
Los Angeles City Planning

HARBOR GATEWAY

Community Plan

JULY 2021 DRAFT

TABLE OF CONTENTS

Chapter 1 Introduction & Community Profile	2	Chapter 5 Public Realm & Open Space	62
Readers' Guide	2	Goals and Policies	63
Plan Vision	3	Chapter 6 Implementation	69
Background and Relations to Other Plans	3	The Implementation Process	69
Community Profile	5	Goals and Policies	70
Guiding Principles	9	General Plan Land Use Designations	70
Chapter 2 Land Use & Urban Form	15	Zoning Regulations	71
Goals and Policies	16	Community Benefits System	71
Housing and Complete Neighborhoods	16	Community Plan Amendments	71
Cultural and Historic Resources	20	Implementation Programs	72
Centers, Villages and Corridors	23	Sources of Funding	72
Regional Center	27	Reader's Guide to the Implementation	72
Jobs and Economic Development	30	Acronyms for Agencies	73
Urban Form	34	Future Implementation Actions Established Programs	74
Chapter 3 Environmental Justice	41	Future Implementation Actions Proposed Programs	75
Goals and Policies	44	Appendices	
Community Partnership and Engagement	44	Appendix A: Relationship to Other Plans (in process)	
Health, Wellness and Sustainability	45		
Clean-Up and Remediation	47		
Land Use and Urban Form	49		
Petroleum Related Activities	51		
Chapter 4 Mobility & Connectivity	54		
Goals and Policies	55		

Chapter 1

INTRODUCTION AND COMMUNITY PROFILE

READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU.1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1)

PLAN VISION

The community of Harbor Gateway plays an important role in the history of Los Angeles and contributes significantly to the City's economy and transportation networks as it physically "connects" the Los Angeles Harbor region with the rest of the greater Los Angeles Basin. Efficient and effective connectivity within Harbor Gateway continues as important access and mobility points to community members. The community envisions a Harbor Gateway with improved transit connections, regional center, pedestrian-oriented developments, park facilities and open spaces, and clean industrial uses that will contribute to a healthy and active environment. Thriving commercial corridors with community centers, and gathering spaces will bolster a sense of identity, provide new economic activity and create walkable neighborhoods. Additionally, the plan aims to preserve existing low-scale neighborhoods and accommodate a variety of housing opportunities at densities that complement existing neighborhoods that also meet future needs.

BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The Harbor Gateway Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Housing, Open Space, Health, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity,

Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to: grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as Harbor Gateway. Framework's growth strategy for the Harbor Gateway Plan is focused around the regional center and mixed-use boulevards while maintaining the stability of residential neighborhoods. The Framework Element's growth strategy for Harbor Gateway is focused around transit and established job centers. Established, job-producing industrial districts will continue to be prioritized through the plan update, while targeted heavy industrial land within the regional center boundaries and near transit stations will be transitioned to less intense land uses prioritizing hybrid-industrial, commercial and residential uses.

Appendix A (in process) is intended to include further discussion regarding the relationship between the Harbor Gateway Community Plan and the City's General Plan. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in sustainable land use that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. The process of developing the Harbor Gateway Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

California State Law - Environmental Justice

California has enacted several state laws that are specific to environmental justice¹. These include Senate Bill 535 and Assembly Bill 1550 which direct funding to environmental justice communities; Assembly Bill 617 which created a community air quality protection program; and Senate Bill 1000 which requires environmental justice to be addressed in local government planning. The Harbor Gateway Community Plan supports these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution

¹ "Environmental justice" is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Cal. Gov. Code, §65040.12, subd. (e).)

and associated health risks by reducing the pollution experienced by frontline communities and ensuring their input is considered in decisions that affect them.

Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities (called "disadvantaged communities") and address environmental justice in their general plans. Environmental justice is especially relevant in this Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including the vehicle traffic on the 110 Freeway which bisects the northern portion of the plan area, two Environmental Protection Agency (EPA Superfund sites, oil drilling sites, industrial and logistics activities, container stacking, and a high volume of truck traffic for goods movement, among others. As such, the Community Plan includes an Environmental Justice Chapter (Chapter 3) to holistically address the overlap between land use and urban form, mobility, economics, and environmental justice. This Community Plan seeks to advance environmental justice goals and address the environmental and equity issues that are important to this community, while also preserving the area's established industrial districts which are vital to the City's economy.

Overall, the Harbor Gateway Community Plan guides future growth toward the more transit served areas such as the regional center and along major corridors. The Plan addresses incompatible land use patterns, promotes environmental justice, supports environmental resiliency, improves community health, and supports economic prosperity.

Community Profile

Harbor Gateway is unlike any other community plan area in Los Angeles with its unique columnar geographic orientation, which shares major corridors with other cities and jurisdictions such as Gardena, Torrance, and Los Angeles County. Harbor Gateway provides a vital link to the core of the City to neighboring Wilmington-Harbor City, San Pedro, and the Port of Los Angeles. Harbor Gateway and the general Harbor Area have functioned as a part of the City's main economic hub for industrial uses such as: recycling, clothing, goods, and food production and distribution headquarters, metal plating and goods movement. The northern portion of the Plan Area is divided by the 110 Freeway, and two EPA Superfund sites exist within the plan area boundaries. While Harbor Gateway has a significant amount of industrial land, it is also a major commercial business center for corporate offices. Aside from the industrial and corporate uses, Harbor Gateway has moderately sized single family and multi-family residential neighborhoods, with 39% of land uses being dedicated to residential land uses

The Harbor Gateway Community Plan Area today is arranged by similarly proportioned amounts of residential land and industrial land. It is supported by neighborhood-serving commercial corridors, regional commercial districts, and large industrial districts.

CALLOUT BOX - Developed circa 1910, Athens on the Hill is a unique and distinct low-scale neighborhood with architectural and cultural significance. The area comprises homes of various architectural styles that include Airplane Bungalow, Craftsman, Colonial Revival, Tudor Fantasy, Mid-century Modern and more. Athens on the Hill was home to numerous actors and entertainers including singer Etta James.

HARBOR GATEWAY TODAY:

IS RICH IN HISTORY

Harbor Gateway was originally part of Rancho San Pedro. The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. At the time, the area was known as the “shoestring strip” or the city strip. The annexation of the “shoestring strip” was set into motion by the necessity of Los Angeles having its own harbor.

The area was not given the name Harbor Gateway until 1985; prior to that it was still colloquially referred to as the shoestring strip. The area’s councilwoman at the time felt that it would give the area more cohesion and its residents a sense of place and pride.

Harbor Gateway has 25 Survey LA identified individual Historic Resources. Additionally, the Chacksfield Tract Residential Historic District is identified as a Planning District. The tract comprises 204 contributing and 30 non-contributing properties that are distinguished by the Traditional Ranch House style and Japanese-style gardens. The gardens are known for their manicured Japanese black pine trees, Sago palms, “Nana” juniper plants, pruned dwarf eugenias, junipers, mondo grass, Japanese stone or cast concrete lanterns, large stones, and other distinct hardscapes.

IS HOME TO UNIQUE RESIDENTIAL NEIGHBORHOODS

The land upon which the Harbor Gateway community was developed was occupied by several ranchos in the earliest period after European settlement. Prior to that, it was home to the Gabrieleno Kizh Nation and Gabrieleno Tongva tribes which had numerous settlements in the Dominguez Watershed area. Early residential development is scattered throughout the Plan Area, but primarily occurred in the northern portion around the Athens on the Hill neighborhood. Single-family residences dating from the 1910s and 1920s are the most numerous immediately surrounding Gardena Boulevard. During the post- World War II era (1940s and 1950) infill development and whole neighborhoods were developed throughout the remainder of the plan area.

HAS HISTORIC AND THRIVING COMMUNITY CENTERS

The 190th Street corridor is Harbor Gateway’s main commercial center with a variety of local and regional businesses. The large regional center is home to corporate

headquarters for international companies, financial institutions, logistic centers, and a major retail shopping center.

Gardena Boulevard has historically played a significant role in providing commercial opportunities for residents. It is home to many small businesses that line its sidewalks and provide neighborhoods serving businesses to local residents.

HOME TO CORPORATE HEADQUARTERS

Harbor Gateway has a growing number of corporate headquarters. Some companies with headquarters and flagship offices include: *King's Hawaiian Bakery, Bank of the West, Frito-Lay, and Herbalife*, among others. Additionally, evolving and emerging industries, during the time of the plan update, with research and design divisions are recently locating to Harbor Gateway such as the electronic car designer and manufacturer, *Faraday Future*, and 3D printing company, *Divergent 3D*.

HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT	RAILROAD EXPANSION	ECONOMIC DEVELOPMENT
Pre- Mission Era- 1890s	Late 1890s- Early 1900s	1920s-1930s
<ul style="list-style-type: none"> - Los Angeles County was home to native groups that predate the establishment of the California mission system and other European Settlements. While these groups are not recognized by the federal government, they are recognized by the State of California, and have maintained their tribal sovereignty, protected their cultural resources, and continue to practice many pre-colonial traditions. - The Spanish in 1799 gave 820 acres of wetlands to Juan Jose Dominguez and he passed it to his heirs in 1822. - In 1890, Congress 	<ul style="list-style-type: none"> - Harbor Gateway was originally part of Rancho San Pedro. - The Southern Pacific Railroad began purchasing large amounts of land and constructed their own wharf into the bay in 1892, which was named the Port Los Angeles. - At the time, the area was known as the “shoestring strip” or the city strip. - The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. - After annexation, the 	<ul style="list-style-type: none"> - Residential subdivisions and low density home construction begin to be developed. Prominent styles include Craftsman and Spanish Colonial Revival. - Single-family residences dating from the 1920s are the most numerous in the vicinity of Gardena Boulevard. - Gardena Boulevard begins to be developed. Some notable buildings, still in existence, include the Tepper Tire Service Station and 848 W Gardena Blvd (Survey LA, 2012). - The Dominguez Channel was fully channelized for flood safety; the Channel captures runoff from

DRAFT HG POLICY - JULY 2021

<p>appropriated \$4 million to build a breakwater for a port for the City of Los Angeles.</p> <ul style="list-style-type: none"> - San Pedro had become an established harbor by the 1890s, but it could not handle the growing volume of trade without improvements for goods movement and needed to annex what is now Harbor Gateway. 	<p>area remained undeveloped as farmland.</p>	<p>over 43,000 acres and drains into the Port of Los Angeles.</p> <ul style="list-style-type: none"> - The majority of Harbor Gateway and Gardena Boulevard remain devoted to farmland.
--	---	--

<p>MID CENTURY/POST WAR</p>	<p>MULTI-FAMILY DEVELOPMENT/ PLANT CLOSURES</p>	<p>ENVIRONMENTAL JUSTICE</p>
<p>1940s-1960s</p>	<p>1970s-1980s</p>	<p>Late 1980s-2010s</p>

<ul style="list-style-type: none"> - In the 1940s, the area was still mostly rural. The population of the area increased and the pace of development began to speed up. - Factories and heavy industries began moving into the area during this period, and the population rose as workers moved into the area. - Montrose Chemical Company opened. Rubber companies began use for the Del Amo Site. - Extensive development of Commercial-strips and shopping centers along major thoroughfares dedicated to the service and accommodation of automobiles. - Residential suburbanization rapidly occurs throughout the plan area. Subdividing remaining farmland into long and narrow lots with a network of cul-de-sacs, often not accessible from major thoroughfares. - The post-war era saw the growth of a Japanese American community, African Americans, and Latino populations. 	<ul style="list-style-type: none"> - In 1972 the Del Amo site was dismantled as a synthetic rubber plant. - In 1985, the area's then councilmember, Joan Milke Flores, promoted the name <i>Harbor Gateway</i>, prior to this it was known as simply the shoestrings strip. - Multi-family residences began to be constructed on thoroughfares . - The majority date from the 1980s, when the area experienced a rapid population increase.They are generally larger, low-scale buildings. - Montrose Chemical Company closed in 1983. - Industrial land begins to transition to office spaces and office towers and corporate parks begin to take shape in the regional center. 5 million square feet of office space was constructed from 1980 to 1988. 	<ul style="list-style-type: none"> - In October 1989, the former Montrose Chemical site was added to the Superfund National Priorities List. - The Environmental Protection Agency (EPA) recommended that the Del Amo site be added to the National Priorities List as a Superfund site in 1991. - Montrose Superfund remediation efforts began in 1994 and are ongoing. - The community formed the Del Amo Action Committee in 1994 to inform the neighborhood about their contaminated environment. - Del Amo Superfund remediation efforts began in 1995 and are ongoing - In 1999, 65 homes were purchased due to their proximity to the Del Amo Superfund Site. - Large portion of Harbor Gateway identified as an Environmental Justice Community through AB617
--	---	--

Guiding Principles

The following core principles represent the long-term priorities for the Harbor Gateway Community Plan.

IMPROVE ENVIRONMENTAL HEALTH AND FOSTER CLIMATE RESILIENCE AND REGIONAL EFFICIENCY

- Address the legacy of contamination and advance environmental justice goals
- Foster a harmonious and beneficial relationship between the community and industrial uses and public facilities
- Support a clean Dominguez Channel, improved air and water quality and remediation of superfund and brownfield sites
- Support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions and promote renewable energy and low/zero emission vehicles

PROMOTE/FOSTER AN/A EQUITABLE, SUSTAINABLE AND HEALTHY COMMUNITY

- Reduce negative health impacts by restricting new uses that are detrimental to the health and welfare of the community
- Encourage residential infill that contributes to the mixed-income and affordable housing supply
- Promote strategies to increase home ownership opportunities
- Improve land use compatibility by creating buffers and transitions between heavy/ intense uses and residential neighborhoods
- Reduce the footprint of the oil and gas industry within neighborhoods by prioritizing the plugging and abandoning of oil wells in residential areas and repurposing sites for community uses

FOSTER COMPLETE NEIGHBORHOODS AND VIBRANT COMMERCIAL DISTRICTS

- Promote a diversity of uses that support healthy living and community needs
- Concentrate growth near transportation corridors and commercial centers
- Create opportunities for a mix of housing, jobs and services
- Support the development of public realm and streetscape improvements including improvements that will have a cooling effect

SUPPORT JOB GROWTH AND INCREASED LOCAL EMPLOYMENT OPPORTUNITIES

- Allow for more commercial opportunities along corridors and imbedded within select neighborhoods
- Support an increase in employment opportunities within the community
- Encourage innovative and green industries that provide a greater number of jobs for local youth and residents
- Develop partnerships between local unions, employers, chambers of commerce, workforce development programs, and job recruiters to create career pathways for local youth

PROMOTE INDUSTRY AS A GOOD NEIGHBOR AND COMMUNITY ASSET

- Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities
- Ensure new industrial development is environmentally sustainable and well designed
- Encourage improvements to existing businesses to upgrade the visual quality of industrial areas
- Ensure that goods movement respects residential neighborhoods and follows appropriate routes

STRENGTHEN NEIGHBORHOOD CHARACTER

- Conserve unique urban development patterns
- Protect and restore historic cultural resources, neighborhoods, and landmarks
- Develop design standards that strengthen the character and identity of the community's diverse neighborhoods

ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS, RECREATIONAL FACILITIES AND OPEN SPACE AMENITIES

- Improve access to, and connectivity between, parks, recreation centers, open spaces, neighborhoods, and waterways such as the Dominguez Channel
- Encourage the creation of public spaces for people to gather and interact
- Connect neighborhoods to amenities like the Dominguez Channel and adjacent bike path

PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

- Encourage expansions to transit service along major corridors
- Prioritize pedestrian safety and comfort to encourage walking
- Increase bicycle infrastructure including bicycle parking and storage facilities, where needed

TRENDS AND PROJECTIONS (in process)

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

GENERAL PLAN LAND USE DESIGNATIONS (in process)

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

REGIONAL CENTER: Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from med-rise to high-rise, in addition to residential, retail, government, and entertainment and cultural facilities.

COMMUNITY CENTER: Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

VILLAGES: Villages are characterized by fine-grained and porous development patterns. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. These walkable centers serve as historic and cultural destinations.

NEIGHBORHOOD CENTER: Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services.

MEDIUM NEIGHBORHOOD RESIDENTIAL: Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented toward the street.

MEDIUM RESIDENTIAL: Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts.

LOW NEIGHBORHOOD RESIDENTIAL: Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented towards the street.

LOW MEDIUM RESIDENTIAL: Low Medium Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas.

The building form is low to moderate scale and buildings are typically oriented towards the street.

LOW RESIDENTIAL: Low Residential areas provide single family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

COMPACT RESIDENTIAL: Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks.

HYBRID INDUSTRIAL: Hybrid Industrial places have a distinct urban form characterized by medium and low scale development with an industrial legacy. High-quality new construction and repurposed structures collectively promote a resourceful approach to urban development that can evolve over time. These areas preserve productive activity and prioritize space for employment, including light industrial, new green industry, commercial, and vertically-integrated businesses, with careful introduction of live-work uses, where appropriate.

LIGHT INDUSTRIAL: Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Residential uses are not allowed.

PRODUCTION: Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, high-quality structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users. Residential uses are not allowed.

INDUSTRIAL: Industrial areas are centers of industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, mining and oil refineries and production. The Industrial designation does not allow residential uses.

OPEN SPACE: Open Space areas provide opportunities for passive and active outdoor recreation, public gathering, and education. These places function to preserve scenic, cultural, or ecologically important areas. While Open Space land is generally natural in character, it can also accommodate public amenities such as bathrooms and community gathering spaces, as well as limited accessory vending.

PUBLIC FACILITIES: Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public utilities, or joint public and private

developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the work day.

Chapter 2

LAND USE AND URBAN FORM

The Harbor Gateway Community Plan is home to a wide array of land uses ranging from distinctive residential neighborhoods bordered by commercial corridors which are comprised of multifamily, small-scale neighborhood-serving commercial uses, and to a proportionally high amount of industrial land, public facilities and corporate office parks. Community life thrives amidst this complex tapestry of land uses. The Community Plan Area boasts several assets, including an emerging regional center with corporate headquarters and facilities near to the Dominguez Channel and Metro's Harbor Gateway Transit Center. However, the Harbor Gateway Community is among the most challenged areas of the City due to a host of land use and quality of life issues affecting the area including the presence of two Federal EPA Superfund sites and numerous other brownfield sites throughout the Community Plan Area. In addition, the Plan Area's unique geography that shares borders with other jurisdictions presents its own challenges for oversight and management.

Harbor Gateway has a rich history and plays a significant role in the formation and unique configuration of the City of Los Angeles. The Plan Area's land uses consist primarily of low to medium density residential uses, with the majority of commercial uses concentrated in the Regional Center and along commercial corridors: Gardena Boulevard, Rosecrans Street, El Segundo Boulevard, Redondo Beach Boulevard, Vermont Avenue, Western Avenue, and Carson Street and with industrial uses concentrated along Figueroa Street, near 190th Street, and near Sepulveda Boulevard. Harbor Gateway has a very large concentration of industrial land that historically was as high as 40% of the plan area. The unique geography and location of the plan area creates an opportunity to expand the housing and commercial development options for Harbor Gateway residents and the region, at large.

This chapter specifies land use goals and policies that support community-wide objectives while addressing land use and urban form issues unique to the Harbor Gateway Plan. The policies promote complete neighborhoods that expand opportunities for housing and commercial uses in areas served by transit and in the regional center, and preserves land for industry and jobs in thriving industrial hubs. The Plan also advances urban form policies that uniquely address environmental challenges by improving compatibility with environmental challenges and reinforces the neighborhood qualities that contribute to a strong sense of community in Harbor Gateway. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use, in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate strategies for land use planning that will accommodate projected growth while embracing Harbor Gateway's unique role in the City. The policies seek to provide an equitable and viable future for generations to come by encouraging a high-quality built environment with opportunities for mixed-income, "family-sized" and affordable housing. Additionally, the policies seek to encourage vibrant commercial areas and thriving employment centers where green industries are promoted and connections to open space amenities including the Dominguez Channel are envisioned.

HOUSING AND COMPLETE NEIGHBORHOODS

The Harbor Gateway Community Plan Area consists of socially diverse neighborhoods that are rich in cultural and historic character. This Community Plan envisions residential neighborhoods that can continue to accommodate existing residents and future generations, while retaining a strong sense of community, family and place. In support of this goal, Plan policies encourage the preservation of existing housing units at affordable levels while accommodating infill housing to expand opportunities to new residents and growing households and families.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full spectrum of income levels and suitable for various multigenerational household sizes. The Plan aims to direct growth away from low-scale residential neighborhoods and towards the regional center and commercial corridors served by transit. The Plan's policies also seek to preserve and enhance the distinct character, scale and integrity of the existing residential neighborhoods. In addition, they aim to support the evolution of homeownership types and access to building generational wealth that many in this community have rightfully sought to earn as an upward social and economic mobility tool.

GOAL LU 1

SAFE, HEALTHY AND HIGH-QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 1.1

Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2

Retain existing housing and provide for the development of new housing in the regional center and along commercial corridors to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3

Promote mixed-income and mixed housing type neighborhoods with a range of housing affordability.

LU 1.4

Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models.

LU 1.5

Encourage the implementation of educational support programs and streamline the process for homeowners that opt to add a dwelling unit such as an Accessory Dwelling Unit (ADU) or expand their existing home to accommodate their evolving multigenerational family needs.

LU 1.6

Support the homeowner's choice to implement reasonable accommodation of ADUs in a single-family zoned neighborhood that are thoughtfully designed and located in a manner consistent with the established development patterns of the street block or neighborhood. (Also see Urban Form policies that address ADUs).

LU 1.7

Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community gathering spaces, as well as "family-sized" units that are suitable for larger families and households with children.

CALLOUT BOX

“Family-Sized” housing units are typically two to three bedrooms and include additional features essential for families, such as: spaces where family members can gather for meals and other activities; spaces where children can play or do homework; and spaces for outdoor play and recreation. tion space; and provide sufficient storage space. (City of Seattle, 2014)

LU 1.8

Promote multigenerational family-friendly neighborhoods with convenient and safe access to schools, parks and community facilities, childcare services, libraries, grocery stores and other neighborhood-serving retail.

LU 1.9

Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers, Neighborhood Centers, Hybrid Industrial, Villages, and the Regional Center.

LU 1.10

Promote development that features universal design elements within various housing types and outdoor amenity spaces that provide adequate housing units for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 1.11

Promote the modernization and improvements to the physical design, condition and overall safety of all public housing units and mobile home parks to ensure quality of life and conform with all applicable health and safety codes.

LU 1.12

Implement the city’s overall strategy to address the multiple efforts that alleviate the pressures addressing houseless or homeless individuals and families equitably across the city.

LU 1.13

Support the development of transitional housing and emergency shelters that serve those experiencing homelessness, provide transitional/supportive services, and support special needs populations, in appropriate locations with community input.

LU 1.14

Consider the amount, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 1.15

Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness.

GOAL LU 2

NEW HOUSING THAT IS LOCATED IN A MANNER WHICH REDUCES VEHICULAR TRIPS AND MAKES IT ACCESSIBLE TO SERVICES AND FACILITIES.

LU 2.1

Locate higher residential densities near commercial centers and transit hubs where public service facilities, utilities, and topography will accommodate this development.

LU 2.2

Provide for livable “family-sized” housing at higher densities in appropriate locations.

LU 2.3

Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian- oriented areas.

LU 2.4

Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

GOAL LU 3

RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 3.1

Preserve the residential character and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 3.2

Ensure that existing oil well sites located in residential areas have well-maintained and landscaped front yard setbacks, be enclosed by perimeter fencing (except for the front yard portions), and have well-maintained oil equipment at all times. (also see Chapter 3 Environmental Justice Land Use and Urban Form policies).

LU 3.3

Ensure projects developed on the superfund sites that are located adjacent to residential properties observe attractively landscaped and well maintained front yard setbacks, be enclosed by fencing along the lot lines (except for the landscaped front yard portions) (also see Chapter 3 Environmental Justice Land Use and Urban Form policies).

LU 3.4

Support the creation of master plans for large comprehensive residential developments in Harbor Gateway to facilitate the development of a variety of mixed-income housing types.

GOAL LU 4

NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 4.1

Discourage the displacement of existing residents and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 4.2

Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 4.3

Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

CULTURAL AND HISTORIC RESOURCES

The Harbor Gateway Community Plan Area has an important history as a result of its unique role in connecting the historic core of the City of Los Angeles to the Harbor region. The conservation of historic resources protects this built legacy, ensuring continuity of neighborhood identity and pride within the community.

Early residential development from the 1910s and 1920s can be found throughout Harbor Gateway, but primarily located in the northern portion of the plan area and immediately surrounding Gardena Boulevard. Single-family neighborhoods date back from the 1910s through the 1950s. Unique neighborhoods such as Athens on the Hill and the Merit Tract and Orchard Avenue are prime examples of pre and post-war residential development in the Harbor Gateway Community Plan Area.

(See Appendix B IN PROCESS: Historical Development Patterns for more information on the development of the Community Plan Area.)

(CALLOUT BOX) **Gardena Boulevard** is a historic commercial corridor that has been identified as having many individual resources through SurveyLA. Development began along this neighborhood commercial district in the 19th century and the commercial center expanded in the 1910s and 1920s. A majority of the remaining buildings date between 1923 and 1931.

Harbor Gateway residents place great value in their community and embrace its historic foundation and notable past residents. The Plan seeks to protect and reinforce the character of many of Harbor Gateway's significant historic places by encouraging the conservation and restoration of identified historic resources and planning districts, while providing design guidance for new development to ensure that buildings are compatible with the visual character and architectural features of the Community Plan Area's distinct places.

LU Goal 5

HARBOR GATEWAY'S CULTURAL HERITAGE ENDURES THROUGH CONSERVATION OF HISTORIC RESOURCES AND PLANNING DISTRICTS THAT PRESERVE THE CULTURAL CHARACTER OF THE COMMUNITY.

LU 5.1

Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.

LU 5.2

Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.

LU 5.3

Support the conservation of cultural and social resources as an enduring source of cultural and civic pride.

LU 5.4

Support efforts to preserve the potential historic resources in Harbor Gateway identified through SurveyLA and future comprehensive historic survey efforts.

LU 5.5

Encourage the restoration and adaptive reuse of distinctive residential architecture dating from the first half of the 20th century.

LU 5.6

Protect residential character districts with a buffer or separation from commercial uses, such as locating parking areas and landscaping between commercial and residential areas, and where appropriate, providing a buffer by means of a solid wall and/or landscaped setback.

LU Goal 6

RESIDENTIAL AND COMMERCIAL DISTRICTS THAT PRESERVE THE LEGACY BUSINESSES, AND VARIED COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

LU 6.1

Explore the application of character districts to support efforts to conserve architecturally distinctive residential neighborhoods such as Athens on the Hill, and the Chacksfield-Merit Tract, and Orchard Avenue.

LU 6.2

Retain, support, and reinforce the various historic and architectural elements of Athens on the Hill, including the development patterns, tree canopies, and the landscaped medians along Athens Boulevard and Laconia Boulevard.

LU 6.3

Support and strengthen the historic and cultural legacy of African-American residents of Athens on the Hill.

LU 6.4

Maintain and strengthen the integrity of post-war architectural styles such as Traditional Ranch and distinguished Japanese-style landscaping in areas such as the Chacksfield Tract Survey LA Planning District.

LU 6.5

Support the restoration of the historic homes on Orchard Avenue in a manner that preserves the craftsman and cottage architectural elements and integrity of existing structures.

LU 6.6

Retain, support, and reinforce the Japanese influenced cultural elements and design features along Western Boulevard between 182nd Street and the 405 Freeway, including architectural influences, artwork, legacy businesses, and institutions.

LU 6.7

Support the rehabilitation and reuse of buildings and materials with architectural character, such as existing early 20th Century brick commercial buildings, especially along Gardena Boulevard.

LU 6.8

Support residential character districts with buffers or separation from commercial uses, such examples include, but not limited to, locating parking areas and landscaping between commercial and residential areas, and where feasible apply buffers such as solid walls and/or landscaped setback.

CENTERS, VILLAGES AND CORRIDORS

Harbor Gateway's unique shape provides several commercial areas that serve both the Plan Area residents and the surrounding region. Most corridors are shared with neighboring cities and adjoining plan areas. A guiding principle for the community is to foster vibrant commercial districts and corridors, which include regional centers, that are currently underutilized and are not providing adequate goods and services to community residents and stakeholders. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan aims to balance good urban design with the growth of small and medium-sized businesses that provide local employment opportunities, generate economic activity and enhance the sense of community.

Primarily, commercial centers and corridors include Sepulveda Boulevard, Gardena Boulevard, Rosecrans Street, El Segundo, 190th Street, Normandie Avenue, Vermont Avenue, Redondo Beach Boulevard, Western Avenue, and Carson Street. They currently serve as focal points for shopping, civic, social and recreation activities and provide space for professional offices, small department stores, restaurants, neighborhood services, and entertainment facilities.

The Plan encourages robust mixed-use development along commercial corridors and at targeted locations and within the Regional Center. Mixed-use development combines multi-family residential dwelling units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. By encouraging mixed-use development, the Plan reinforces the importance of additional housing and a variety of housing types. The Plan also emphasizes the importance of a diverse and equitable distribution of goods and services which contribute to a community's well-being. Plan policies also support appropriate transitions between new development along corridors and abutting lower-scale residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors to create a place where residents and businesses come together and community life develops and prospers. The following goals and policies are applicable to all commercial land uses, including the regional center.

GOAL LU 7

STRONG AND COMPETITIVE COMMERCIAL DISTRICTS THAT BEST SERVE THE NEEDS OF THE COMMUNITY.

LU 7.1

Encourage investment and new commercial uses in established commercial areas, existing shopping centers, and the regional center.

LU 7.2

Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants and entertainment venues.

LU 7.3

Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 7.4

Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 7.5

Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 7.6

Encourage the commercial expansion along Gardena Boulevard, Vermont Avenue, 190th Street, and Carson Boulevard to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 7.7

Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance El Segundo Boulevard, Rosecrans Boulevard, Redondo Beach Boulevard, Gardena Boulevard, 182nd Street, Vermont Avenue, Normandie Avenue, Western Avenue, 190th Street, Carson Boulevard, and Sepulveda Boulevard.

LU 7.8

Support commercial development in and around the Harbor Gateway Transit Center, Dominguez Channel, and the entire Regional Center providing access to transit shopping, civic, social and recreational activities.

LU 7.9

Support increases to the residential unit density of future development located at strategic points along commercial corridors such as Gardena Boulevard and Carson Boulevard, activity centers, and the Regional Center.

LU 7.10

Support the retention of compatible, legal non-conforming uses that are a recognized and helpful contributors to the well-being of a neighborhood (e.g., small-scale and independently-owned neighborhood stores, corner grocery stores).

GOAL LU 8

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 8.1

Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 8.2

Support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants, and fitness facilities) by prioritizing and increasing ground floor commercial uses over residential-only development in Community Center, Neighborhood Center, Villages and the Regional Center designations. (Also See LU 7.4)

LU 8.3

Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 8.4

Encourage a range of uses to support healthy living, provide vital goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

GOAL LU 9

MEDIUM AND HIGHER DENSITY MIXED-USE DEVELOPMENT THAT IS LOCATED APPROPRIATELY WITHIN THE COMMUNITY.

LU 9.1

Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, and work, and enjoy access to healthy open spaces with reduced reliance on the automobile.

LU 9.2

Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the character of the surrounding residential neighborhoods.

LU 9.3

Promote mixed-use projects in proximity to transit corridors and in commercial centers.

LU 9.4

Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores, community facilities or pharmacies.

LU 9.5

Encourage mixed-income neighborhoods that provide a variety of housing types and a range of housing affordability.

GOAL LU 10

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 10.1

Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 10.2

Accommodate the needs of employees and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 10.3

Provide public parking near commercial centers and villages to help protect residential neighborhoods from parking encroachment.

LU 10.4

Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

Regional Center

Regional Centers are designed to allow a wide range of uses, which co-exist to form a self-sustaining and livable community. The Harbor Gateway Regional Center is a focal point for employment, housing, community-serving, and entertainment uses served by various transit options. In particular, the Plan seeks to strengthen the viability of the Regional Center through the Commercial, Hybrid Industrial, and Light Industrial provisions of this chapter with the intent to maintain the industrial base in and around the Regional Center and overall Harbor Gateway geography. Policies in this section identify the priorities for higher density mixed-use and commercial development along commercial corridors within the Regional Center. In addition to the policies in the section above the following are regional center specific policies.

GOAL LU 11

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE REGION AND THAT SERVES AS THE HEART OF HARBOR GATEWAY COMMUNITY PLAN AREA.

LU 11.1

Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 11.2

Encourage complete neighborhoods that produce new employment and housing opportunities in the Regional Center by producing a variety of uses to create complete, pedestrian-oriented, bicycle-friendly districts.

LU 11.3

Consider commercial and hybrid industrial zones in the Regional Center to support a variety of uses, including civic and government-related services and regional-serving uses for community stakeholders.

LU 11.4

Support hotel tourist-serving land uses in the Regional Center which address the needs of visitors arriving to the Harbor Gateway area for business, tourism, conventions, entertainment and trade shows.

LU 11.5

Encourage the redevelopment of underutilized buildings and properties to accommodate the demand for housing and jobs that contribute to a vibrant Regional Center.

LU 11.6

Foster improved cohesiveness between the entire Regional Center, the Dominguez Channel, and the Gardena Willows Wetlands through opportunities for well-designed development on parcels between Artesia Boulevard and 190th Street that provides desired commercial-residential mix of uses with public viewing of the Dominguez Channel (e.g. restaurants, promenades, observation decks, etc) and easy access to the Gardena Willows Wetlands.

LU 11.7

Pursue a comprehensive way finding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as the Harbor Gateway Transit Center and the Dominguez Channel bike path.

LU 11.8

Support the development of major projects within the Regional Center that create livable communities with access to open space, hubs for employment, housing,

community-serving facilities, and entertainment uses served by various transit options.

LU 11.9

Support the implementation of new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

JOBS AND ECONOMIC DEVELOPMENT

The Community Plan recognizes the wide array of jobs and industries located in Harbor Gateway as a major economic asset to the local community and region. The Community Plan Area's commercial, institutional and industrial businesses provide an abundance of employment opportunities. Existing industrial land has the potential to become a hub for new and emerging businesses, as well as attract green technology industries. The area's commercial corridors present an opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers. The regional center will continue to serve as a job center for companies that operate on the local to international levels.

(CALLOUT BOX) The Harbor Gateway community functions as an important economic corridor for the entire Harbor Region. Historically a part of the Gardena Valley and called the Gardena-Torrance District of the City, the "shoestring" was home to agricultural land and Post-war factories. Current industrial hubs along Figueroa Street, in and adjacent to the Regional Center, and just north of Sepulveda Boulevard include clothing manufacturing companies, Frito Lay, and Kings Hawaiian. The regional center is an important commercial office hub in the region and home to the corporate headquarters of companies like Herbalife and Citizens Bank.

Commercial Areas

The Community Plan recognizes the potential to revitalize, strengthen and restore the area's key commercial corridors. The Community Plan seeks to increase job opportunities along commercial corridors and to serve as a major asset for the local community and the City of Los Angeles.

GOAL LU 12

A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 12.1

Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 12.2

Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 12.3

Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 12.4

Support public-private partnerships that help to revitalize small businesses and start up businesses that are recovering from financial hardships.

Regional Center

The Community Plan recognizes the potential to strengthen and enhance the area's regional center. The Plan seeks to increase employment, government and civic services, and business opportunities proximate to regional public transit and three freeways. The regional center includes a large percentage of parcels designated for corporate headquarters, hospitality uses, and flagship offices and serves as a major asset for the local community, the South Bay region, and the entire City of Los Angeles. The following policies are applicable to the Regional Center only.

LU 12.5

Promote a "pluralistic economy" by supporting dynamic partnerships among local academic institutions, government, businesses, and nonprofit organizations.

LU 12.6

Cultivate a prosperous and complete Regional Center that provides an opportunity for local employees in all sectors to live and work in close proximity.

LU 12.7

Encourage mixed-use and commercial development to provide retail spaces conducive to community-serving small businesses and business incubation.

Industrial Areas

The Community Plan seeks to preserve a strong industrial base to provide jobs for residents and promote economic vitality. The Plan's goals and policies are aimed at protecting the viability of industrial land, revitalizing and repurposing established industrial districts into more environmentally sensitive employment centers. The Plan encourages new land use policies to improve the development of its established industrial districts and to attract new employment-generating industries. The industrial sector in Harbor Gateway represents an important resource in terms of City tax revenues, facilities for production, distribution of goods, major employment centers for skilled and semi-skilled workers throughout the region.

Plan policies will support the preservation of established industrial districts to promote an equitable jobs/housing balance and help ensure appropriately located land accommodates existing, new and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of industrial uses and design of projects in order to minimize potential impacts, ensure adequate screening and landscaping and promote high-quality architectural character. Light industrial and hybrid industrial areas will typically serve as improved transition zones between heavy industrial land and residential or commercial areas. These areas will allow for flexibility in accommodating a variety of uses such as commercial or light manufacturing while limiting and prohibiting noxious uses. Strategically designated hybrid industrial areas are intended to include limited live-work uses while providing job-generating light industrial uses that are more compatible with sensitive uses. Chapter 3 provides additional goals and policies related to environmental justice that are applicable to industrial areas.

GOAL LU 13

LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 13.1

Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 13.2

Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 13.3

Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 13.4

Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and local educational institutions to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 13.5

Encourage efforts to upgrade the appearance, infrastructure and built environment of the industrial areas to improve economic activity and viability of those areas.

LU 13.6

Promote efforts that ensure businesses in Harbor Gateway have access to benefits and incentives similar to those in City's Clean-Up Green-Up and other implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

GOAL LU 14

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 14.1

Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 14.2

Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 14.3

Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU GOAL 15

EXISTING AND FUTURE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT ARE LOCATED CONVENIENT TO TRANSPORTATION FACILITIES AND SUPPORTIVE OF THE SURROUNDING LAND USES.

LU 15.1

Ensure an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

LU 15.2

Ensure that industrial uses, including cargo container storage facilities, have direct access from major thoroughfares or through industrial areas, not through residential areas.

LU 15.3

Encourage efforts to restore environmental integrity, upgrade the appearance, infrastructure and the built environment of the industrial areas to improve economic activity and viability of those areas.

URBAN FORM

Urban form plays an integral role in shaping how people experience and relate to the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities and each other. Additionally, urban form and design strategies can positively support well-being and improve health outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of Harbor Gateway help shape the daily experiences and social lives of all members of the community.

Harbor Gateway is made up of unique neighborhoods and commercial centers with historic and distinctive characteristics. Commercial corridors, such as Rosecrans Street, El Segundo Boulevard, Carson Boulevard, and Redondo Beach Boulevard, consist of wide thoroughfares with retail businesses and community services that serve the local community. The Plan recognizes these distinct characteristics and encourages all architectural and site design projects to contribute to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

Residential Areas

GOAL LU 16

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT CHARACTER AND INTEGRITY.

LU 16.1

Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

LU 16.2

Protect existing lower density residential neighborhoods from new construction that is out-of scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form and allow for contextual infill.

LU 16.3

Protect existing characteristics of the residential neighborhoods through attention to the building orientation, prominent front yard setbacks, overall site design, and outdoor amenity space.

LU 16.4

Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 16.5

Encourage the retention of established plantings, including edible landscaping (where appropriate), in residential neighborhoods by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 16.6

Provide a buffer or separation between commercial and residential development, such as locating parking areas with a solid wall and/or generous landscape setback.

Commercial Areas

GOAL LU 17

ENHANCED AND ATTRACTIVE REGIONAL CENTER AND COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE COMMUNITY IDENTITY OF HARBOR GATEWAY.

LU 17.1

Support new development in the regional center and along commercial corridors and ensure development is of high quality building materials, with well designed signature architecture that invites and welcomes people to Harbor Gateway.

LU 17.2

Support improvements to existing buildings in the regional center and along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 17.3

Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping, pedestrian pathways and open space.

LU 17.4

Encourage new infill multi-family residential development that is consistent with the existing neighborhood character.

LU 17.5

Encourage appropriate and contextual building articulation features such as design elements, building materials, or physical building breaks that allow for natural light infiltration while incorporating designs that allow for optional natural ventilation and cooling features.

LU 17.6

Promote varied and engaging building façades by providing functional and quality design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

LU GOAL 18

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 18.1

Encourage the design of commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to support a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural, and architectural context and overall enhances community identity.

LU 18.2

Ensure that commercial infill projects achieve harmony in design consistent with the best of existing exemplary development and draws upon community identity.

LU 18.3

Support efforts to enhance community identity, scale and architectural variety, by promoting quality site and landscape design for new commercial uses.

LU 18.4

Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscapes and public outdoor plazas.

LU 18.5

Foster development with new buildings that are oriented to and actively engage the public realm through such features as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking and drop-off/pick-up areas.

LU 18.6

Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 18.7

Encourage the integration of pedestrian amenities that support the concepts of place-making people streets and connectivity such as lighting, shade trees, rest areas, and universally accessible wayfinding signs that guide pedestrians to other destinations.

LU 18.8

Support the connection of outdoor integrated spaces for area residents to shopping and gathering spaces such as outdoor dining, public plazas and other outdoor amenities that are universally accessible.

LU 18.9

Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 18.10

Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 18.11

Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 18.12

Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 18.13

Prioritize the installation and maintenance of street furniture (such as ADA designed bus shelters, benches, trash receptacles, and drinking fountains), including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities.

LU 18.14

Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and neighborhood identity.

LU 18.15

Support architectural innovation, building creativity, and roof forms while maintaining safety and engineering integrity.

LU 18.16

Strategically locate, orient, and design tall buildings to provide access to sunlight, sky view, waterways, and open spaces.

LU 18.17

Focus building massing and orientation along major streets, sidewalks, open spaces and public spaces in order to establish a well-defined setting for pedestrian activity and public life.

LU 18.18

Encourage building design and orientation that eliminates negative space between buildings in favor of establishing a strong, seamless, and active streetwall.

LU 18.19

Encourage building edges that add visual interest by creating depth and shelter in the form of building features such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 18.20

Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm and open spaces.

GOAL LU 19

STRONG COMMERCIAL DISTRICTS WITH IMPROVED DESIGNS THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 19.1

Ensure that projects are designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

LU 19.2

Encourage urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 19.3

Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts and implement sustainability best practices.

LU 19.4

Support practical design features that help to screen open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

Industrial Areas

GOAL LU 20

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 20.1

Create and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles, which help guide decision-makers' review of projects that enhance the built environment.

LU 20.2

Upgrade industrial areas by promoting high quality industrial development that is compatible with adjacent land uses and incorporates sustainable design and practical landscaping features that support drought tolerant, native planting, and low maintenance landscaping.

LU 20.3

Encourage building facade treatments that provide visual interest, articulation such as climbing plants, vegetation and green walls. All of which discourage vandalism and promote a healthy and visual aesthetic that enhances the built environment.

LU 20.4

Encourage upgrades to parcels in industrial areas to include features that help capture, infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 20.5

Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase infiltration and reduce runoff.

Public Realm and Open Space

GOAL LU 21

A HEALTHY COMMUNITY WITH ACCESS TO A DIVERSITY OF PUBLIC AND OPEN SPACES THAT INCLUDES GREEN OPEN SPACES, RECREATIONAL AND PARK FACILITIES FOR THE COMMUNITY TO GATHER, SOCIALIZE, AND CELEBRATE.

LU 21.1

Encourage innovative design strategies that help to improve physical connections to parks and promote the use of open spaces.

LU 21.2

Carefully review the design and implementation of unique buffering such as natural landscape setbacks that provide enough distance to protect Significant Ecological Areas (SEAs) including trails, waterways, and wildlife habitats for the overall protection of plant and animal species.

*Also see more goals and policies in Chapter 5 Public Realm and Open Space.

CHAPTER 3 ENVIRONMENTAL JUSTICE

Environmental justice is of prime importance in the Harbor Gateway Community Plan Area and is especially crucial because its residents have historically experienced the disproportionate and long-term effects of pollution and exposure. Environmental Justice Communities are those communities that have historically experienced health and environmental disparities and have socioeconomic factors that make them more vulnerable to pollution. The Harbor Gateway community continues to confront various environmental and air quality challenges stemming from a number of industries including auto-related uses, former chemical manufacturing facilities, open container storage, as well as from mobile sources such as freeway traffic and freight truck traffic along city streets. Additionally, the plan area is home to two U.S. EPA Superfund sites that have long-term negative impacts on the soil and local groundwater below the sites. The community has endured long-standing industrial-residential land use conflicts which have caused adverse environmental and visual impacts and contributed to negative effects on general health and wellness.

The Del Amo and Montrose Superfund sites have contributed to soil and groundwater contamination onsite and within surrounding neighborhoods and jurisdictions. The community has actively worked with local and federal regulators to reduce the risks to human health in the environment through a combination of remedial cleanup, engineered controls such as slurry walls and ventilation systems, and site restrictions such as groundwater use restrictions. The US. EPA oversees a soil cleanup plan and a groundwater treatment system to remove contaminants from the groundwater. The EPA has created a Community Involvement Plan (CIP) to address community involvement and outreach at both sites. The Community Plan seeks to support the EPA efforts and to prevent any additional public health and environmental issues caused by the superfund sites through the following environmental justice goals and policies.

(CALLOUT BOX)

Environmental justice has been characterized as the right for individuals to live, work, recreate in a community free of environmental hazards, and ensure that all residents are engaged in the decision making process. The Government defines it as the following:

“The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies.”
Government Code Section 65040.12

Despite the challenges presented by the interface of residential and industrial land uses there have been various planning efforts citywide that help ameliorate the impacts from industrial uses by improving physical siting and reducing environmental impacts. Prime examples are programs such as the 2017 Clean-Up Green-Up Ordinance and the adoption of regulations that prohibit some open storage uses, reduce run-off and limit cargo container stacking near residential neighborhoods. These efforts are the result of collaboration between city agencies, engaged community members and organizations that work tirelessly to bring about improvements to their community.

Building upon the City's Health Element - the Plan for a Healthy LA, the purpose of this chapter is to further contextualize policy guidance that addresses the intersection between land use, public health, and the environment from an equity lens. The goals and policies of this chapter consider both existing land use conflicts and evolving land use planning priorities for the Harbor Gateway community.

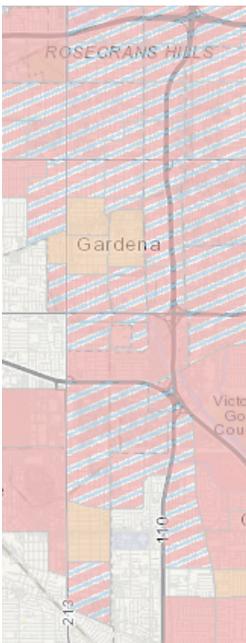
The Community Plan envisions a safer and cleaner environment for the Harbor Gateway community where industrial uses and residential neighborhoods are improved and mutually co-exist. While many of the existing industrial businesses may have environmental challenges, they also contribute to the local economy and job base. The Community Plan reinforces ongoing efforts to address past land use planning that enabled heavy/polluting industrial uses to operate in close proximity to residential areas through sensitive zoning, the creation of buffer zones, transitions of heavier industrial land uses and more robust industrial development standards. The intent is to enable industrial businesses to continue to thrive, but also operate in a way that minimizes adverse impacts to the community and the environment. In addition, the Plan seeks to transition underutilized heavy industrial land to hybrid industrial and commercial land use designations to encourage clean-tech job creation and to expand the commercial and residential development opportunities in the Plan Area. The Community Plan also seeks to protect communities from noxious uses, encourage cleaner industrial uses, support community revitalization and beautification, promote access to public and recreational facilities, and improve the overall quality of life. Additionally, the Community Plan fosters a community where equitable public and community investments and services are provided that improve the health and welfare of the local community.

As discussed in Chapter One, Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as "disadvantaged communities," and address them in their general plans. This chapter discusses the environmental conditions in Harbor Gateway and provides goals and policies that guide land use decision making and programming priorities that can potentially reduce the exposure to pollution experienced by these communities.

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) identify communities that are most affected by pollution through an online screening tool called CalEnviroScreen. This tool ranks census tracts based on environmental, health, and socioeconomic data from state and federal government sources. Areas referred to as disadvantaged communities represent the 25% most impacted census tracts with multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Identifying these areas is important for purposes of SB 1000 and also due to recently enacted laws that direct funding to these disadvantaged communities (SB 535 and AB 1550).

In April 2021, according to CalEnviroScreen 4.0, 9 out of 9 of the census tracts in the Harbor Gateway Community Plan Area met the criteria as disadvantaged communities. According to the Office of Environmental Health Hazard Assessment's CalEnviroScreen, data indicated that Harbor Gateway has worse public health factors and more social and economic disadvantages compared to California as a whole. The CalEnviroScreen 4.0 rankings for Harbor Gateway ranged from 86% to 100%. **Figure 3.1** below shows the areas identified as disadvantaged communities in Harbor Gateway.

Figure 3.1: CalEnviroscreen - *Disadvantaged Communities Map* (California Air Resources Board, 2021) (placeholder)



Wilmington-Carson-West Long Beach (WCWLB) AB617 Community

In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP) and selected high priority communities to participate in the program. The CAPP deploys community air monitoring and/or emissions reduction programs intended to improve air quality in the selected communities. Designated in 2018, a large portion of Harbor Gateway, is a part of the Wilmington-Carson-West Long Beach (WCWLB) AB617 Community. A Community Air Monitoring Plan (CAMP) and Community Emissions Reduction Plan (CERP) have been developed for the WCWLB Community and are in the implementation phase.

GOALS AND POLICIES

COMMUNITY PARTNERSHIP AND ENGAGEMENT

GOAL EJ 1

A COMMUNITY WHERE ALL PERSONS HAVE THE OPPORTUNITY TO PARTICIPATE IN THE DECISION MAKING PROCESS THAT AFFECTS THEIR ENVIRONMENT.

EJ 1.1

Ensure appropriate opportunities are in place for all persons to participate in the land use decision-making process.

EJ 1.2

Proactively and meaningfully engage the community in planning decisions that affect their health and wellbeing.

EJ 1.3

Promote capacity-building and educational efforts to train planning staff to “meet people where they are at” and empower traditionally underrepresented populations to participate in the land use decision-making process.

EJ 1.4

Coordinate pragmatic outreach efforts between City Departments and other government agencies, including the EPA, to capitalize on existing communication methods, such as utility bill mailers and public schools' parent notification systems in order to reach as many community members as possible.

EJ 1.5

Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups, or the community recreation centers including the Boys and Girls Club, to help increase public awareness and engagement in the planning process, particularly in communities with low public participation.

EJ 1.6

Prioritize the health, safety and needs of residents over special interests.

EJ GOAL 2

CITY PROVIDED IMPROVEMENTS AND PROGRAMS ARE PRIORITIZED FOR LOW-INCOME AND ENVIRONMENTAL JUSTICE COMMUNITIES.

EJ 2.1

The City's departments, including City Planning, should prioritize the needs of those in environmental justice communities when developing their work plans wherein they allocate staff time and sustainable financial resources.

EJ 2.2

Encourage the development of initiatives that incentivize and promote greater access to affordable housing, provide essential goods and services, such as healthy food, mental health, self-care, and wellness programs (also see Health and Wellness subsection within this chapter).

HEALTH, WELLNESS AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health-friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and of the health of residents.

The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents. By directing new housing and commercial development around transit, major corridors, and in the regional center. The Community Plan will enable more residents to access businesses, commercial amenities, jobs, and schools as pedestrians, transit riders, bicyclists, and users of all physical abilities and users of other modes of transportation such as: electric and portable wheelchairs, electric scooters, skateboarding and ridesharing. In addition, the plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community.

The Community Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

EJ GOAL 3

NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY AND CONTEXT.

EJ 3.1

Promote public health, climate adaptability, and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality and encourage physical activity with the opportunity for all residents to access good jobs.

EJ 3.2

Promote green building practices and technologies, green roofs, tree planting, low Volatile Organic Compound (VOC) materials, run-off capture, and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.

EJ 3.3

Encourage the creation of landscaped corridors and enhancement through the planting of street trees along commercial corridor segments and through median plantings to provide shade and diminish heat island effects.

EJ 3.4

Encourage the practical use of native and drought-tolerant plants and permeable surfaces in all new development.

EJ 3.5

Promote the integration of sustainable design features in new development, such as photovoltaic panels and renewable materials, where possible.

EJ 3.6

Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas and/or raised planters where appropriate.

EJ 3.7

Situate new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features such as

skylights, operable clerestory windows and integrated shading systems where possible.

EJ 3.8

Incorporate amenities that facilitate outdoor activities such as sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

EJ 3.9

Foster a walkable community that is universally accessible, safe, convenient, and contains an integrated pedestrian system that promotes active living, reduces vehicular conflicts and provides links within the community and to surrounding communities.

EJ 3.10

Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.

EJ GOAL 4

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSSES EMERGING “GREEN” INDUSTRIES.

EJ 4.1

Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

EJ 4.2

Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

EJ 4.3

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

CLEAN UP AND REMEDIATION

EJ GOAL 5

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

EJ 5.1

Support the transition of industrial land uses, from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and outdoor recreational amenities to minimize the negative environmental impacts and visual impacts to the community.

EJ 5.2

Minimize residential-industrial land use incompatibilities and discourage the introduction of heavy industrial uses adjacent to residential neighborhoods, commercial areas, and outdoor recreational amenities.

EJ 5.3

Limit uses that are over-concentrated and have a negative impact on the built environment, reduce walkability and contain incompatible operations that spill over into residential neighborhoods.

EJ 5.4

Discourage the enlargement of nonconforming, incompatible commercial and industrial uses within residential land uses and support their removal on a scheduled basis.

EJ 5.5 Develop programs that provides relocation assistance and/or a phasing out strategy for incompatible, non-conforming commercial and industrial businesses located on residentially-zoned land.

EJ 5.6

Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities.

EJ 5.7

Support the creation of green buffers next to freeways to help reduce the amount of particulate matter - (PM2.5) spillover and reduce noise in residential areas.

EJ 5.8

Avoid siting new residential and other sensitive land uses in close proximity to the superfund sites and to existing industrial areas where prohibited, including Production and other industrial land uses.

EJ GOAL 6

SUPERFUND, BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

EJ 6.1

Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

EJ 6.2

Promote the clean-up and repurpose of contaminated sites and prioritize remediation of superfund and brownfield sites adjacent to residential neighborhoods or areas, commercial areas, and outdoor recreational amenities.

EJ 6.3

Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

EJ 6.4

Ensure appropriate site assessment of industrial properties located near residential neighborhoods,, commercial areas and outdoor recreational amenities prior to grading and redevelopment activities to prevent the unintended release of contaminants.

EJ 6.5

Collaborate with residents and public, private, and nonprofit partners by exploring opportunities to continue to remediate and redevelop brownfield sites in order to spur economic development, expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

EJ 6.6

Ensure a continuous and unimpeded remediation process for local superfund sites.

LAND USE AND URBAN FORM

EJ GOAL 7

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL AND OTHER SENSITIVE USES.

EJ 7.1

Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

EJ 7.2

Support the implementation of prevention measures and design features that proactively safeguard the community from exposure to noxious activities (e.g., oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and other hazardous nuisances.

EJ 7.3

Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

EJ 7.4

Support the enforcement of existing regulations that prohibit cargo container storage yards within 300 feet of any residential zone.

EJ 7.5

Seek to prohibit cargo container storage yards and other outdoor storage in close proximity to residential areas and if permitted, limit cargo container stacking to no more than “two-high”.

EJ 7.6 Discourage the intensification of existing industrial and auto-related businesses/uses through the co-location or addition of supplementary uses, particularly near sensitive uses.

EJ GOAL 8

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AREAS, COMMERCIAL AREAS, AND RECREATIONAL AMENITIES.

EJ 8.1

Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

EJ 8.2

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

EJ 8.3

Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

EJ 8.4

Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within Harbor Gateway industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

EJ GOAL 9

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

EJ 9.1

Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways, that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

PETROLEUM RELATED ACTIVITIES

The Harbor Gateway Community Plan Area contains two of the City of Los Angeles' active oil fields, as well as many active and vacant oil wells within its boundaries. Many of the oil industries established in the 1920s remain in the area to this day. The majority of oil sites are dispersed along Figueroa Street, north of Redondo Beach Boulevard and south of 190th Street. However, many vacant oil sites are located within residential neighborhoods in the northern and southern portions of the plan area. The Community Plan seeks a balance between the provision of this resource and the health of the community.

EJ GOAL 10

OIL AND NATURAL RESOURCES EXTRACTION ACTIVITIES THAT ARE PERFORMED WITH THE GREATEST REGARD FOR PUBLIC AND ENVIRONMENTAL HEALTH, SAFETY AND WELFARE, WHILE PROVIDING FOR REASONABLE UTILIZATION OF THE AREA'S OIL AND NATURAL RESOURCES.

EJ 10.1

Ensure that existing and new oil well sites near residential areas provide appropriate screening, landscaping and maintain front yard setbacks, be enclosed by fencing along the lot lines (except for the landscaped front yard portions), and have freshly painted oil equipment maintained at all times.

EJ 10.2

Consistent with existing zoning review practices, seek a high level but practical discretionary review for any changes to, or expansion of, existing oil extraction sites, surface production facilities and activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

EJ 10.3

Ensure that all extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public or environmental health.

EJ 10.4

Support the requirement of detailed plans, which strive to stop the release of chemicals into the groundwater or surrounding environment.

EJ 10.5

Provide a program for the abandonment of drilling sites that are low-producing or idle, especially sites located within or near residential uses.

EJ 10.6

Support oil and gas development in appropriate locations only, provided it is performed safely and consistent with the geologic conditions of the well site.

EJ 10.7

Recommend that regulatory agencies and emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire prevention protocol and emergency response plans exist prior to the issuance of any decision to approve any expansion of, or change to, extraction activities.

EJ 10.8

In coordination with the City's Petroleum Administrator, Climate Emergency Mobilization Office, and other city departments, collaborate to oversee the administration and assessment of oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

EJ 10.9

Evaluate best practices and data analysis that help determine the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil wells, and elimination of inactive and/or unneeded wells, to free land for other uses, increase compatibility between oil operations and other land uses, and improve the aesthetics and environment within the community.

EJ GOAL 11

A HEALTHY AND LIVABLE COMMUNITY WHERE COLLABORATIVE EFFORTS TO REDUCE THE FOOTPRINT OF THE PETROLEUM INDUSTRY WITHIN RESIDENTIAL NEIGHBORHOODS ARE ADVANCED.

EJ 11.1

As technology and research evolve in this field, develop reasonable criteria based on best practices that help inform a limit, modification, or prohibition of new and expanded oil and gas facilities and extraction technologies within and adjacent to residential neighborhoods as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

EJ 11.2

Encourage efforts that seek the reduction of existing oil and gas wells within and adjacent to residential neighborhoods and the relocation of other oil-related facilities to non-residential areas.

EJ 11.3

Collaborate with local oil operators, California Geological Energy Management Division (CALGEM) and other relevant agencies to identify priority well sites for amortization, well abandonment and site remediation.

EJ 11.4

Support meaningful community engagement to identify and encourage the clean-up and reuse of abandoned oil well sites as neighborhood uses, such as community gardens or other neighborhood serving uses.

Chapter 4

MOBILITY & CONNECTIVITY

Harbor Gateway is envisioned as a thriving community with complete streets and an enhanced transit network providing safe and convenient multimodal options that are easily accessible to all. The Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, open space, and recreational facilities.

Harbor Gateway has a unique and slender geography and shares many of its major thoroughfares with other cities and jurisdictions. Laid out along a regular grid pattern, the majority of the east-west streets are approximately less than one mile in length as a result of the Plan Area's unique north-south orientation. The Plan Area is encompassed and shaped by human-made features, including freeways, flood control channels, utility easements, and wide regional serving boulevards that traverse much of the Community Plan Area and neighboring jurisdictions. Most residential areas have convenient access to the major corridors of the Community Plan Area and to several major arterials such as Figueroa Street that connect to the central region of Los Angeles, the Pacific Ocean, nearby commercial and industrial areas, and the Port of Los Angeles. Vermont Avenue, the longest north-south corridor in the Plan Area, is designated a Scenic Highway between 120th Street and the Southern Pacific right-of-way located just north of Redondo Beach Boulevard.

Although the Community Plan Area does not have an extensive public transit network, several local bus lines operated by neighboring cities provide transit services, primarily along segments of Western Avenue, Normandie Avenue, Vermont Avenue, and Gardena Boulevard. In addition, Metro offers local bus service along Vermont Avenue, the neighboring Metro C Line (Green) light rail transit, and the Metro J Line (Silver) bus rapid transit which travels along the 110 Freeway with stations at Rosecrans Boulevard and the Harbor Gateway Transit Center.

This chapter provides goals and policies aimed at enhancing mobility and connectivity and improving the pedestrian and cyclist's experiences near the transit center, along the Dominguez Channel, and in commercial centers. The goals and policies are intended to enhance multimodal transit systems, maximizing public transit ridership, and reducing noise and pollution from vehicular traffic.

The Plan includes important policies that address goods movement as a result of the placement of three freeways intersecting the Plan Area, vehicular travel between jurisdictions, proximity to Port of Los Angeles related industries, and large industrial districts. All of which contribute to the unfavorable environmental impacts on the

residents of the Plan Area. A key goal is ensuring that goods movement and automobile parking safely and efficiently serves the needs of residents and businesses without compromising mobility for pedestrians, bicyclists and transit users. Furthermore, the Plan encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and quality of life.

GOALS AND POLICIES

GOAL MC 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE INTERESTS AND FUNCTIONS.

MC 1.1

Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles.

MC 1.2

Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 1.3

Encourage the installation of sidewalks and roadways in areas where the streets are unimproved.

MC 1.4

Efficiently use curb space to facilitate ridesharing and connections to other modes of transportation in new development projects.

GOAL MC 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1

Encourage improved local and express bus service in Harbor Gateway and more frequent public transit routes to and from the transit center through coordination with regional and local transit agencies such as the Metropolitan Transit Authority (Metro), LADOT, Torrance Transit and Gardena Transit.

MC 2.2

Enhance the development of park-and-ride facilities that are strategically designed to integrate with freeways, high occupancy vehicle (HOV) facilities and transit routes.

MC 2.3

Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

MC 2.4

Support the expansion, wherever feasible, of transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and other transit-dependent populations.

MC 2.5

Improve the travel experience for bus riders by ensuring bus stops provide sufficient shelter and seating, and are equipped with technology that includes but not limited to real-time passenger information display systems, charging stations, and solar lighting.

MC 2.6

Support the efforts to coordinate bus routes to connect to local schools and support safe routes to schools programs.

GOAL MC 3

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 3.1

Encourage mixed-use developments in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 3.2

Encourage employers and institutions to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles and walking, etc.).

MC 3.3

Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emissions vehicles, such as electric and neighborhood electric vehicles (NEVs).

MC 3.4

Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

MC 3.5

Encourage improvements to transit and public facilities that promote alternate power sources such as; electricity, solar, alternative fuels or that meet Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

GOAL MC 4

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION AND PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 4.1

Provide bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods, schools and employment centers, as well as important non-work designations.

MC 4.2

Identify gaps and incorporate bicycle amenities (such as parking, lockers, changing rooms and showers) in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.

MC 4.3

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, the transit center, the Dominguez Channel, other open space areas, recreational facilities, and employment centers.

MC 4.4

Support the creation of a bike share program as a means to connect areas that are less served by transit.

MC 4.5

Promote the implementation of dedicated bicycle signals at key intersections as a component of a comprehensive bicycle path and lane network.

GOAL MC 5

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 5.1

Encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

MC 5.2

Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways.

MC 5.3

Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 5.4

Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians and be ADA accessible through adequate sidewalks, curb cuts, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 5.5

Minimize conflicts between cars, buses, big rig trucks, cyclists and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, enhancing and extending non-vehicular crossing signals at key intersections, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within commercial centers and neighborhood districts.

MC 5.6

Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.

MC 5.7

Reduce cut-through traffic and "street racing" with traffic calming measures such as roundabouts. .

MC 5.8

Encourage the improvement of unimproved “paper streets” to pedestrian streets where practical.

MC 5.9

Support efforts to provide a pedestrian bridge at 184th Street over the Dominguez Channel and the extension of 184th Street west of the Dominguez Channel.

MC 5.10

Encourage street improvements to serve as opportunities for capturing, filtering and infiltrating stormwater, creating visual , and physical connections to the Dominguez Channel.

MC 5.11

Promote pedestrian oriented ground floors on Gardena Boulevard for remodels, tenant improvements, re-use efforts that remain consistent with existing shopfront features such as horizontal and vertical articulation around windows and shop front entrances that reflect this historic pattern.

MC 5.12

Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

LU 5.13

Pursue opportunities to integrate underutilized alleys into the pedestrian network of Harbor Gateway by orienting active frontages and courtyards along alleyways, where practical, and providing passageways that establish safe pedestrian connections to parallel streets.

GOAL MC 6

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY’S CHARACTER AND QUALITY OF LIFE.

MC 6.1

Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods and pedestrian-oriented networks.

MC 6.2

Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.3

Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles.

MC 6.4

Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at problem locations, as well as proactive enforcement.

GOAL MC 7

A PARKING SUPPLY THAT IS EFFICIENT, SERVES ECONOMIC DEVELOPMENT AND FACILITATES ALL MODES OF TRANSPORTATION.

MC 7.1

Consolidate parking, where appropriate to eliminate the number of ingress and egress points onto arterials.

MC 7.2

In consultation with developers, local businesses, and appropriate government entities support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

MC 7.3

Support the development of City-owned or other parking structures, where appropriate, and discourage surface parking lots.

MC 7.4

Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 7.5

Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 7.6

Enforce parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 7.7

Encourage new construction projects to include charging stations to accommodate zero emissions vehicles (ZEVs) and/ or plug-in electric hybrids (PHEV).

MC 7.8

Support efforts to reduce industrial truck idling by enforcing state and local initiatives such as California's five (5) minute maximum law, requiring warehouses and distribution facilities to provide adequate on-site truck parking.

MC 7.9

Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

Chapter 5

PUBLIC REALM AND OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and a higher quality of life. Although new opportunities for traditional parkland and open space are rare, there are ample opportunities for the provision of shared public spaces, such as plazas, greenways, community gardens, joint-uses and enhanced pedestrian paths. One of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as Harbor Gateway's Yatai Festival that takes place annually on a segment of 186th Street.

Through the community outreach process the need for additional open space was identified in the Harbor Gateway Community Plan Area. The Plan Area is home to two recreation centers, Rosecrans Recreation Center and Normandale Recreation Center. Both parks feature playgrounds, picnic areas, fitness areas, senior facilities and indoor recreation spaces. Additionally, the Plan Area is home to a small remnant of the Dominguez Wetlands located near the east side of the intersection of Vermont Avenue and Artesia Boulevard. The historic Dominguez Wetlands serves as an important ecological area that provides essential habitat for flora and fauna such as Arroyo Willows, Pacific tree frogs, and a multitude of bird species. Another prominent open space amenity in Harbor Gateway is the Dominguez Channel with its adjacent bike path. The 1.4 mile Class-1 bike path allows cyclists and pedestrians to travel unobstructed between Gardena (near Main Street) and Harbor Gateway (near Artesia Boulevard). In addition, the Roosevelt Memorial Park Cemetery is a designated open space area that is privately owned.

The Community Plan provides policies that seek to improve and expand the public realm in order to support an accessible, pedestrian friendly, high quality and distinctive built environment contributing to the vibrancy and resiliency of Harbor Gateway. The Plan promotes a system of safe, well maintained and connected parks, open space, and recreational facilities and identifies opportunities through design and landscaping to expand the amount of high-quality public spaces. It also supports efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways. By broadening the application of public realm and open space strategies to include major streets, privately-owned property in the Regional Center, and the Dominguez Channel; the Plan envisions a diverse and

integrated network of pedestrian pathways, bike paths, paseos, viewing decks, public plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

GOAL PO 1 A COMMUNITY WITH ADEQUATE OPEN SPACE, RECREATIONAL AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD IN HARBOR GATEWAY.

PO 1.1

Develop new community, neighborhood and pocket parks to increase parks and open space for the residents of Harbor Gateway.

PO 1.2

Pursue the provisions of new parks and recreation facilities in areas with the greatest need.

PO 1.3

Pursue opportunities to establish new public parks through partnerships involving state and local agencies, and community-based organizations.

PO 1.4

Pursue opportunities to establish open space accessible to the public within new private development projects adjacent to the Dominguez Channel through design and landscaping and in other areas of the Regional Center.

PO 1.5

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites and properly sealed oil well sites, for parks and open space.

PO 1.6

Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties, decommissioned railroad rights-of-way, discontinued streets, and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 1.7

Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community Plan Area.

PO 1.8

Foster a high-quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as shade structures, drinking fountains, and restrooms that are maintained in good condition.

PO 1.9

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 1.10

Support funding for recreational programming and ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

PO 1.11

Ensure that parks, bike paths, and pedestrian trails are adequately illuminated and secured for safe use in the evenings.

PO 1.12

Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 1.13

Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO 1.14

Promote an integrated system of bicycle trails in Harbor Gateway that connects park and open space facilities with the local and regional system.

PO 1.15

Support improved access and connectivity to the Roosevelt Memorial Park Cemetery as part of the community's open space network where the public can visit and appreciate a peaceful park-like setting and support the enhancement of the cemetery with walking paths.

PO 1.16

Support the expansion of existing recreational facilities and the acquisition of new sites that are planned and designed to minimize the displacement of housing and the relocation of residents.

PO1.17

Encourage the design of cul-de-sacs, street ends, vacated streets and remnant street widths to provide pocket parks which can serve as gateways to the Dominguez Channel to reinforce efforts to establish open space accessible to the public.

PO. 1.18

Strengthen the physical connections between the transit center and the heart of the Regional Center along 190th Street between Vermont Avenue and Normandie Avenue by incorporating design features such as, street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.

GOAL PO 2 DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES THAT PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 2.1

Enhance the pedestrian experience along corridors by installing sidewalks, expanding sidewalk space and incorporating seating, lighting, greenstreets program improvements, landscaping, wayfinding, and other desirable features that create walkable, pleasant environments.

PO 2.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity, especially along Rosecrans, Boulevard, Gardena Boulevard, Carson Boulevard, and Sepulveda Boulevard.

PO 2.3

Encourage new large-scale development to provide public open space that is designed to transition seamlessly into the public realm.

PO 2.4

Design plazas and other open spaces as communal gathering places that provide opportunities for markets, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 2.5

Facilitate the integration of public art projects and cultural programming into public spaces to reinforce community history and cultural identity.

PO 2.6

Enhance tree planting, tree well capacity, and landscaping in parkways, medians, near transit stations and neighborhood gateways as placemaking strategies.

GOAL PO 3 UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVED IN A NATURAL STATE, FOR THE PROTECTION OF PLANT AND ANIMAL SPECIES, AND FOR PUBLIC ENJOYMENT.

PO 3.1

Identify and preserve wildlife habitats and ecologically improved areas in a natural state, consistent with the public need, health and safety.

PO 3.2

Promote urban trails and paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3

Protect and preserve the habitat of threatened and/or endangered species of animals and plants that reside in the Dominguez Channel and in the marshland that is near the Gardena Willows Wetland Preserve.

PO 3.4

Promote open spaces to maximize water recapture, promote biodiversity, reuse and recycling, as well as to facilitate natural collection, filtration and treatment of stormwater to reduce stormwater runoff, recharge aquifers, remove pollutants and reinforce the Dominguez Channel district as a resilient riparian corridor.

GOAL PO 4 A COMMUNITY WITH AN AMPLE URBAN FOREST THAT IMPROVES THE ENVIRONMENT, ENHANCES AESTHETICS AND CREATES A SUSTAINABLE MICROCLIMATE.

PO 4.1

Facilitate the planting and maintenance of appropriate street trees, which provide shade and scale to residential and commercial streets in all neighborhoods.

PO 4.2

Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry goals.

PO 4.3

Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 4.4

Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO 4.5

Preserve and frequently maintain open space in the spaces provided by the Vermont Avenue median between 120th Street and Redondo Beach Boulevard, the Athens Boulevard median, and the Laconia Boulevard median.

PO 4.6

Ensure new open spaces and amenities provide publicly-accessible shade in a manner that persons of all abilities can be comfortable resting and relaxing.

GOAL PO 5 AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 5.1

Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 5.2

Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.

PO 5.3

Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 5.4

Encourage the use of residential front yards, where appropriate, as well-maintained gardens for growing fruits and vegetables.

Chapter 6

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the Harbor Gateway community. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and do not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon the adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs often rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter outlines existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Harbor Gateway Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to

authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Harbor Gateway, and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision-makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning

Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation feature is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Harbor Gateway. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Harbor Gateway have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Harbor Gateway is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases, non-discretionary or "by-right" projects are reviewed by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require the adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM(in process)

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is

necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for

devising improvements or prioritizing projects within Harbor Gateway. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting
BOE - Bureau of Engineering
BOS - Bureau of Sanitation
BSS - Bureau of Street Services
CAO - City Administrative Officer
CAL-EPA - California Environmental Protection Agency
CalHFA - California Housing Finance Agency
CalTrans - California Department of Transportation
CD - Council District
CoDRP - County Department of Recreation and Parks
DCP - Department of City Planning
DOD - Department on Disability
DPW - Department of Public Works
DPSS - Department of Public Social Services
DTSC - Department of Toxic Substance Control
EMD - Emergency Management Department
EWDD - Employment and Workforce
HCIDLA - Los Angeles Housing and Community Investment Department
LAFCD - Los Angeles County Flood Control District
LA-DLA - Los Angeles Designated Local Authority
LADBS - Los Angeles Department of Building and Safety
LADOA - Los Angeles Department of Aging
LADOT - Los Angeles Department of Transportation
LADWP - Los Angeles Department of Water and Power
LAFD - Los Angeles Fire Department
LAFPC - Los Angeles Food Policy Council
LAHD - Los Angeles Housing Department
LAPD - Los Angeles Police Department
LAPL - Los Angeles Public Library Development Department
LASAN - Los Angeles Bureau of Sanitation
LAUSD - Los Angeles Unified School District
METRO - Metropolitan Transit Authority
NC - Neighborhood Council
OHR - Office of Historic Resources
RAP - Recreation and Parks
SCAG - Southern California Association of Governments
USACE - United States Army Corps of Engineers

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program		Policy
Coordinating		
Number	Description	Reference Agency

Land Use and Urban Form

P1. Brownfields Identification: The Los Angeles Department of Sanitation (LASAN) has partnered with the Department of City Planning in an effort to complete an environmental study and remediation needs assessment for targeted sites in Harbor Gateway that are proposed to transition from industrial to other specified land use designations. The assessment will provide Phase I environmental analysis for properties within the study area and identify the potential need for further environmental analysis and remediation.		LASAN, DCP
P2. LA's Green New Deal-Sustainable City pLAN: Consistent with the City's Green New Deal, the Community Plan supports the pLAN's vision, goals and initiatives aimed at improving the environment, economy and health of communities.		Mayor's Office
P3. Measure JJJ - Affordable Unit Inventory: The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.		HCIDLA
P4. Neighborhood Services: The New Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties.		DCP
P5. SurveyLA Findings - Planning District: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous eligible resources for listing individually or as contributors to a district under a local, state, or federal designation program. The potential historic resources identified throughout Harbor Gateway include the Chacksfield- Merit Tract, Gardena Boulevard commercial planning district, and numerous homes in the Athens on the Hill neighborhood and Orchard Avenue. The Plan applies the Character Frontage District of LAMC Chapter 1A to the Athens on the Hill neighborhood and the Chacksfield-Merit Tract and encourages further study and possible historic-cultural designation of these and other resources in order to conserve and enhance neighborhood character and unique buildings.		OHR

Mobility and Connectivity

P6. People Street Program: In partnership with the Los Angeles Department of		LADOT,
--	--	--------

DRAFT HG POLICY - JULY 2021

Transportation, expand public spaces by repurposing underutilized streets within the regional center such as Electric Street and 184th Street. People Streets can calm traffic and increase safety for people who walk, bike, and take transit. People Street projects encourage increased levels of walking and bicycling, all the while supporting economic vitality.		DCP
---	--	-----

PROPOSED PROGRAMS

Program	Policy
Coordinating	Reference Agency
Number Description	

Land Use and Urban Form

P7. Brownfields Remediation: Remediate and redevelop existing brownfields throughout the Community Plan Area through the City of Los Angeles' Brownfields Program and identify additional funding sources for site remediation activities such as the remediation programs under the RCRA (Resources Conservation and Recovery Act), the CERCLA/Superfund and non-profit groups.		LAPW, LASAN
P8. Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and local business chambers for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.		LAUSD, EWDD
P9. Code Enforcement: Procure funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.		B&S
P10. Consolidate Oil Operations Away From Residential: Encourage the City to work with petroleum operators, CalGEM and other applicable local government agencies to develop a program for the consolidation of surface oil extraction and related operations and the possible elimination of oil wells, in particular those located within residential neighborhoods.		CalGem, Petroleum Administrator, Council Office, DCP
P11. Dominguez Channel Access and Connections: Partner with the LA County Flood Control District and the United States Army Corps Engineers to revitalize and enhance the Dominguez Channel; and to enhance the pedestrian experience and business activity along the corridor, and foster connections to the regional center.		LAFCD, USACE, DCP
P12. Economic Development/Revitalization: Partner with the City Council, Mayor's Office, Economic and Workforce Development Division (EWDD), and other relevant public and private agencies to collectively offer a package of incentives (such as tax incentives, facade improvements) that focus investment and complement the land use incentives for targeted commercial centers in Harbor Gateway in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.		EWDD, CAO

DRAFT HG POLICY - JULY 2021

P13. Entertainment and Sit-Down Restaurant Attraction: Coordinate with agencies such as the EWDD, CDD, and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA's commercial districts.		EWDD, Council Office
P14. Housing for Multigenerational Families and Households: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of "Family Size" units in new development to meet the needs of the community.		HCIDLA
P15. Incentives for Emissions-Reducing Uses: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks and passenger vehicles.		DCP, Mayor's Office
P16. No Net Loss Program: Work with LAHCID, Council Office, City Attorney, and other relevant City Agencies to develop strategies to prevent the loss of affordable units, covenanted or not, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to increase affordable housing and minimize displacement of residents.		HCIDLA
P17. Non-Conforming Industrial Uses: Work with Council District 15 to create a program and secure funding to assist non-conforming industrial businesses located within residentially zoned neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of an appropriate site in a nearby industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.		Council Office
P18. Oil District Amendments: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/ or prohibit new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health (in addition to noise, water quality, and geologic impacts) in proximity to residential and sensitive uses and to further address community concerns.		Mayor's Office, DCP
P19. Revocation Process: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites, and shut down chronic problem businesses.		LACP, LAPD
P20. Small Business Assistance Programs: Continue to promote agency programs that assist small business owners such as low-interest SBA loans and microloan programs, technical assistance, business retention programs, and the establishment of incubation centers.		CAO, EWDD
P21. Supportive Housing: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness.		LAHSA
P22. SurveyLA Findings - Eligible Historic Resources: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Harbor Gateway identified in the findings of the Los Angeles Historic Resources Survey.		OHR
P23. Tenants' Right of Return: Encourage the Housing and Community		HCIDLA

DRAFT HG POLICY - JULY 2021

Investment Department to develop new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.		
P24. Use of Vacant Lots: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas, or parks.		CAO, Mayor's Office
P25. Superfund Activities. Encourage streamlined communication between City and CAL-EPA and other applicable local government agencies to develop early notification programs for any construction activity near or on superfund sites in Harbor Gateway.		B&S, CAL-EPA, DCP

Mobility and Connectivity

P25. Alternative Fuel Vehicles: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.		Mayor's Office
P26. Clean and Safe Freight Rail ROWs/Corridors: Encourage coordination between public and private entities responsible for the safety and maintenance of the freight rail rights-of-way, particularly along Vermont Avenue and Normandie Avenue in order to improve safety, as well as beautification of the corridors.		
P27. Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage, signaling and diverters in order to minimize noise, vibration, and air quality impacts on sensitive land uses.		Metro, LADOT, Caltrans, LAPD,
P28. Pedestrian and Transit Amenities: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.		LADOT, BSS
P29. Safe School Routes: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.		LAUSD, LADOT, Metro, Caltrans
P30. Traffic Calming: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)		LADOT, BOE

Public Realm and Open Space

<p>P31. Clean Neighborhoods: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of trash and debris.</p>		<p>BSS</p>
<p>P32. Great Streets Initiative: Pursue the designation of Gardena Boulevard as a Great Street in order to implement the program's strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.</p>		<p>Mayor's Office</p>
<p>P33. Joint Use of Recreational Facilities: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Harbor Gateway, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Harbor Gateway.</p>		<p>RAP, LAUSD</p>
<p>P34. Neighborhood Green Streets: Implement a network of Green Streets along Harbor Gateway's neighborhood streets through LASAN's Green Street and Alley program. Such a network would feature native landscaping, bioswales, water retention features, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, Dominguez Channel, and the regional center.</p>		<p>LADOT, BOE, BSS, BOS, LASAN</p>
<p>P35. People Street - Pedestrian Plazas and Parklets: Establish People Streets to transform underused areas of the public right of way into active, vibrant, and accessible public space by utilizing the Los Angeles Department of Transportation's People Street Program. The program encourages partnerships between LADOT and community groups and businesses in Harbor Gateway to apply for plaza or parklet projects at key locations that enhance social life and strengthen community identity.</p>		<p>LADOT</p>
<p>P36. Streetscape Improvements: Implement pedestrian-friendly streetscape improvements at Harbor Gateway's Regional Center along 190th Street, Vermont Avenue, and Harbor Gateway's commercial corridors along Gardena Boulevard, Rosecrans Boulevard, Carson Street, and Sepulveda Boulevard. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, native landscaping, shade trees, reverse angled parking, and pedestrian lighting.</p>		<p>LADOT, BOE, BSS</p>
<p>P37. Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces: Pursue conversions of former CRA-owned and surplus City-owned property, abandoned rail lines, and other underutilized easements and rights-of-way in Harbor Gateway for community uses incorporating bike and pedestrian paths, greenways, community gardens, and/or park space.</p>		
<p>P37. Access to the Dominguez Channel: Establish entryways and access points to the Dominguez Channel and adjacent bike path by establishing Memorandums of Understandings and Operations and Maintenance Agreements between the LACFD, USACE, City of Los Angeles, and private third parties.</p>		<p>DCP, USACE, LACFD, Mayor's Office</p>