trafficked roads. Within the SBAP, the Brick Commercial/Streetcar style is the predominant style applied to commercial properties.

Brick Commercial/Streetcar (1920–1940)

Brick Commercial buildings were prevalent throughout the entire United States before 1940 and were common in California after the territory became a state in 1850 through World War II. These masonry buildings are typically constructed of brick in freestanding or attached forms as part of larger local commercial districts. In urban areas of the eastern United States, it was not uncommon for brick commercial buildings to rise three to five stories above the street grade, but in California, these buildings are typically one to three stories in height. There is no single roof or cladding style, but a parapet typically hides the gabled or flat roof behind it, presenting a unified front elevation, while side and rear elevations lack distinctive decoration. Main elevations may have applied details or ornament from popular architectural styles, such as Neo-Classical columns and cornices, or modest geometric Art Deco decoration.[742]

10800 Hawthorne Boulevard, Lennox

Character-Defining Features

- One to three stories in height

742 Longstreth, *The Buildings of Main Street*.

- Brick masonry walls
- Rectangular forms
- Either attached or freestanding in commercial districts
- Raised parapet obscures flat or shallow barrel roof
- Recessed doorway
- Sign band between parapet and tops of fenestration
- The primary façade features a unified elevation, with side and rear elevations displaying no distinctive decoration
- May be located on prominent corner
- Lack of dedicated parking as part of original design
- Storefronts with large display windows
- One or more multiple storefronts that open directly to sidewalk
- Set to sidewalk limit
- May have historic blade signage
- Shared party walls

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Alternations to storefronts may be acceptable unless original storefronts are no longer visible.
    - Security bars may have been added.
- Unless a character-defining feature, original signage may be removed or modified.

MODERNISM

Modernism represents a broad architectural movement initially pioneered by European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius, who developed a radically new style that rejected ornament and reduced buildings to their basic functional forms. Their works provided the foundation for what became known as the International Style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose, with machine-made building materials and assembly-line-style construction techniques that met the intense demand for new buildings in the region. Within the SBAP, the styles of commercial properties that fall under this period include Mid-Century Modern, Art Deco, Googie, Brutalist, A-Frame, and Bavarian-Alpine.

Mid-Century Modern (1933–1965)

The Mid-Century Modern style reflects the influence of the Bauhaus and International Style architecture that was popular in Europe during the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced, with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. Mid-Century Modern designs were also appealing because they could meet the demand for mass construction of many property types, including residences, schools, and offices. The designs conveyed the modern sensibility of an era that valued a departure from the past, middle-class growth, economic efficiency, and new material technology.[743]

1377 West 6th Street, La Rambla

Character-Defining Features

- One to two stories in height
- Low, boxy, horizontal proportions

[743] Gebhard and Winter, *An Architectural Guidebook to Los Angeles*.; ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement,* 98.; McAlester, *A Field Guide to American Houses*, 630–646.

- Simple geometric forms with a lack of exterior decoration
- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Flat exterior walls with smooth sheathing that typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood), flush-mounted and clerestory
- Plain, unglazed doors
- Large window groupings

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Original use may have changed (for example, from residential to commercial).
- Alternations to storefronts may be acceptable unless original storefronts are no longer visible; unless a character-defining feature, original signage may be removed or modified.

Art Deco – Commercial (1925–1941)

Art Deco flourished in the United States during the 1920s through the mid-1930s, although the style was still sometimes applied to commercial properties in the early 1940s, including Lennox Market, pictured below. The style first emerged in France in the 1910s as a reaction against the Beaux Arts tradition. Although the roots of the style can be traced to the International Exposition of Modern Decorative and Industrial Arts that was held in Paris in 1925, the Art Deco style was applied to American architecture prior to the exposition. Classical ornamentation, such as the use of columns, was replaced with simplified ornamentation—clean lines, abstract-geometric motifs, and vertical projections. Buildings designed in the Art Deco style convey a sense of vertical orientation, with towers and multiple stepped volumes clad in smooth material such as terra cotta or cast stone. In Los Angeles, the style was embraced as an appropriate style to reflect the theatrical qualities of the film industry and was often applied to theaters and commercial structures. The Art Deco style reached its peak during the 1920s and became emblematic of the economic and cultural identity of Los Angeles. However, the style was only briefly popular and fell out of popularity during the Great Depression due to the expense of the opulent design and its associated property types.[744]

10804 South Inglewood Avenue, Lennox

Character-Defining Features

- Irregular building forms with sharp edges and a linear appearance
- Stepped or setback front façade with towers and other vertical projections
- Smooth wall surfaces, typically stucco, concrete, smooth-faced stone, and terra cotta
- Stylized decorative elements using geometric forms such as zigzags and chevrons
- Low-relief decorative panels with strips of windows with decorative spandrels
- Doorways surrounded with elaborate pilasters and pediments; door surrounds often embellished with reeding or fluting

744 McAlester, *A Field Guide to American Houses*, 580–582.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering: L.A. Modernism, 1919–1980*, 50–64.

- Flat roof
- Prominent marquee
- Rounded corners

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversable.
- Alternations to storefronts may be acceptable unless original storefronts are no longer visible.

Googie (c. 1940s–1960s)

The Googie style was introduced after World War II as a new style of roadside architecture. The term "Googie" was derived from coffee shops of that name that were designed in this style. This car-oriented architecture was characterized by a sculptural structure, dominant signage, and vast expanses of glass that provided transparency at night. The concept of transparency was important to the design of Googie architecture because it promoted visibility and appealed to motorists. Googie designs often included elongated or distorted roofs, extended beams and columns, and spear-like protruding objects. Much of the style owes its design to the late work of Frank Lloyd Wright and his son Lloyd Wright, as well as 1950s-era structures such as the Eero Saarinen's TWA Terminal at the Kennedy Airport in New York. Although the Googie style was emblematic of the postwar streetscape, the style declined in the late 1960s with the rise of freeways.[745]

Lennox Car Wash - 10709 Hawthorne Boulevard, Lennox

Character-Defining Features

- Upswept rooflines
- Curvaceous and geometric shapes
- Sculptural structure
- Dominant signage
- Bold use of glass, steel, and neon
- Characterized by space-age design and symbols of motion, with shapes such as boomerangs, atoms, and parabolas

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.

745 SurveyLA Citywide Historic Context Statement, *Commercial Development and the Automobile, 1910–1970*, 20–23.

- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Rooflines may not have been altered.
- Original signage should be intact; however, modified signage does not exclude a property from eligibility.

Brutalist (1960–1975)

Brutalism, coined in the mid-1950s, involved the use of brut (French for raw) concrete. This style typically refers to monumental concrete forms and bulky massed buildings. Stylistically, its heavy concrete materials and deep recesses in the wall plane represent an antithesis to the glass curtain wall in corporate modern-style buildings. Indeed, windows, in general, are usually deeply recessed and comparatively small in relation to the building scale. The style is mainly used for institutional, government, or commercial office buildings.746

23800 Vermont Avenue, West Carson

Character-Defining Features

- Rough, unadorned poured concrete construction
- Massive form and heavy cubic shapes
- Visible imprints of wood grain forms
- Recessed windows that read as voids
- Repeating patterns and geometric patterns
- Strong right angles and simple cubic forms
- Deeply shadowed irregular openings
- Rectangular block-like shapes
- Precast concrete panels with exposed joinery
- May be set on a landscaped berm

746 Fung Associates Inc., *Hawai'i Modernism Context Study,* Historic Hawai'i Foundation, November 2011, A-8.; Docomomo, "Styles of a modern era: Brutalist," accessed June 2022, https://docomomo-us.org/style/brutalist.

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
    - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.

A-Frame (1954–1975)

The A-Frame style emerged during the 1950s from the postwar Modernist movement as architects freely experimented with innovative construction methods and new building forms. "A-Frame" refers to both a method of construction and an architectural style. As a style, these buildings are characterized by their triangular shape and steep, sloping roofline. A-Frame buildings were simple to assemble and reflected Modernism's emphasis on creating functional and efficient buildings with minimal ornamentation. Initially, this style was primarily used for residential architecture, but it was later used in car-oriented commercial architecture because of its eye-catching roofline. A-frame buildings were often built on major commercial corridors throughout the County post-World War II. Most popular in the 1960s, the style fell out of favor by the mid-1970s.[747]

15619 Crenshaw Boulevard, Alondra Park

Character-Defining Features

- One-story in height
- Triangular shape
- Steeply sloping roof that extends all or partway to the ground on two sides
- Deep-set eaves
- Few vertical wall surfaces
- Large windows or groups of windows
- May have associated commercial signage
- May be located on a major thoroughfare

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.

747 SurveyLA, *Architecture and Engineering: L.A. Modernism, 1919–1980*, 165–176.

- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
  - Security bars may have been added.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversable.
- A-frame roofline should remain intact.
- Unless a character-defining feature, original signage may be removed or modified.

Bavarian-Alpine (1890–1980)

Bavarian-Alpine architecture is representative of "old-world" Bavarian architecture from Germany. Areas of Southern California that were typically inhabited by German immigrants around the turn of the century incorporated the style to represent the heritage of the community. The style was introduced during the Arts and Crafts Movement to reflect pre-industrial times before the mass production of materials. It is characterized by the use of natural materials, such as wood, and masonry. During the mid-twentieth century the style experienced a resurgence as car-oriented architecture and was used to attract tourists. It is commonly applied to commercial buildings and shopping courts to emulate the appearance of a small village. The Bavarian-Alpine style often visually reflected the German products and foods sold within a business. [748]

Alpine Village – 833 West Torrance Boulevard, West Carson

Character-Defining Features

- Low-pitched gable roof
- Overhanging eaves
- Decorated wood balconies
- Decorative carving and moldings
- Wood shutters
- Painted decorative trim and murals
- Stucco walls with wood applied on the upper story

Integrity Considerations

- Should retain integrity of design, workmanship, materials, feeling, and setting.
- Should retain sufficient integrity to convey its significance,

748 ASM Affiliates Inc., *Los Angeles County Landmark Evaluation Report for Alpine Village*, 59–62 and 77–78.

- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversible.

5.3 Civic and Institutional Properties

Table 5. Architectural Styles for Civic and Institutional Properties

PERIOD REVIVAL

Period revival architectural styles became popular in the United States primarily after World War I when tastes shifted from the modern-influenced Arts and Crafts to styles that referenced various historical periods. In California, especially Southern California, these styles were used in rapidly developing cities, including Los Angeles, between 1920 and the 1940s. Within the SBAP, the earliest style applied to civic and institutional properties was American Colonial Revival.

American Colonial Revival (1880–1960)

American Colonial Revival architecture was one of the most popular architectural forms throughout much of the twentieth century in the United States. Initially used for residential architecture, the style was later applied to commercial buildings. The interest in the American Colonial Revival movement emerged in the 1880s through architectural sources and the style began to appear largely in the coastal areas of the northeastern United States. The style represented a nostalgia for a pre-industrial era that stood in stark contrast to the rising industrialization and overcrowding that characterized eastern cities. The turn of the twentieth century further propelled the American Colonial Revival style into popularity, as the history of the United States and celebration of the past became key themes in culture, literature, architecture, and other social aspects of life. Likewise, the restoration of Colonial Williamsburg in the 1920s sparked further interest in the style. While the most popular representation of the American Colonial Revival style were side-gabled, Georgian-style residences, gambrel-roof Dutch Colonial Revival homes also had some popularity. The style is characterized by a symmetrical façade and centrally located main entrance. It is not a direct copy of original colonial architecture but takes inspiration from elements of early New England houses.[749]

749 McAlester, *A Field Guide to American Houses*, 416.; SurveyLA Citywide Historic Context Statement, *Architecture and Engineering: American Colonial Revival, 1895–1960*, City of Los Angeles Department of City Planning, December 2015, 7–11.

Lennox Civic Center – 4343–4359 Lennox Boulevard, Lennox

Character-Defining Features

- Bilaterally symmetrical main façades
- Commonly features brick exterior cladding
- Centered, prominent, and oftentimes elaborately decorated entryways
- Use of porticos, frequently with pediments
- Use of columns and/or pilasters on the principal façade
- Multiple light, double-hung windows
- Large chimneys
- One to two stories
- Roof forms are typically gabled, hipped, or gambrel
- Boxy massing
- May have dormers

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversable.

MODERNISM

Modernism represents a broad architectural movement initially pioneered by European architects such as Le Corbusier, Mies van der Rohe, and Walter Gropius, who developed a radically new style that rejected ornament and reduced buildings to their basic functional forms. Their works provided the foundation for what became known as the International Style, which emerged in the United States with European emigres in the 1920s and 1930s, led in Southern California by architects such as Rudolph Schindler and Richard Neutra. By the 1940s, the popularity of Modernism rose, with machine-made building materials and assembly-line-style construction techniques that met the intense demand for new buildings in the region. Within the SBAP, the styles of civic and institutional properties that fall under this period include Mid-Century Modern, New Formalism, and Brutalist.

Mid-Century Modern (1933–1965)

The Mid-Century Modern style reflects the influence of the Bauhaus and International Style architecture that was popular in Europe during the early twentieth century. The development of the Mid-Century Modern style in the United States was largely fostered by World War II. As a result of the war, the United States became a manufacturing and industrial leader. Materials and aesthetics evolved to reflect modern innovations that dominated design and construction following the war. Mid-Century Modern design was embraced intellectually as a departure from the past, but it was economically appealing for its ability to be mass-produced, with standardized, affordable, and replicable designs that could accommodate many programmatic needs and site requirements. Mid-Century Modern designs were also appealing because they could meet the demand for mass construction of many property types, including residences, schools, and offices. The designs conveyed a modern sensibility that valued a departure from the past, middle-class growth, economic efficiency, and new material technology.[750]

Trinity Lutheran Church 1450 West 7th Street, La Rambla

Character-Defining Features

- One to two stories in height

[750] Gebhard and Winter, *An Architectural Guidebook to Los Angeles*.; ARG (Architectural Resources Group), *City of Arcadia: Citywide Historic Context Statement,* 98.; McAlester, *A Field Guide to American Houses*, 630–646.

- Low, boxy, horizontal proportions
- Simple geometric forms with a lack of exterior decoration
- Commonly asymmetrical
- Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Flat exterior walls with smooth sheathing that typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood), flush-mounted and clerestory
- Plain, unglazed doors
- Large window groupings

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversable.
- If removable, the addition of decorative elements to originally sparse façades may be acceptable.
- Unless a character-defining feature, original signage may be removed or modified.

New Formalism (1955–1975)

New Formalism emerged as a reactionary movement against the International Style. Some of the most acclaimed architects of the style are Edward Durrell Stone, Philip Johnson, and Minoru Yamasaki, who all had experience working in the International Style but wanted to create a more formal and ceremonial type of architecture that was strongly rooted in Classical design motifs and principles. The design of the New Delhi American Embassy, by Edward Durrell Stone, is often noted as the starting point for the New Formalism movement. The New Formalism movement had its limitations in that it was used primarily in large-scale cultural and institutional buildings, with little use in other architectural sectors. Examples of New Formalism in the United States include Lincoln Center in New York City, the Los Angeles Music Center, and the Kennedy Center for the Performing Arts in Washington D.C. Smaller cities and universities also embraced New Formalism, and examples of the style are seen in Fullerton with the City Hall, built in 1963, and the Western University College of Law, built in 1975.[751]

San Pedro & Peninsula YMCA – 301 Street Bandini Street, La Rambla

Character-Defining Features

- Architectural reference to Classicism, such as the use of evenly spaced columns, repetitive patterns, arches, and use of decoration
- Symmetry
- Monumental scale
- Formal landscape; often use of pools, fountains, sculpture within a central plaza
- Use of traditionally rich materials, such as travertine, marble, and granite, or human-made materials that mimic their luxurious qualities

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.

751 McAlester, *A Field Guide to American Houses*, 662–664.; Gebhard and Winter, *An Architectural Guidebook to Los Angeles*.

- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.
- Painting of original material may be acceptable if it is reversable.
- Unless a character-defining feature, original signage may be removed or modified.

Brutalist (1960–1975)

Brutalism, coined in the mid-1950s, involved the use of *brut* (French for raw) concrete. This style typically refers to monumental concrete forms and bulky massed buildings. Stylistically, its heavy concrete materials and deep recesses in the wall plane represent an antithesis to the glass curtain wall in corporate modern-style buildings. Indeed, windows, in general, are usually deeply recessed and comparatively small in relation to the building scale. The style is mainly used for institutional, government, or commercial office buildings.[752]

Masao W. Satow Library - 14433 South Crenshaw Boulevard, Alondra Park

Character-Defining Features

- Rough, unadorned poured concrete construction
- Massive form and heavy cubic shapes
- Visible imprints of wood grain forms
- Recessed windows that read as voids
- Repeating patterns and geometric patterns

[752] Fung Associates Inc., *Hawai'i Modernism Context Study,* A-8.; Docomomo, "Styles of a Modern Era: Brutalist," accessed July 2023, https://docomomo-us.org/style/brutalist.

- Strong right angles and simple cubic forms
- Deeply shadowed irregular openings
- Rectangular block-like shapes
- Precast concrete panels with exposed joinery

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling.
- Should retain sufficient integrity to convey its significance.
- Setting may have changed.
- Window and door replacements may be acceptable if the openings have not been resized and fenestration patterns have not been disrupted.
- Some additions may be acceptable if they are appropriately scaled and are compatible with the original design.

6 RECOMMENDATIONS

The HCS recommendations presented below are intended to guide future planning and preservation efforts for the County and inform goals, policies, and implementation programs in the SBAP. These recommendations can also serve as a baseline for future planning efforts within the County.

6.1 Preserve Historic Resources

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 CRHR. In addition, the residence at 175 West 204th Street in West Carson was identified in the Office of Historic Preservation's BERD as being a California Point of Historical Interest requiring reevaluation using current professional standards because it was designated prior to January 1998; however, Dudek has not located any documentation indicating this property was designated a California Point of Historical Interest. Dudek recommends stewarding those existing historical resources in the Planning Area, identifying additional historical resources through community input, and working to designate new historical resources based on properties identified in this HCS and through community outreach efforts.

A. Solicit Community Input

- Engage communities through public and stakeholder meetings to identify sites of community significance.
- Specifically seek community input for the identification of sites associated with the themes of Public Art, Music, and Celebrations; Environmental Injustice; and Civil Rights and Social Justice.
- Advertise and encourage the continuous use of the County's Historic Resources Mapping Tool.
- Solicit input to identify existing legacy businesses within the Planning Area.
- Prioritize designation efforts for sites identified by the community.

B. Identify and Preserve Legacy Businesses

The preservation of long-operating small local businesses preserves community character. Although the County has not yet created a program to preserve legacy businesses, Dudek recommends engaging the SBAP community to identify legacy businesses that may benefit from the development of a county-wide legacy business program.

- Solicit public input to identify legacy businesses within the Planning Area.
- Provide technical and logistical assistance to identified legacy businesses upon establishment of legacy business program.

C. Increase County Designations

- Engage the SBAP communities through the methods described above to identify potentially eligible sites and districts.
- Encourage community groups to nominate properties and provide technical assistance to help them through the nomination process.
- Prioritize the properties identified in the HCS Study List included after Section 7, Bibliography, in this HCS and the sites identified through community outreach for future evaluations and nominations.
- Streamline the nomination process for historical resources that share common themes or geographies by preparing focused HCSs, conducting intensive level surveys, and nominating noncontiguous historic districts. These may include but are not limited to:
- 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-style homes for a potential historic district (Westfield/Academy Hills)

D. Steward Existing Historic Resources

- Work with the property owner of Alpine Village to accommodate new usages to the site while maintaining Alpine Village's integrity and associative features.
- Facilitate conversations between owners of Alpine Village and the community to solicit input for the development of the site.

6.2 Reconnaissance-Level Surveys of SBAP Communities to Help Streamline the Entitlement Process While Preserving Historic Resources

As part of the County's ongoing commitment to identify and document historical resources, the County should consider completing reconnaissance-level historical resources surveys for all the SBAP communities for use as a future planning tool, beginning with Lennox. Context-based surveys like these make it possible to evaluate resources for land use planning purposes without needing to research each individual property. A historical resources survey can greatly streamline the entitlement process and streamline environmental reviews pursuant to CEQA.

Dudek recommends that the County increase historical resource survey efforts by securing funding for a historical resources survey in Lennox prior to the other communities. Lennox is one of the SBAP communities with the widest array of resource types and is situated among major transportation arteries such as the I-405 freeway and I-105 freeway, in addition to 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, has also impacted affordability and congestion in the community. As a result of these factors, Lennox appears to be experiencing rapid change, and a historical 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 historical resources survey would aid in the identification of specific sites associated with environmental injustice and community activism, civil rights and social justice, legacy businesses, and other potentially eligible properties. The survey would ensure that potential historical resources are documented, and that recommendations are made for their preservation. 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 impacts from environmental injustice and industrial development on its built environment, may also be prioritized.

Increase survey efforts by:

- Seeking funding, such as Certified Local Government Program grants, for surveys
- Conducting reconnaissance-level surveys of SBAP communities, beginning with Lennox

6.3 Encourage a Sense of Place, Identity, and History Within SBAP Communities

While the SBAP communities share some broad regional developmental, social, and economic histories, some of these communities have vastly different historical legacies and face different contemporary issues than other communities. As a result, there is no singular identity or history for all SBAP communities. Dudek recommends engaging in public outreach efforts to help 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. This interpretation may include signage or the development of design standards with the goals of encouraging a sense of place and identity and of communicating historical significance.

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Appendix A
Study List

Study lists were compiled for each of the SBAP communities, including important events, people, and buildings/structures/spaces/art. These lists were completed using two methods. The first method was during the development phase of the SBAP HCS, in which Dudek identified important aspects of each community through research. The second method was through community outreach during the stakeholder engagement process. Stakeholders identified important events, people, and buildings/structures/spaces/art within their communities through the Historic Resources Mapper and sent the information to the project-specific email southbayareaplan@dudek.com. This list is not intended to be exhaustive rather serves as a basis for future study.

7.1 Alondra Park/El Camino Village

IMPORTANT EVENTS

- The Acquisition and Improvement Act, 1925
- Dominguez Channel flood, 1952

IMPORTANT PEOPLE/GROUPS

- Alondra Park Assessment District
- Journee W. White
- Masao W. Satow
- Milton Kauffman/Kauffman Construction Corporation
- W.F. Summers
- Wilber Clarence Gordon

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Alondra Park, 3850 Manhattan Beach Boulevard (APN 4074-027-908)
- Bodger Park, 14900 Yukon Avenue (APN 4071-006-900)
- Dominguez Channel
- El Camino College, 16007 Crenshaw Boulevard (APN 4074-027-909)
- El Camino Village

7.2 Del Aire and Wiseburn

IMPORTANT EVENTS

- Rancho Sausal Redondo Decision, 1873
- Construction of the Santa Fe Railway Depot, 1888
- Establishment of the Wiseburn School District, 1896
- Construction of LAX (Mines Field), 1926
- Demolition of the Wiseburn Santa Fe Railway station, 1930
- Opening of Del Aire Community Park, 1958

IMPORTANT PEOPLE/GROUPS

- Del Aire Improvement Association Inc.
- K.D. Wise (Doc)
- McCarthy Company
- Supervisor Kenneth Hahn

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Airport Courthouse, 11701 La Cienega Boulevard (APN 4140-016-948)
- Da Vinci Connect (former Jose Sepulveda School), 12501 South Isis Avenue (APN 4143-015-901)
- Del Aire Elementary School, 12110 Hindry Avenue (APN 4143-007-900)
- Del Aire Park, 12601 South Isis Avenue (APN 4143-015-900)
- Ocean Gate Southern Baptist Church, 13443 Ocean Gate Avenue (APN 4144-024-018)
- Tony's Subs and Pizza, 5544 West 119th Street (APN 4140-006-002)

7.3 Hawthorne Island

IMPORTANT EVENTS

- Development of Northrop Field, 1940
- Development of residential community, 1940

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Commercial development along Crenshaw Boulevard:
- 13315 Crenshaw Boulevard (4053-013-001)
- 3100 West 134th Street (APN 4053-022-012)
- 13439 Crenshaw Boulevard (APN 4053-022-006)
- 13443 Crenshaw Boulevard (4053-022-001)

7.4 La Rambla

IMPORTANT EVENTS

- Extension of Southern Pacific's San Pedro line, 1881
- Construction of Hacienda La Rambla, 1906
- Opening of the San Pedro General Hospital, 1925
- Demolition of Hacienda La Rambla, 1964

IMPORTANT PEOPLE/GROUPS

- Arcadia Gaffey (Bandini)
- John T. Gaffey
- La Rambla Homeowners Association
- Lillian B. Mullen

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Original Gaffey House, 241 South La Alameda Avenue (APN 7452-022-025)
- **Providence Little Company of Mary Medical Center – San Pedro**: Emergency Room, 1300 West 7th Street (APN 7452-035-004 and APN 7452-036-041)
- San Pedro & Peninsula YMCA., 301 South Bandini Street (APN 7452-023-022)
- Trinity Lutheran Church, 1450 West 7th Street (APN 7452-034-028)

7.5 Lennox

IMPORTANT EVENTS

- Founding of Lennox School District, 1910
- Construction of LAX (Mines Field), 1926
- Construction of the I-405 Freeway, 1963
- Construction of the I-105 Freeway, 1993
- Annexations

IMPORTANT PEOPLE/GROUPS

- Lennox Coordinating Council
- Lennox Citizens Council
- Kenneth Moffett, Superintendent of the Lennox School District (1976–1986)

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Lennox Civic Center, 4343-4359 Lennox Boulevard (APN 4034-032-903)
- Lennox Market, 10804 South Inglewood Avenue (APN 4037-001-005)
- Lennox Car Wash, 10709 Hawthorne Boulevard (APN 4036-017-026)
- Lennox Park, 10828 Condon Avenue (APN 4037-005-900)
- Lennox Middle School (formerly Lennox High School), 11033 Buford Avenue (APN 4039-026-900)
- Former location of the Lennox Library, 4512 Lennox Boulevard (APN 4037-011-001)
- *Make Love Not War* mural, 11048 South Inglewood Avenue (APN 4037-002-026)
- *Lennox Past, Present, and Future* mural outside the Lennox Pool House, 10828 South Condon Avenue (APN 4037-005-900)
- Al's Market, 4158 West 111th Street (APN 4035-023-009)

7.6 West Carson

IMPORTANT EVENTS

- Present-day UCLA-Harbor Medical Center opens as the U.S. Army Port of Embarkation Hospital, 1943
- Del Amo synthetic rubber facility opens, 1942
- Montrose Chemical Corporation facility opens, 1947
- Construction of the I-110 freeway, 1952 (expanded 1960s)
- Construction of the I-405 freeway, 1963
- Alpine Village opens, 1968
- Passage of Comprehensive Environmental Response, Compensation, and Liability Act, 1980
- Formation of the Del Amo Action Committee (DAAC), 1994
- 204th Street Home Buyout, 1997

IMPORTANT PEOPLE/GROUPS

- Del Amo Action Committee (DAAC)
- Del Amo Estate Company
- Susana Delfina Dominguez and Dr. George del Amo
- Josef Bischof and Johann “Hans” Rotter
- Palo Del Amo Woods Home Owners Association
- Kaufman and Wilson
- Los Angeles Neighborhood Land Trust

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- Alpine Village, 833 West Torrance Boulevard (APN 7350-001-018)
- Harbor-UCLA Medical Center, 1000 West Carson Street (APN 7344-001-901)
- Wishing Tree Park, 1007 West 204th Street (multiple APNs, including APN 7350-016-042)
- Potential historical resources identified in the Programmatic Environmental Impact Report for the West Carson Transit Oriented District Specific Plan:[753]
  - 1029 Carson Street (APN 7138-012-028)
  - 1019 Carson Street (APN 7345-010-012)
  - 117 Carson Street (APN 7334-025-039)
  - 958 222nd Street (APN 7344-004-010)
  - 1016 Jay Street (APN 7344-007-007)
  - 1011 222nd Street (APN 7344-007-008)
  - 1015 222nd Street (APN 7344-007-010)

[753] *West Carson Transit Oriented District Specific Plan.*

- 1041 222nd Street (APN 7344-007-012)
- 1139 Jay Street (APN 7344-009-021)
- 22042 Normandie Avenue (APN 7344-012-032)
- 1203 223rd Street and Nursery (APN 7344-013-019)

7.7 Westfield/Academy Hills

IMPORTANT EVENTS

- Open-pit mining begins at present-day South Coast Botanic Garden, 1929
- Chadwick School established, 1938
- Great Lakes Carbon purchased 6,000 acres of undeveloped land, 1953
- Establishment of Westfield Park Recreation and Parkways District No. 12, 1957
- Palos Verdes Landfill opens, 1957
- Establishment of the South Coast Botanic Garden, 1961

IMPORTANT PEOPLE/GROUPS

- Margaret Lee Chadwick and Commander Joseph Chadwick
- Frank Vanderlip
- Great Lakes Carbon Company
- Frances Young
- South Coast Botanic Garden Foundation

IMPORTANT BUILDINGS/STRUCTURES/SPACES/ART

- South Coast Botanic Garden, 26300 Crenshaw Boulevard
- Chadwick School, 26800 South Academy Drive

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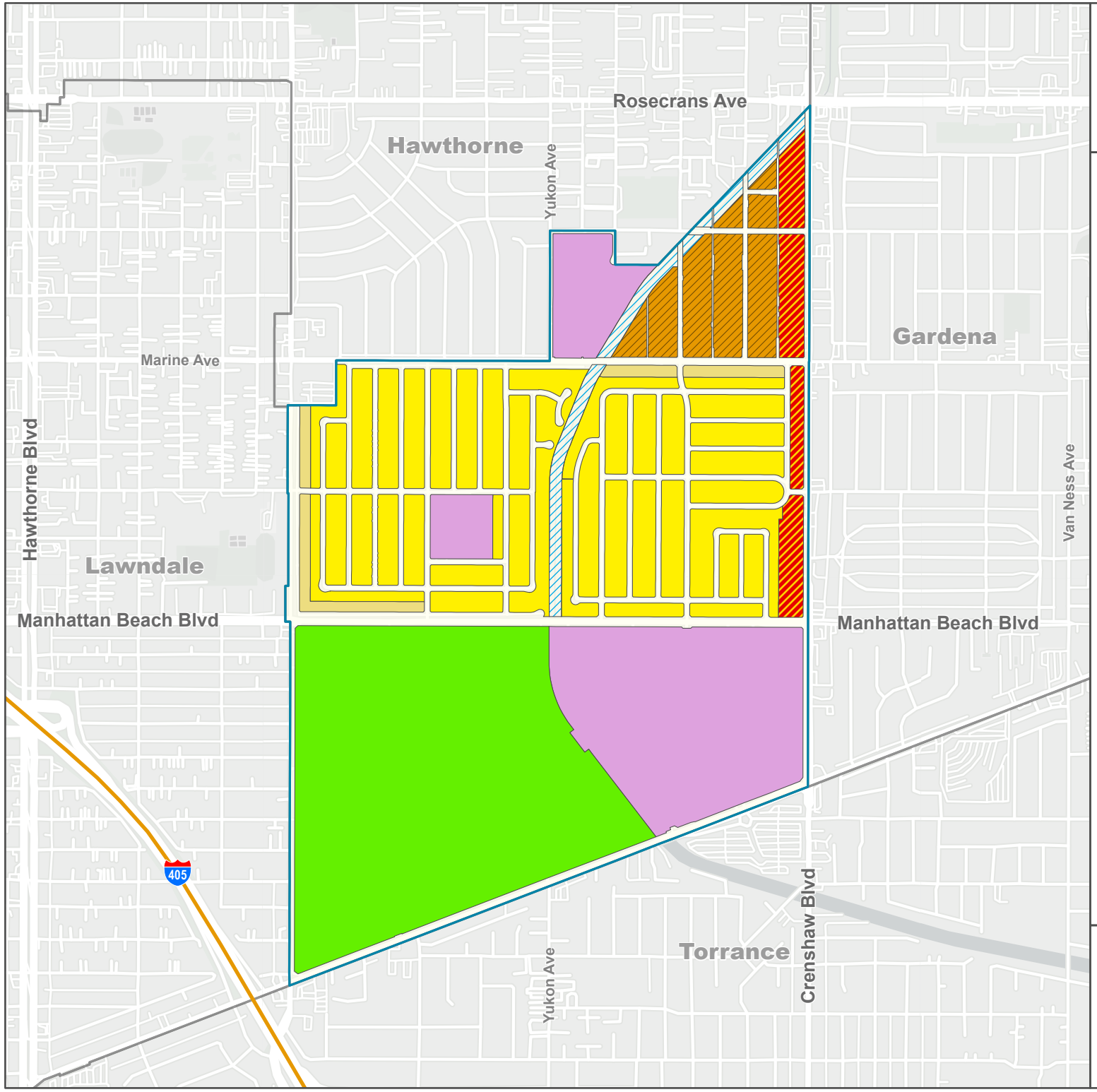
APPENDIX C

SOUTH BAY AREA PLAN LAND USE POLICY MAPS

October 2024

LA COUNTY PLANNING
South Bay Area Plan



Los Angeles County

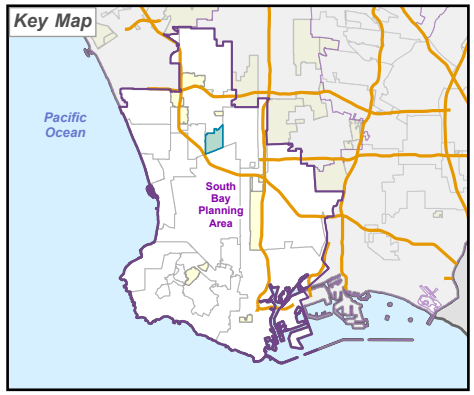
Figure C.1

South Bay Area Plan
Proposed Land Use Policy

Alondra Park / El Camino Village

Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H50 - Residential 50
- MU - Mixed Use
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water



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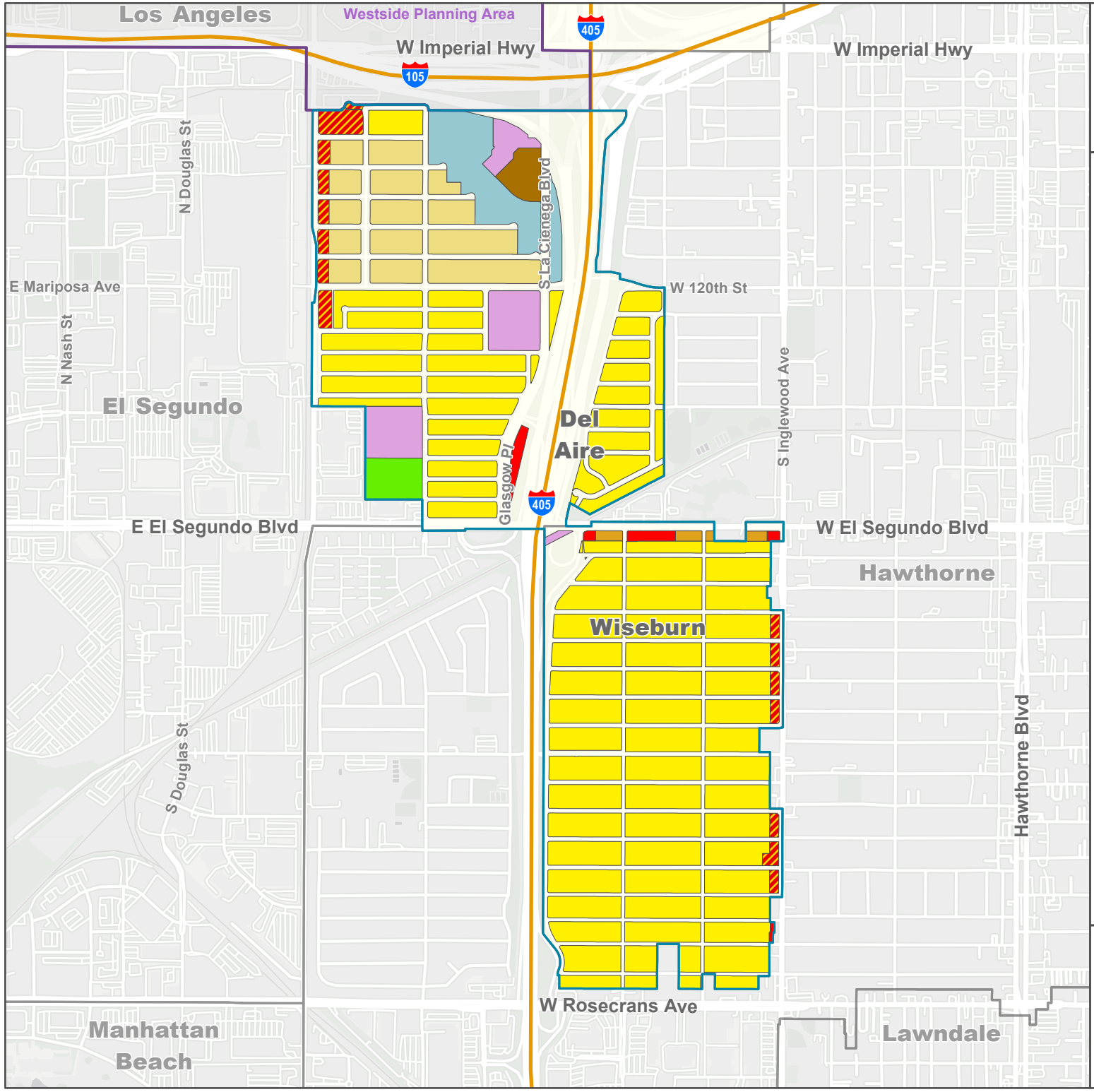


Los Angeles County

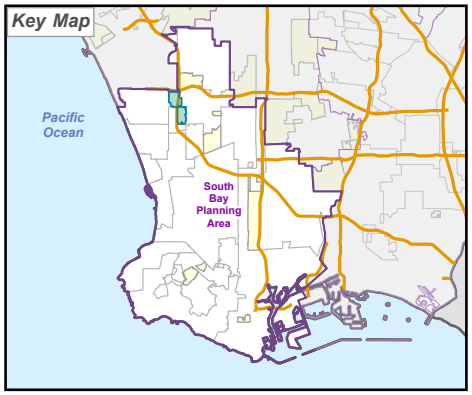
Figure C.2

South Bay Area Plan
Proposed Land Use Policy

Del Aire / Wiseburn

Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H100 - Residential 100
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation



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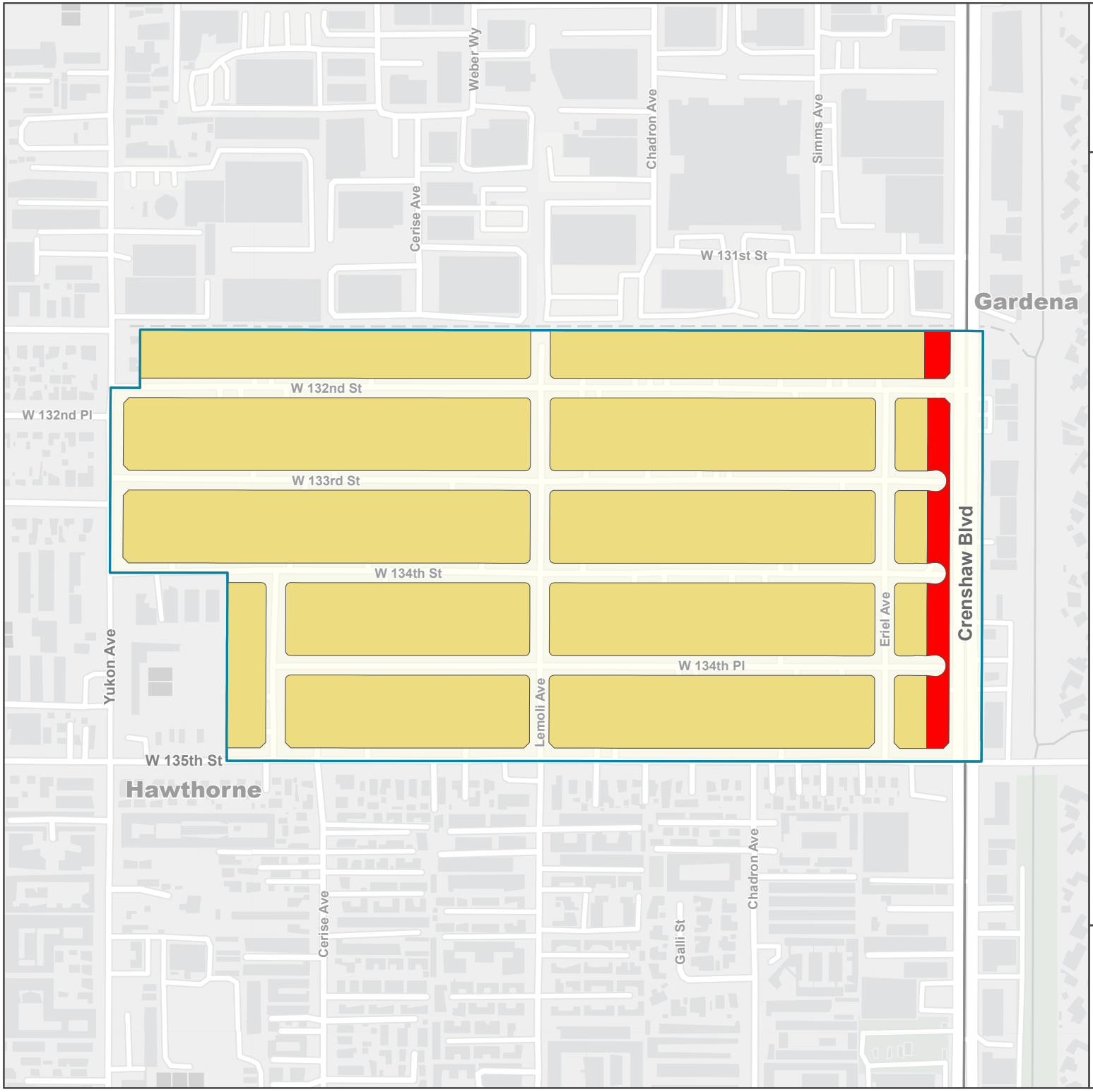


Los Angeles County

Figure C.3

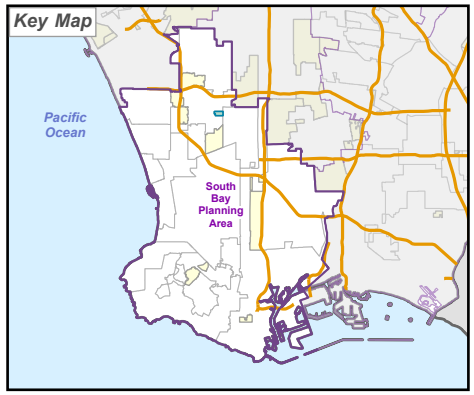
South Bay Area Plan
Proposed Land Use Policy

Hawthorne Island

Land Use Policy - Proposed

- H18 - Residential 18
- CG - General Commercial

Key Map



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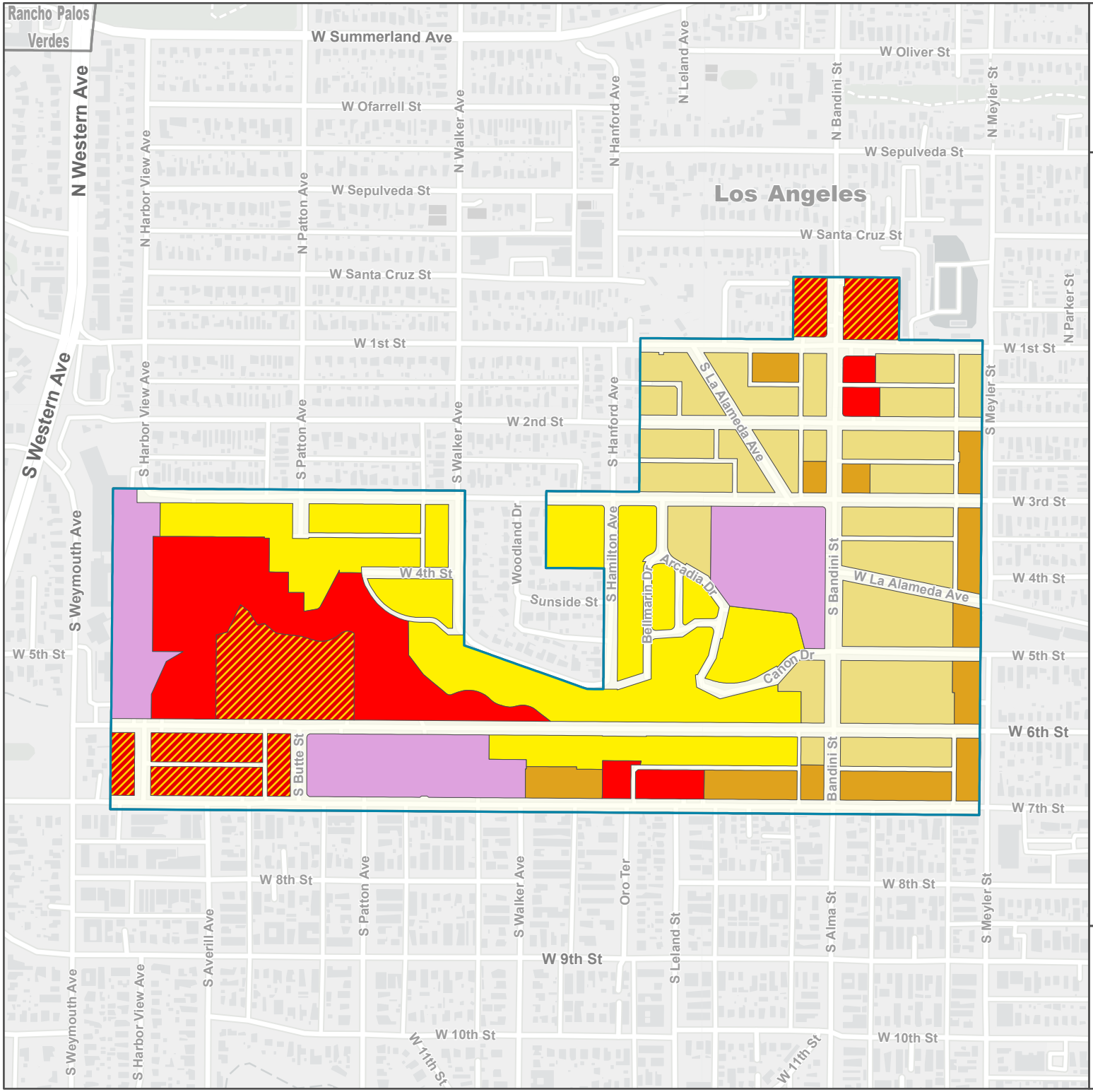
Los Angeles County **Figure C.4**

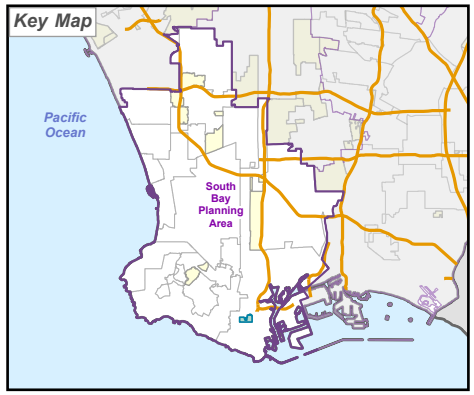
South Bay Area Plan
Proposed Land Use Policy

La Rambla



Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public



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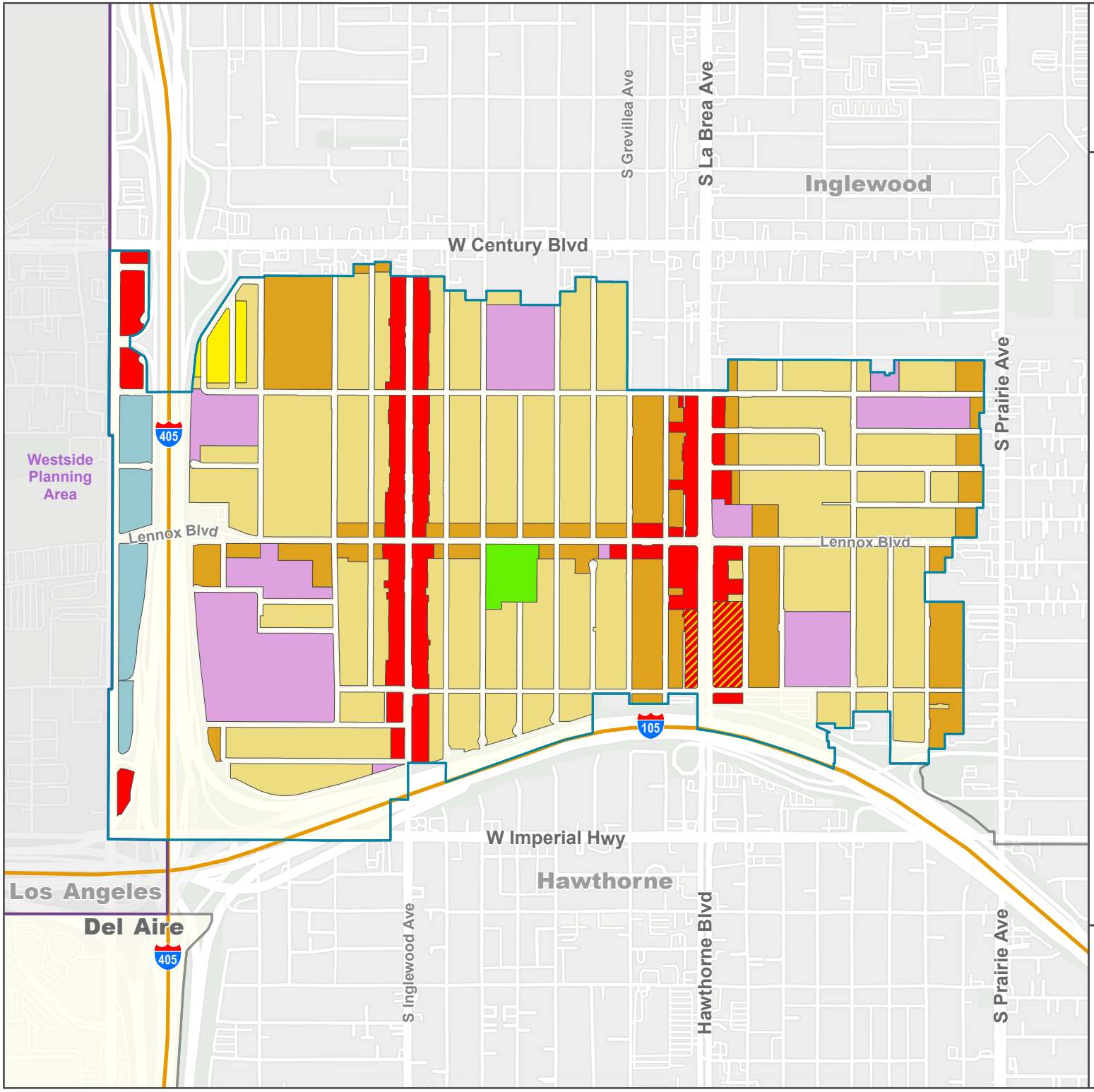


Los Angeles County

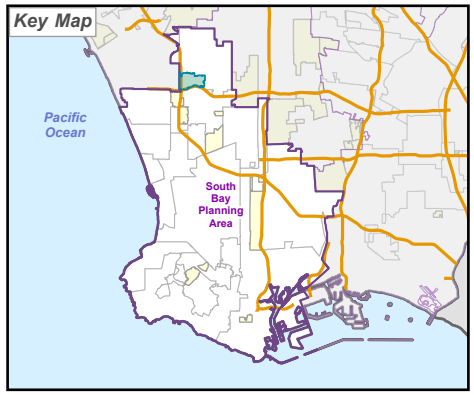
Figure C.5

South Bay Area Plan
Proposed Land Use Policy

Lennox

Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation



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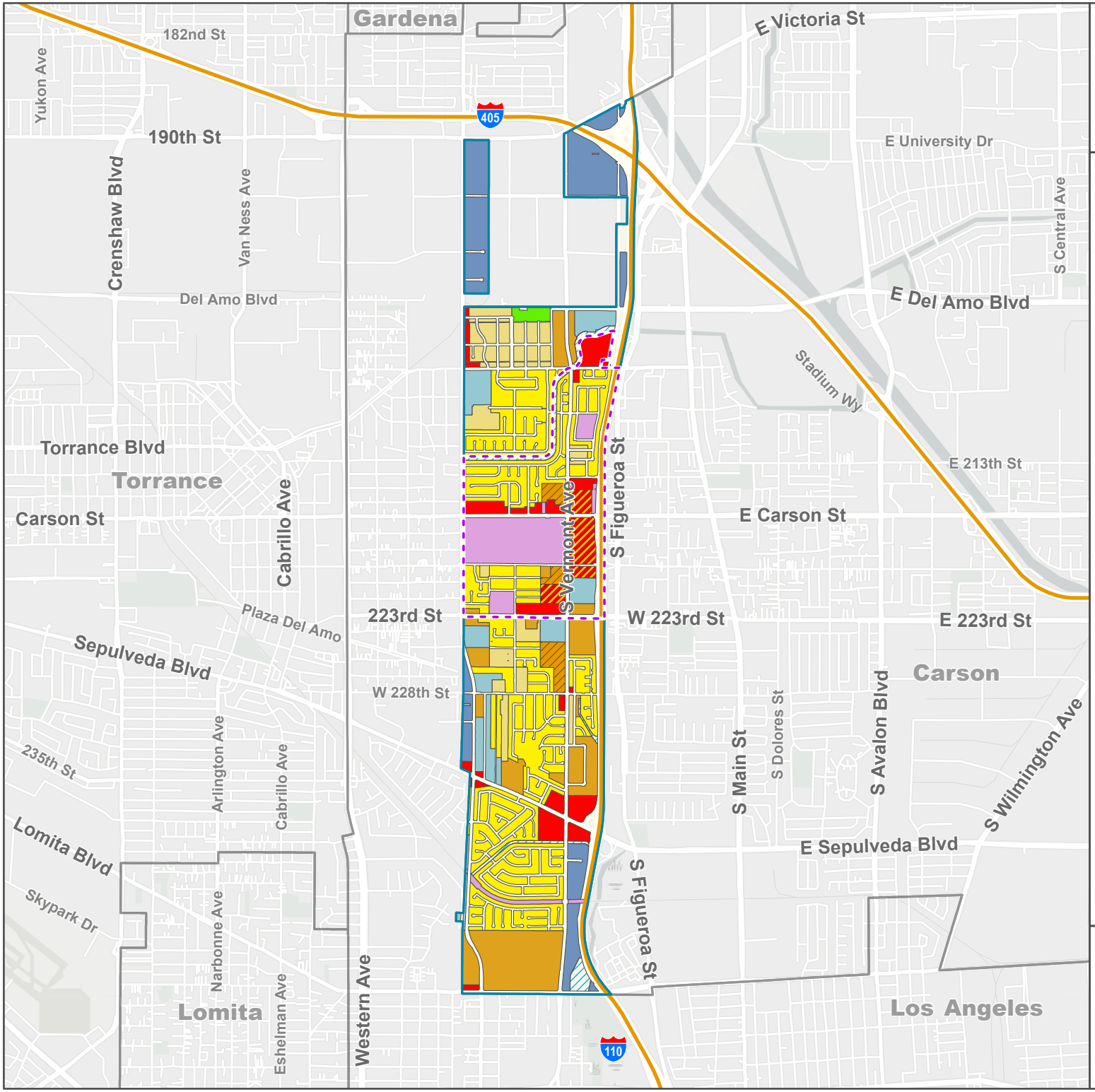


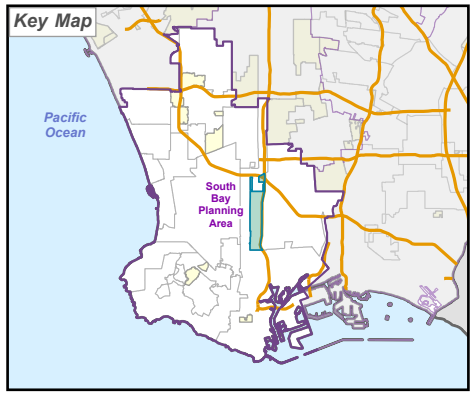
Los Angeles County **Figure C.6**

South Bay Area Plan
Proposed Land Use Policy

West Carson

Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- IH - Heavy Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water
- West Carson Specific Plan



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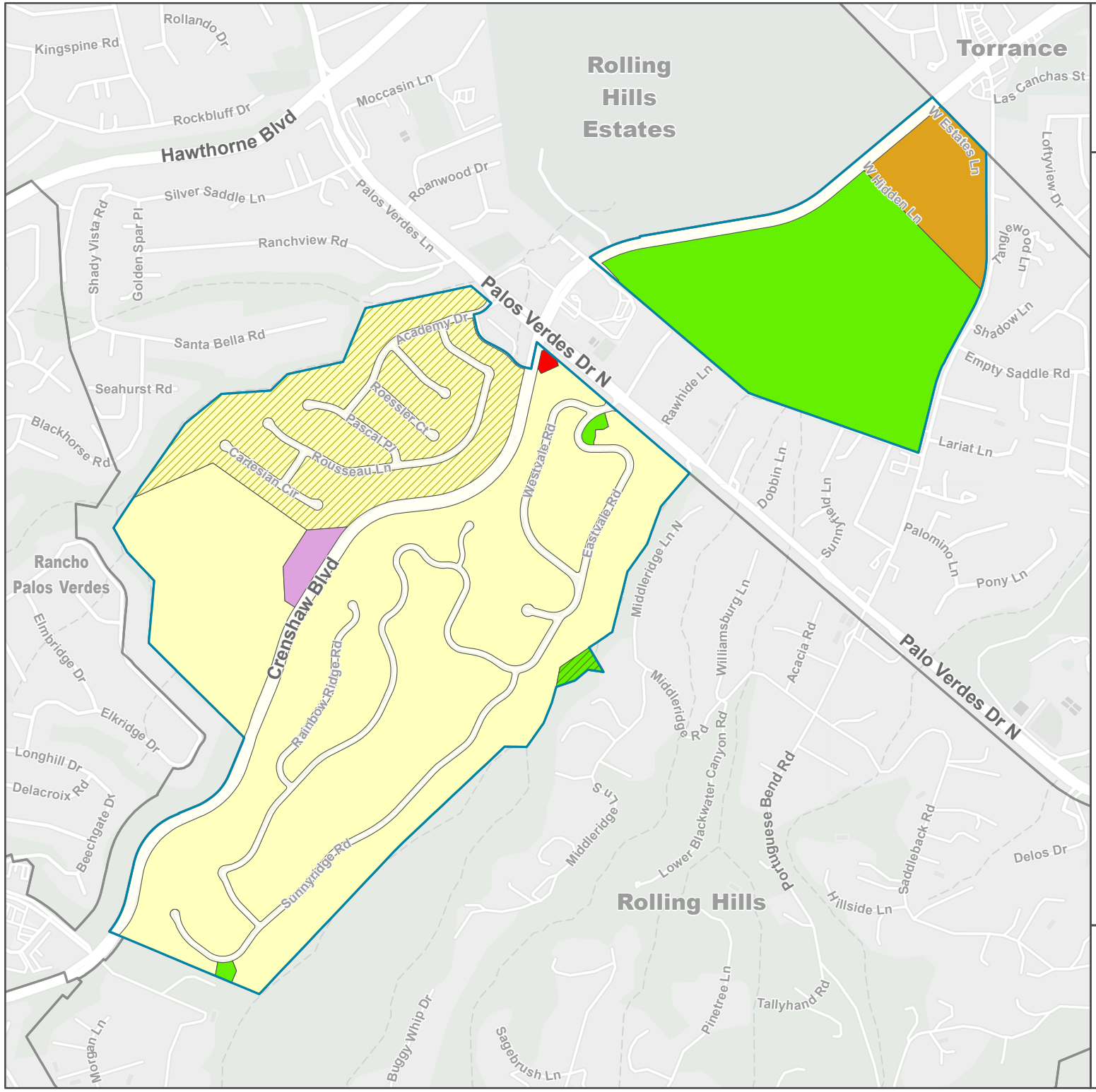
Los Angeles County **Figure C.7**

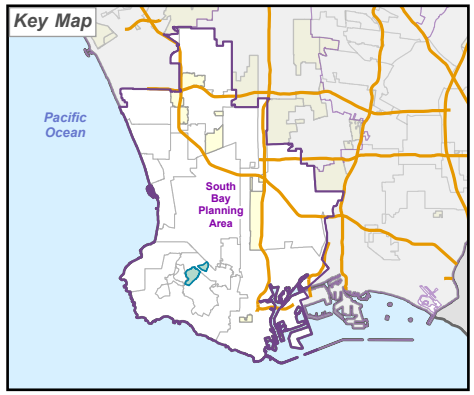
South Bay Area Plan
Proposed Land Use Policy

Westfield / Academy Hills



Land Use Policy - Proposed

- H2 - Residential 2
- H5 - Residential 5
- H30 - Residential 30
- CG - General Commercial
- P - Public and Semi-Public
- OS-C - Conservation
- OS-PR - Parks and Recreation



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