
Los Angeles City Planning

HARBOR GATEWAY

Community Plan

Draft Plan - Adoption Pending

Preliminary Draft - June 2023

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CS Brothers
CS Brothers

Chapter 1

INTRODUCTION & 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 land use 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., LU1).

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., LU1.1).

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 6 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 THE 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.

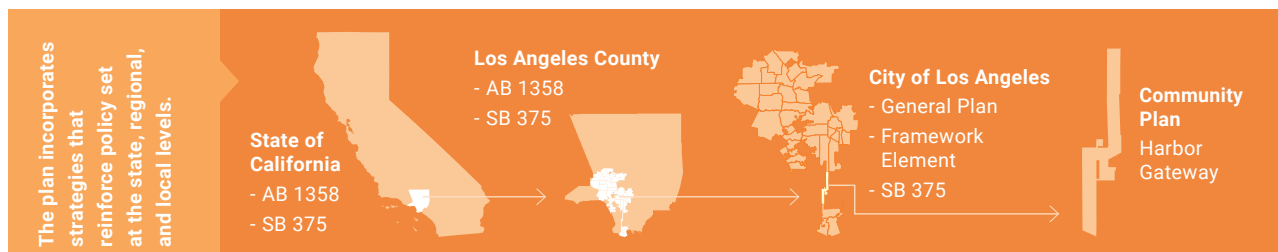
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as for neighborhoods such as

Harbor Gateway industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Appendix A 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, provide guidance and foster sustainable land use patterns while balancing the 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 justice. 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





CITY OF LOS ANGELES

Harbor Gateway Community Plan Area

-  Community Plan Area
-  Metro Stations & Lines*
*In operation or under construction



Draft Summer 2023

Gateway Community Plan supports these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution 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. The Harbor Gateway Community Plan includes an Environmental Justice Chapter (Chapter 3). Environmental justice is especially relevant in this Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including numerous oil drilling sites, two superfund sites, industrial and port-related activities, container stacking, and a high volume of truck traffic, among others. 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. In addition, Chapter Four includes mobility-related policies related to environmental justice. (For more information on SB1000 – <https://oag.ca.gov/environment/sb1000>)

Overall, the Harbor Gateway Community Plan guides future growth in a thoughtful manner toward the most transit-served areas, and addresses incompatible land use patterns which will be crucial to achieve and maintain equitable economic prosperity to help uplift businesses and generate jobs, and promote environmental justice to help address climate change, support environmental resiliency and improve community health.

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.

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.

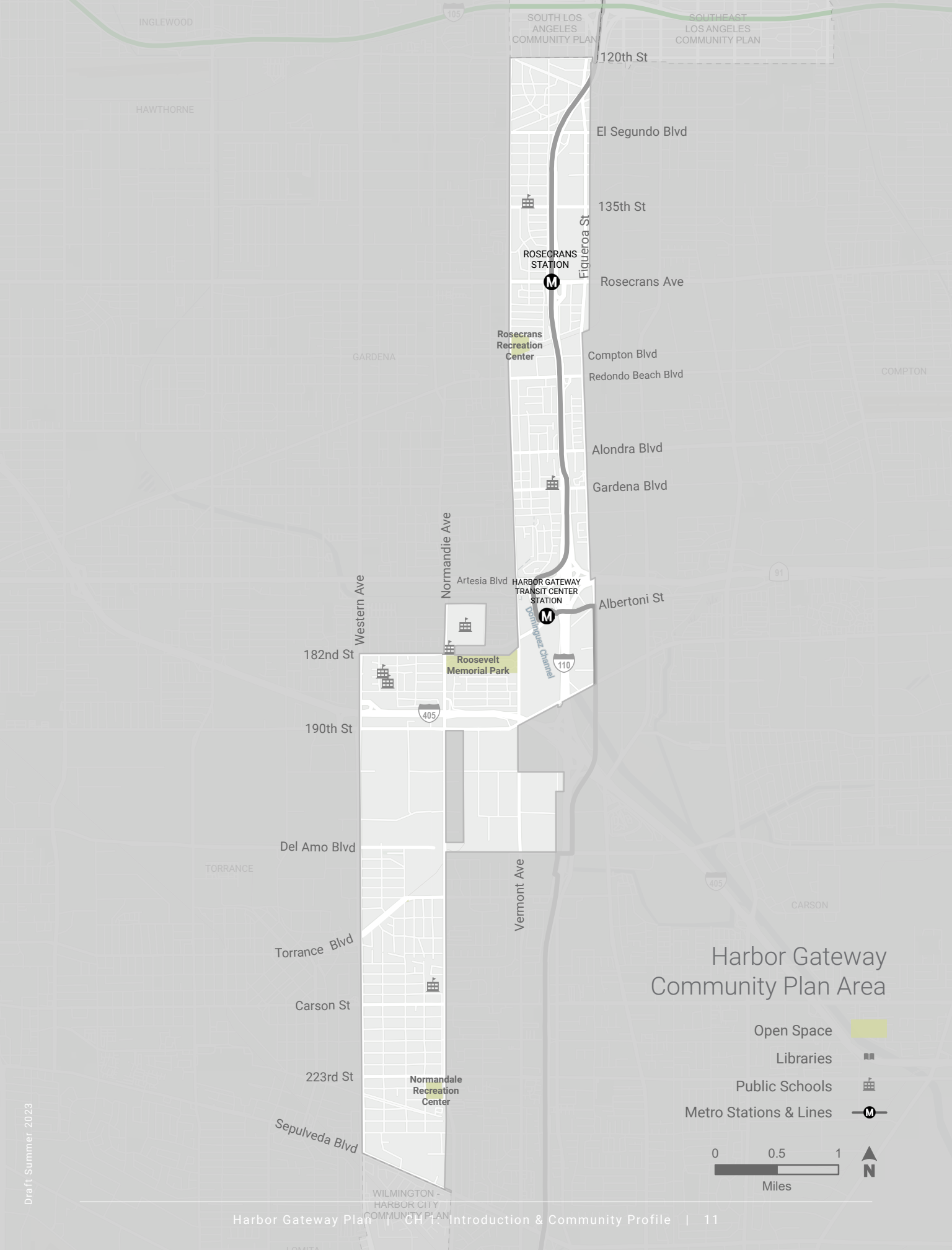
HAS HISTORIC AND THRIVING COMMUNITY CENTERS

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 it's sidewalks and provide neighborhoods serving businesses to local residents.

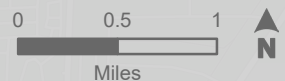
HOME CORPORATE HEADQUARTERS

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



Harbor Gateway Community Plan Area

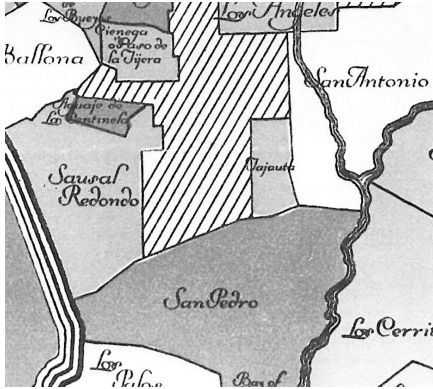
- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines



HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT

Pre-Mission Era–Early 1890s

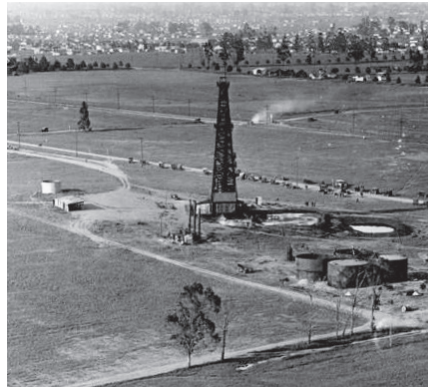


Boundaries of the ranchos south of Los Angeles shown on undated map. (Credit: Title Insurance and Trust Co.)

- 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.
- San Pedro becomes established as a harbor in the 1890s and annexed what is now Harbor Gateway for goods movement.

RAILROAD EXPANSION

Late 1890s–Early 1900s



Figueroa Street near 134th. Source: Los Angeles Public Library, Security Pacific National Bank Collection

- 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 area remained undeveloped as farmland.

ECONOMIC DEVELOPMENT

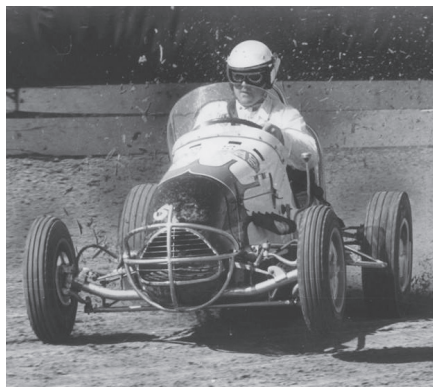
1920s–1930s



Athens on the Hill Spanish Colonial Revival Home

- 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 over 43,000 acres and drains into the Port of Los Angeles.
- The majority of Harbor Gateway and Gardena Boulevard remain devoted to farmland.

MID CENTURY/POSTWAR
1940s–1960s



A.J. Foyt, steering his midget car at Ascot Park. Dated December 4, 1961. Los Angeles Herald Examiner Collection

- 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.
- Ascot Speedway opens.
- 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.
- The post-war era saw the growth of a Japanese American community, African Americans, and Latino populations.

MULTI-FAMILY DEVELOPMENT /
PLANT CLOSURES
1970s–1980s



Harbor Gateway Regional Center Tower

- A In 1972 the Del Amo site was dismantled as a synthetic rubber plant.
- In 1985, then councilperson, Joan Milke Flores, promoted the name Harbor Gateway, prior to this it was known as simply the shoestring 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 in the regional center. 5 million square feet of office space was constructed from 1980 to 1988.

ENVIRONMENTAL JUSTICE
1980s–2020s



Harbor Gateway Transit Center

- In October 1989, the former Montrose Chemical site was added to the Superfund National Priorities List.
- 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.
- The Harbor Gateway Transit Center opens in 1996.
- Large portion of Harbor Gateway identified as an Environmental Justice Community via AB617.

GUIDING PRINCIPLES

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



<p>IMPROVE COMMUNITY HEALTH AND FOSTER CLIMATE RESILIENCE AND REGIONAL EFFICIENCY</p>	<p>PROMOTE EQUITABLE, SUSTAINABLE AND HEALTHY NEIGHBORHOODS</p>	<p>FOSTER COMPLETE NEIGHBORHOODS AND VIBRANT COMMERCIAL DISTRICTS</p>	<p>SUPPORT JOB GROWTH AND INCREASED LOCAL EMPLOYMENT OPPORTUNITIES</p>
<p>Address the history of contamination and advance environmental justice goals</p> <p>Foster a harmonious and beneficial relationship between the community and industrial uses and public facilities</p> <p>Support a clean Dominguez Channel, improved air and water quality and remediation of superfund and brownfield sites</p> <p>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</p>	<p>Reduce negative health impacts by restricting new uses detrimental to the health and welfare of the community</p> <p>Encourage residential infill that contributes to the mixed-income and affordable housing supply</p> <p>Promote strategies to increase home ownership opportunities</p> <p>Improve land use compatibility between heavy uses and residential areas</p> <p>Reduce the footprint of the oil and gas industry within residential neighborhoods</p>	<p>Promote a diversity of uses that support healthy living and community needs</p> <p>Concentrate growth near transportation corridors and commercial centers</p> <p>Create opportunities for a mix of housing, jobs and services</p> <p>Support the development of public realm and streetscape improvements including improvements that will have a cooling effect</p>	<p>Allow for more commercial opportunities along corridors and imbedded within select neighborhoods</p> <p>Support an increase in employment opportunities within the community</p> <p>Encourage innovative and green industries that provide a greater number of jobs for local youth and residents</p> <p>Develop partnerships between local unions, employers, chambers of commerce, workforce development programs, and job recruiters to create career pathways for local youth</p>



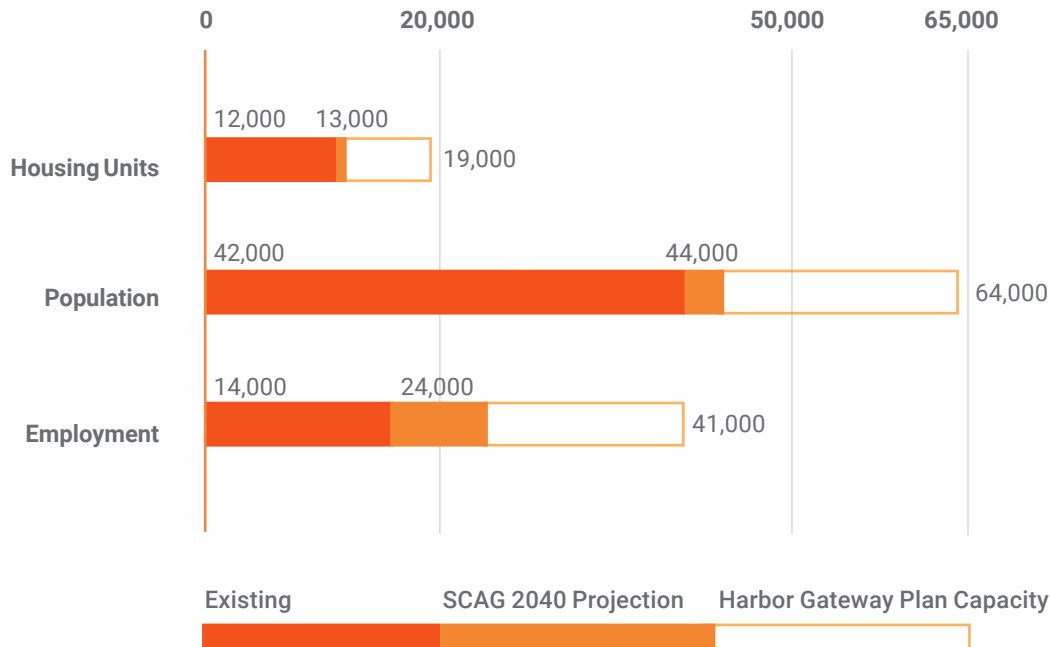
<p>PROMOTE INDUSTRY AS A GOOD NEIGHBOR AND COMMUNITY ASSET</p>	<p>STRENGTHEN NEIGHBORHOOD CHARACTER</p>	<p>ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS, RECREATIONAL FACILITIES & OPEN SPACE AMENITIES</p>	<p>PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT</p>
<p>Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities</p> <p>Ensure new industrial development is environmentally sustainable and well designed</p> <p>Encourage improvements to existing businesses to upgrade the visual quality of industrial areas</p> <p>Ensure that goods movement respects residential neighborhoods and follows appropriate routes</p>	<p>Preserve unique urban development patterns</p> <p>Protect and restore historic cultural resources, neighborhoods, and landmarks</p> <p>Develop design standards that strengthen the character and identity of the community's diverse neighborhoods</p>	<p>Improve access to, and connectivity between, parks, recreation centers, open spaces, neighborhoods and waterways such as the Dominguez Channel</p> <p>Encourage the creation of public spaces & nontraditional open spaces for people to gather and interact</p> <p>Connect neighborhoods to amenities like the Dominguez Channel and adjacent bike path</p>	<p>Encourage expansions to transit service along major corridors</p> <p>Prioritize pedestrian safety and comfort to encourage walking</p> <p>Increase bicycle infrastructure including bicycle parking & storage facilities, where needed</p>

TRENDS AND PROJECTIONS

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.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS CREATING HARBOR GATEWAY PLACES

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The 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.

Description

125

Net Acres

5%

of Plan Area



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. Buildings typically feature active shopfronts along active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area.

39

Net Acres

2%

of Plan Area



Village

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area.

73

Net Acres

3%

of Plan Area



Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees and are typically characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

Description

29

Net Acres

1%

of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Medium Neighborhood Residential that are close to transportation hubs and/or Regional Centers may be limited by floor area.

60

Net Acres

2%

of Plan Area



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 areas. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 400 square feet of lot area.

3

Net Acres

<1%

of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 2 to 4 units per lot, or 1 unit per 4,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

241

Net Acres

9%

of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The residential density generally ranges from 1 unit per 3,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

Description

695

Net Acres

26%

of Plan Area



Low Residential

Low Residential areas provide housing ranging from single family to fourplexes in various contexts, typically set away from centers of activity. The minimum size of each lot typically ranges from 5,000 square feet to 7,500 square feet. The residential density generally ranges from 1 unit per 6,000 square feet of lot area to 1 unit per 4,000 square feet of lot area and residential density is limited to 1 unit per lot.

4

Net Acres

>1%

of Plan Area



Very Low Residential

Very Low Residential areas provide predominantly residential use, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The minimum size of each lot typically ranges from 7,500 square feet to 20,000 square feet. The residential density is generally 1 unit per lot or 2 units per lot.

69

Net Acres

3%

of Plan Area



Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential areas may also be limited by floor area.

312

Net Acres

12%

of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is not permitted in Light Industrial areas.

Description

324

Net Acres

12%

of Plan Area



Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

207

Net Acres

8%

of Plan Area



Market

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Markets that are close to transportation hubs and/or Regional Centers may be limited by floor area.

66

Net Acres

3%

of Plan Area



Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. Buildings or accessory structures on site typically facilitate recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

389

Net Acres

15%

of Plan Area



Public Facility

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies and feature a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.



Chapter 2

LAND USE & 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.

LU GOAL 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 neighborhoods with a range of housing affordability with higher numbers of low, very low, extremely low, and moderate income units.

LU 1.4

Promote development that provides greater individual choice in the type, size, price, and location of housing.

LU 1.5

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 and foster growth of community land trusts.

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.

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 improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and mobile home parks and conformity with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 1.12

Implement the City’s continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 1.13

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 1.14

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.

LU 1.15

Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-focused housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 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 not in low density neighborhoods..

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.

LU GOAL 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.

LU 3.5

Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., “Mom and Pop” neighborhood stores).

LU GOAL 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. 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. 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: Historical Development Patterns for more information on the development of the Community Plan Area.)

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.

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.

COMMUNITY 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.

LU GOAL 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).

LU GOAL 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.

LU GOAL 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.

LU GOAL 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 employee 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 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.

LU GOAL 11

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE REGION AND THAT SERVES AS THE HEART OF THE 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.

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.

LU GOAL 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 and utilization of incentive programs (such as Opportunity Zones) that help revitalize commercial businesses and attract new businesses in the Plan's commercial centers.

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 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.

LU GOAL 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.

LU GOAL 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 better containment of new and/or expanded industrial uses from other uses by siting them along flood control channels, arterial streets and other physical barriers to the extent feasible.

LU 15.4

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

LU GOAL 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.

LU 16.3

Protect existing characteristics of the residential neighborhoods through attention to the building orientation, 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, in residential neighborhoods

by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 16.6

Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

COMMERCIAL AREAS

LU GOAL 17

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

LU 17.1

Support new development 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 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.

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 in order to break down the scale of large

buildings and to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 17.6

Promote varied and engaging building façades by providing 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 produce 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 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.

LU GOAL 19

STRONG COMMERCIAL DISTRICTS WITH IMPROVED DESIGN 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

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

LU 19.4

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.

LU 19.5

Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS

LU GOAL 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

LU GOAL 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.

ENVIRONMENTAL JUSTICE:

“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.”

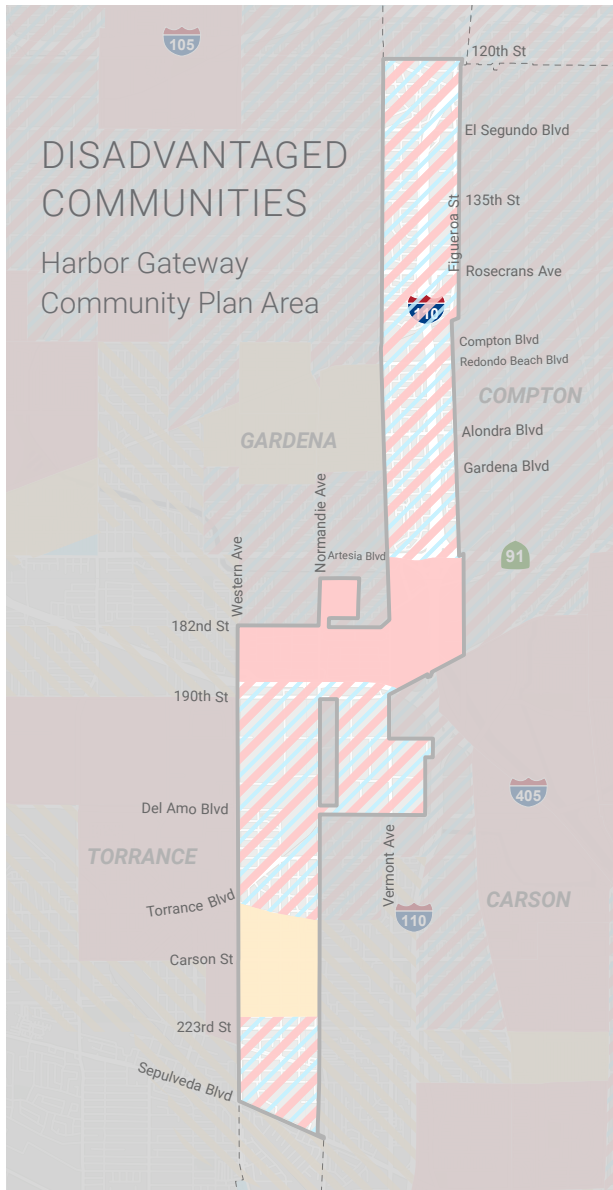
Government Code Section 65040.12

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.

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 selects 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, Wilmington, is 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.

<https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/communities/wilmington-carson-west-long-beach>

GOALS AND POLICIES

COMMUNITY PARTNERSHIP AND ENGAGEMENT

EJ GOAL 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” and empower traditionally underrepresented populations to participate in the land use decision-making process.

EJ 1.4

Assist in connecting and supporting tribal relationships among other partner agencies, non-profits and community groups to increase coordination and collaboration with tribes. Pursuant to Assembly Bil 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process. Promote capacity-building and educational efforts to train planning staff to “meet people where they are” by collaborating with community-based organizations, community centers and traditionally underrepresented populations to ensure authentic and meaningful participation in the land use decision-making process.

EJ 1.5

Coordinate pragmatic outreach efforts between City departments and agencies 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 1.6

Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups or recreation centers to help increase public awareness and engagement in the planning process, particularly in communities with low public participation. 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 essential goods and services, such as healthy food, mental health, self-care,

and wellness programs (also see Health, Wellness and Sustainability subsection within this chapter).

EJ 2.3

Foster effective collaboration and coordination between City departments to more effectively respond to the needs of environmental justice communities with adequate resources and combined/focused efforts and strategies.

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 and commercial centers, the Community Plan will enable more residents to access businesses, fresh food, jobs, and schools as pedestrians, transit riders, bicyclists, 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 Community 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.

EJ 3.1

Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality and encourage physical activity, and provide all residents with the opportunity to access good jobs. Promote new development that integrates sustainable design, green building practices, technologies, green roofs, tree planting, low Volatile Organic Compound (VOC) materials and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.

EJ 3.2

Encourage the creation of landscaped corridors and enhancements through the planting of street trees along commercial corridor segments and through median plantings.

EJ 3.3

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

EJ 3.4

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

EJ 3.5

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.

EJ 3.6

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 3.7

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 3.8

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

EJ GOAL 4

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSES 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.

EJ 4.4

Limit the development, use, and construction of sensitives uses in super fund parcels and adjacent industrial areas.

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 to minimize the negative environmental 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.

EJ 5.3

Restrict 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

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

EJ 5.5

Develop a program 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

Support the relocation of residential households within stable industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

EJ 5.7

Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the Wilmington Clean-Up Green-Up requirements.

EJ 5.8

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

EJ 5.9

Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

EJ GOAL 6

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 reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

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

Encourage appropriate site assessment of industrial properties located near residential and commercial areas 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 to explore opportunities for continued remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

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 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

Expand the enforcement of existing regulations that prohibit cargo container storage yards and warehousing near residential zones.

EJ 7.5

Prevent the expansion of existing or new cargo container storage yards in close proximity to sensitive uses, including residential areas.

EJ 7.6

Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs), if applicable, to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

EJ 7.7

Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

EJ 7.8

Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

EJ 7.9

Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

EJ 7.10

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 AND COMMERCIAL AREAS.

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 GAS EXTRACTION AND REFINERY 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 GAS RESOURCES.

EJ 10.1

Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

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 related 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 existing uses that employ extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public health or the environment.

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

Support periodic review and reassessment of conditions and improvements to operations at existing oil-related sites, such as the installation of leak detection technology, installation of enclosures or other technologies that trap fugitive emissions and restricting hours of operation to reduce noise impacts, particularly near sensitive uses sites located within or near residential uses.

EJ 10.6

Recommend that 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 change to oil or gas extraction activities.

EJ 10.7

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

EJ 10.8

Evaluate best practices and data analysis that help determine the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil well sites, 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

Support the expedited preparation of plans and programs for the abandonment, proper plugging and remediation of all oil-related sites, prioritizing sites in residential areas, consistent with State, County and City efforts to phase-out oil drilling and ensure that all existing oil well sites adhere to adopted amortization programs and prohibitions.

EJ 11.2

Encourage efforts for 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, the 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.

EJ 11.5

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

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Chapter 4

MOBILITY & CONNECTIVITY

The 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

MC GOAL 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 and enhancement of existing sidewalks and roadways in areas where the streets are unimproved, are too narrow, or experience frequent seasonal and stormwater flooding.

MC 1.4

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

MC GOAL 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 through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, Long Beach Transit, Torrance Transit and Gardena Transit), and with community input.

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 that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

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 are appropriately designed to provide sufficient shaded shelter, seating, and public trash receptacles, and are equipped with bus arrival time display systems (e.g. real-time passenger information display systems).

MC 2.6

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

MC GOAL 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 residential developments that include units at low, very low and deeply low affordability levels 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, such as subsidized transit passes, for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking, etc).

MC 3.3

Reduce automobile dependency by providing a safe and convenient transit system accessible to all, pedestrian linkages and a network of safe and accessible bikeways and by 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 the Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

MC GOAL 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

Incorporate bicycle amenities (e.g. bicycle parking stations, lockers, changing rooms and showers) accessible to the public at low or no cost 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.

MC GOAL 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, particularly in areas with recurrent flooding.

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, and 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.

MC 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.

MC GOAL 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, maintaining an adequate buffer between such uses and residential neighborhoods.

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 temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in both industrial and residential areas.

MC 6.4

Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement. (see also MC 7.7)

MC 6.5

Support mitigation measures environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.



MC GOAL 7

ENCOURAGE NEW CONSTRUCTION AND INSTALLATION OF ZERO EMISSION VEHICLE (ZEVs) INFRASTRUCTURE FOR FREIGHT TRUCKS WITHIN INDUSTRIAL AREAS TO SUPPORT THE REDUCTION OF GREENHOUSE GAS EMISSIONS AND IMPROVE AIR QUALITY.

MC 7.1

A parking supply that is efficient, serves economic development and facilitates all modes of transportation.

MC 7.2

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

MC 7.3

Support parking management through Transportation Demand Management (TDM) strategies in areas of high demand to facilitate within a group of shared facilities.

MC 7.4

Support the development of City-owned or other parking structures with sustainable design (i.e. solar panels and LID features), where appropriate, that are accessible to all and discourage surface parking lots.

MC 7.5

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

MC 7.6

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

MC 7.7

Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 7.8

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

MC 7.9

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

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Chapter 5

PUBLIC REALM & 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 the Japanese 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. There is a skatepark located at the Normandale Recreation Center. The most recent addition of open space in the Plan Area is the Denker and Torrance Pocket Park. 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

PO GOAL 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 that are equitably distributed throughout Harbor Gateway, engaging the community and surrounding residents.

PO 1.2

Prioritize the provisions of new parks, including skateparks and recreation facilities in areas with the greatest needs.

PO 1.3

Pursue opportunities to establish new public parks, cooling centers, and resilience hubs 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 decommissioned railroad rights-of-way and properly plugged oil well sites for parks and open space and ensure that each site is properly cleaned up.

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.

PO 1.17

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.

PO GOAL 2

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES 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 includes community input to inform the design of amenities, including shaded areas, and a seamless transition 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 and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO GOAL 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVE

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.

PO GOAL 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.

PO GOAL 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 island effect.

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 as well-maintained gardens for growing fruits and vegetables.



DOMINGUEZ WATERSHED INCLUDING THE CHANNEL AND BIKE PATH

Harbor Gateway is home to a portion of the Dominguez Watershed. The portion of the watershed in the Plan Area includes a small remnant of the Dominguez Wetlands located near the east side of the intersection of Vermont Avenue and Artesia Boulevard and the Dominguez Channel and Bike Path.

The Dominguez Channel was fully channelized to provide flood protection for much of the South Bay Area. The area of the watershed in Harbor Gateway was channelized in the 1900s. The Channel captures runoff from over 43,000 acres and drains into the Port of Los Angeles.

The Dominguez Channel along with the adjacent bike path are valuable open space amenities for the Plan Area. 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).

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Chapter 6 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the communities of Harbor Gateway. 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 does 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 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 tends to 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 details 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 may 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 may 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 Land Use 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 tool 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 Community 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 solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require 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

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 in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LADBS - Los Angeles Department of Building and Safety
BOE - Bureau of Engineering	LADOA - Los Angeles Department of Aging
BOS - Bureau of Sanitation	LADOT - Los Angeles Department of Transportation
BSS - Bureau of Street Services	LADWP - Los Angeles Department of Water and Power
CalEPA - California Environmental Protection Agency	LAFCD - Los Angeles County Flood Control District
CalGEM - California Geologic Energy Management Division	LAFD - Los Angeles Fire Department
CalHFA - California Housing Finance Agency	LAFPC - Los Angeles Food Policy Council
CalTrans - California Department of Transportation	LAHD - Los Angeles Housing Department
CAO - City Administrative Officer	LAPD - Los Angeles Police Department
CARB - California Air Resources Board	LAPL - Los Angeles Public Library Development Department
CD - Council District	LAUSD - Los Angeles Unified School District
CDD - Community Development Department	METRO - Metropolitan Transit Authority
CoDRP - County Department of Recreation and Parks	NC - Neighborhood Council
DCP - Department of City Planning	OHR - Office of Historic Resources
DOD - Department on Disability	OPA - Office of Petroleum Administrator
DPW - Department of Public Works	POLA - Port of Los Angeles (Harbor Department)
DPSS - Department of Public Social Services	RAP - Recreation and Parks
DTSC - Department of Toxic Substance Control	SAN - Bureau of Sanitation
EMD - Emergency Management Department	SCAG - Southern California Association of Governments
EWDD - Employment and Workforce	SCAQMD - South Coast Air Quality Management District
LAHD - Los Angeles Housing Department	USACE - United States Army Corps of Engineers
LA-DLA - Los Angeles Designated Local Authority	

**Please visit www.lacity.org for the most recent and updated City departments.*

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	Affordable Unit Inventory-Measure JJJ: The Los Angeles Housing Department (LAHD) 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..	LU4.1, LU4.2	LAHD
P2.	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.	LU3.5, LU7.5	DCP
P3.	Survey LA Planning District: The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Harbor Gateway including the Chackfield-Merit Tract, Gardena Boulevard commercial planning district, and numerous home in the Athens on the Hill neighborhood and Orchard Avenue. The Plan applies the Conservation District to the Athens on the Hill neighborhood and the Chacksfield-Merit Tract and encourages further study and possible historic designation of these and other resources in order to conserve and enhance the neighborhood character and unique buildings.	LU6.1	DCP
P4.	Tenant Protection Programs: The Los Angeles Housing Department manages housing units subject to the Rent Stabilization Ordinance, the Tenant Habitability Program and provides eviction and relocation assistance. LAHD will continue to develop greater tenant protections consistent with the City's Housing Element.	LU4.1, LU4.3	LAHD

Program Number	Description	Policy Reference	Coordinating Agency
Environmental Justice			
P5.	Brownfields Identification: The Los Angeles Department of Sanitation (LASAN) has partnered with the Department of City Planning in an effort to complete an environmental remediation needs assessment for targeted areas 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.	EJ6.2, EJ6.3, EJ6.5	LASAN, DCP
P6.	Clean Up Green Up Implementation: The CUGU ordinance established standards and regulations to reduce cumulative health impacts resulting from incompatible land uses. It also established an ombudsperson position within LASAN to help local businesses access financial and technical support to improve their operations; assist small businesses navigate the permitting processes and comply with regulatory standards, and respond to community complaints about nuisance businesses.	LU13.6	LASAN, DCP
P7.	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, as well as by focusing development opportunities for affordable housing near transportation nodes.	LU9.3, LU19.2, EJ3.2	Mayor's Office, DCP
P8.	Low Impact and Healthy Development: The City's Low Impact Development (LID) ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements. In addition, the City's Healthy Buildings, Healthy Places program will provide site and landscaping standards that focus on making buildings safer and more comfortable places to live, work and recreate.	EJ3.4, EJ3.6	LADBS

Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P9.	Metro's Reduced Fare Programs: The Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro provide fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC2.4, MC3.2	METRO
P10.	Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU15.1, MC6.4, MC7.7	METRO, LADOT, Caltrans, LAPD
P11.	Safe Routes to School: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Harbor Gateway.	MC5.6	LADOT, LAUSD, Caltrans, METRO
Public Realm and Open Space			
P12.	People Street Pedestrian Plazas and Parklets: Encourage partnerships between LADOT and community groups or businesses in Harbor Gateway to apply for Plaza or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU18.4, PO2.2, PO2.4	LADOT

FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P13.	Anti-Displacement Programs: Coordinate with LAHD to develop anti-displacement strategies that further Citywide Housing Priorities through implementation of programs such as, local tenant/community opportunity to purchase (TOPA/COPA). Explore funding sources, including grants and loans, to assist tenant and community based organizations purchase multi-family buildings.	LU4.1, LU4.2, LU4.3	LAHD
P14.	Business Incubators and Worker Cooperatives: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business. Coordinate with agencies such as the EWDD and Mayor’s Office of Sustainability to identify a role for worker cooperatives in an equitable and sustainable Los Angeles economy.	LU12.3, LU12.4, LU12.7	EWDD, Mayor’s Office
P15.	Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and Harbor College for student participation in business apprenticeship and internship programs, as well as work with the LAUSD’s Mentorship Programs.	LU13.1, LU13.4	EWDD, LAUSD
P16.	Dominguez Channel Access and Connections: Partner with LA County Flood Control District and the Unites States Army Corps of 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.	LU7.8, LU11.6, LU.11.7, MC4.3	LAFCD, USACE, DCP

Program Number	Description	Policy Reference	Coordinating Agency
P17.	Economic Development/Revitalization: Partner with the City Council, Mayor’s Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment 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.	LU7.2, LU7.3, LU12.4, LU13.3, LU13.6	EWDD, CDD, CD15
P18.	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.	LU7.1, LU7.2, LU7.3, LU7.5, LU7.6, LU7.8.	EWDD, CDD, CD15
P19.	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 (2–3 bedrooms) in new development to meet the needs of the community.	LU1.6, LU1.7, LU1.8	LAHD
P20.	No Net Loss Program: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU4.1, LU4.2, LU4.3	LAHD, CD15, City Attorney
P21.	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.	LU3.1, EJ5.3	DCP
P22.	Right of Return: Explore the creation of a Citywide first right of refusal program to ensure that tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement housing units.	LU4.3	LAHD
P23.	Small Business Assistance Programs: Continue to promote agency programs that assist small business owners and local entrepreneurs, such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU7.6, LU6.7, LU7.7, LU12.2, LU12.4	CAO, EWDD

Program Number	Description	Policy Reference	Coordinating Agency
P24.	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 and housing insecurity.	LU1.12, LU1.13, LU1.14	LAHSA
P25.	SurveyLA 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	LU52, LU5.4, LU5.5	OHR
P26.	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.	PO1.4, PO5.1	CAO, Mayor's Office

Environmental Justice

P27.	Brownfields Remediation: Encourage the remediation and redevelopment of 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.	EJ6.1, EJ6.2, EJ6.3, EJ6.4, EJ6.5	LAPW, BOS
P28.	Code Enforcement: Identify 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.	LU1.11, EJ7.4, EJ8.4, MC6.3, MC6.4, MC7.6	LADBS
P29.	Cultural Historic Context: As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.	LU5.2, LU5.4, EJ1.3, EJ1.5	OHR

Program Number	Description	Policy Reference	Coordinating Agency
P30.	Emergency Preparedness: Establish coordination between EMD, FIRE, LADOT, and LAPD regarding emergency preparedness, community awareness workshops and drills to supplement the City's RYLAN Program. The City's Ready Your LA Neighborhood (RYLAN) program was developed to help families and neighborhoods prepare for disasters. RYLAN provides the steps to take immediately after a disaster to help keep neighborhoods safe.	EJ11.6	EMD
P31.	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.	EJ 3.2, EJ 4.2, EJ 7.3, MC 6.6	DCP, Mayor's Office
P32.	Language Access Plan: Pursuant to Executive Directive No. 32 (Dec. 2021), the City is in the process of preparing a language access plan, known as the Inaugural Plan, to set the foundation for a citywide language access program and serve as a model for City Departments. In advance of this plan, the City Planning Department has developed an internal language access guide for planning staff to ensure the public has equitable access to planning processes and information and will continue to evaluate language access needs across all communities.	EJ1.1	DCP
P33.	Multicultural History Training: Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR
P34.	Non-Conforming Industrial Uses: Work with Council District 15 to create a relocation program and secure funding to assist non-conforming industrial businesses located within residential neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of a site in an 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.	EJ5.1, EJ5.2, EJ5.5, EJ5.6	CD15, POLA

Program Number	Description	Policy Reference	Coordinating Agency
P35.	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 existing operators from using new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health and the environment (in addition to noise, water quality and geologic impacts) and to further address community concerns.	EJ11.3, EJ11.4, EJ11.5	OPA, DCP
P36.	Phase-Out Plan for Oil Operations: Ensure coordination between the City, petroleum operators, CalGEM and other applicable local government agencies to develop a program for the phase-out of oil and gas extraction and related operations and the scheduled abandonment of oil wells, in particular those located within residential neighborhoods.	EJ10.1, EJ10.2, EJ10.3	OPA, DCP, CalGem
P37.	Service Planning Area 8: Develop partnerships to ensure coordination with the Los Angeles County Department of Public Health's efforts to promote health and well-being through targeted population-based interventions and service operations that improve health and quality of life, and reduce health disparities for Service Planning Area 8, which serves the Harbor Gateway.	EJ2.2	LADPH
P38.	Tribal Resources and Liaisons: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	EJ1.3, EJ1.4, EJ1.5	DCP
P39.	Trucking Industry Resource Guide: Coordinate with POLA to explore the creation of a local resource guide that new and existing warehouse and industrial business operators can provide to truck drivers to limit truck intrusion into off-route areas. The resource guide can include information on the closest fueling and charging stations, truck repair facilities, as well as food and lodging.	EJ7.4, MC6.4	POLA
P40.	Mapping: Continue to collaborate with Cal-EPA and DTSC to update existing Zoning Information Files (ZI) for brownfields and superfund related ZI's with appropriate state codes and contact information.	EJ 5.2, EJ 5.9	DCP, DTSC

Program Number	Description	Policy Reference	Coordinating Agency
P41.	Abandoned Oil Well Clean-up/ Transition: Encourage abandoned oil well site clean-up to transition into a community serving uses such as community gardens, plazas or parks.	EJ 7.2	DCP, CD 15
<hr/>			
Mobility and Connectivity			
P42.	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.	MC3.3; MC3.5	Mayor's Office
P43.	Clean and Safe Railroads: Encourage coordination between public and private entities responsible for the safety and maintenance of the railroad rights-of-way, particularly along Alameda Street in order to improve safety, as well as beautification of the corridor.	MC1.2, PO1.5	LADOT
P44.	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 and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC2.3, MC2.4, MC2.5	METRO, LADOT
P45.	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.	MC5.6	LAUSD
P46.	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.)	LU18.12, MC6.4	LADOT

Program Number	Description	Policy Reference	Coordinating Agency
P47.	Truck Traffic Control Measures: Partner with the Los Angeles Department of Transportation and Council District 15 on a pilot program to install traffic control measures to prevent freight truck intrusion into residential neighborhoods and ensure that trucks utilize appropriate truck routes. In addition, collaborate on the implementation of feasible traffic control measures based on the recommendations of the SCAG Freight Mitigation Study and other transportation studies.	MC6.4	LADOT, DCP, CD15
Public Realm and Open Space			
P48.	Clean Neighborhoods: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks, alleys and railroads clean and free of trash and debris.	MC1.2, MC5.4	BSS
P49.	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.	LU7.6, LU7.7, LU7.9, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	Mayor's Office
P50.	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.	PO1.13	LAUSD, RAP
P51.	Neighborhood Green Streets: Implement a network of Great 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, the Dominguez Channel, and the Regional Center.	MC1.1, MC5.1, PO2.1, PO2.6, PO4.1	LADOT, BSS, LASAN,

Program Number	Description	Policy Reference	Coordinating Agency
P52.	<p>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, landscaping, shade trees, reverse angled parking and pedestrian lighting.</p>	<p>LU7.7, 18.4, LU18.12, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1</p>	LADOT
P53.	<p>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 in Harbor Gateway for community uses incorporating bike and pedestrian paths, greenways, community gardens or park space.</p>	<p>MC4.1, MC5.1, PO1.4, PO1.5, PO1.6</p>	RAP, DWP
P54.	<p>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>LU7.4, LU7.8, LU9.1, LU 11.6, MC3.3, MC4.1, PO1.4, PO1.10, PO1.17</p>	LACFD, USACE, DCP



Preliminary Draft Summer 2023



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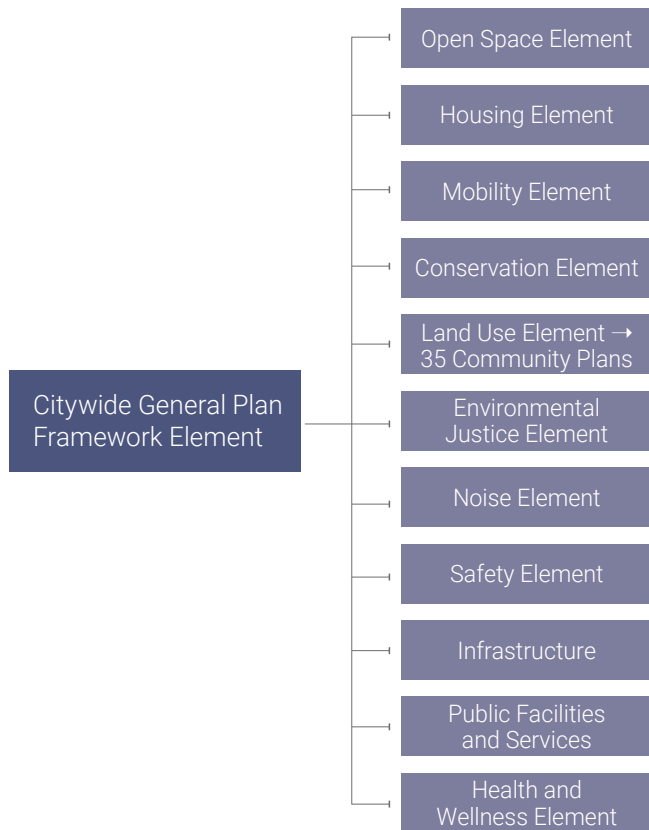
Appendix A:
**RELATIONSHIP
TO OTHER
PLANS**

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city’s physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City’s land use element. In addition, the City has adopted additional non mandated elements in “Framework Element,” discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City’s General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element’s key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City’s achievement of the Plan’s five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Harbor Gateway Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 4 of the Harbor Gateway Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Harbor Gateway Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and

influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Harbor Gateway Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Harbor Gateway Community Plan Area is served by Metro's Silver Line with two stations located on the I-110 Freeway at Rosecrans Avenue and at The Harbor Gateway Transit Center. The Silver Line links Downtown Los Angeles to San Pedro.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the oversight of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a \$20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 4 schools in the Harbor Gateway Community Plan Area. Of these schools, three are elementary and one is a high school. Additionally, since the Charter School legislation was established in 1992, one new charter school has opened in Harbor Gateway. While this is a privately operated school, it receives public funds and is considered to be under the jurisdiction of the LAUSD.