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## HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL

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May 15, 2022

Teresa Batson  
Department of City Planning  
200 N. Spring Street – Room 667  
Los Angeles, CA 90012

Re: HGNNC recommendations for the Harbor Gateway Community Plan – Harbor Gateway North portion (CPC-2018-6404-CPU)

Dear Ms. Batson:

On the recommendation of our Planning and Land Use Committee, on May 10, 2022, our Board voted x-x to adopt the following comments for the updated Harbor Gateway Community Plan.

HGNNC District 1 area

- 1) Rezone Vermont Avenue from 169<sup>th</sup> to 172<sup>nd</sup> from M1-1VL (industrial) to Hybrid Industrial (with housing) to mitigate the current incompatibility with nearby residential uses and to provide more locations for additional needed housing
- 2) Rezone the former Caltrans property in the Merit Tract, 17236-17268 S. Hoover Street, as “very low residential” (RE40 residential or the lowest possible amount of housing on the current two parcels)
- 3) Rezone the parcel just south of 170<sup>th</sup> Street from M2-1VL to Hybrid Industrial as a buffer between the industrial uses to the south and the residential uses to the north
- 4) Designate the area from 168<sup>th</sup> Street on the north to the 91 freeway (Artesia Blvd.) on the south and from Vermont Avenue on the west to the 110 freeway on the east, plus 169<sup>th</sup> Street and 170<sup>th</sup> Street between Figueroa Street on the east and the 110 freeway on the west as the Merit Tract Character District.
- 5) Rezone the parcels at the southwest corner of 168<sup>th</sup> Street and Figueroa Street from C2-1 and P1 to either R3 or all C2 (“Neighborhood Center”).
- 6) Rezone lot on the southwest corner of Figueroa Street and Alondra Blvd. (16101 S. Figueroa Street) from [Q]C2-1 to R4/mixed use (“Neighborhood Center”)
- 7) Rezone landlocked property west of Bonsallo Avenue, north of 168<sup>th</sup> Street, and south of Hoover Street from R2-1 to PF for use as a solar farm/wind turbines to be compatible with the “Low Residential” R1-1 parcels to the east and recognizing that it is a landlocked property.
- 8) Create zoning for the current R2 zoned parcels to protect them from mansionized, two-story duplexes being built on them which would be incompatible with the current lower-scale character of these blocks

- a) Menlo Avenue south of Alondra Blvd. to Gardena Blvd.
  - b) Estrella south of Gardena Blvd. to 168<sup>th</sup> Street
  - c) 165<sup>th</sup> Place between Menlo Avenue and Hoover Street
  - d) 167<sup>th</sup> Street from Vermont Avenue to Hoover Street
  - e) 168<sup>th</sup> Street between Vermont Avenue to Hoover Street
- 9) Create a Character District for Orchard Avenue from Alondra Blvd. to Gardena Blvd. to help preserve the lower scale character and historic late 1880s/early 1900s homes on this block and protect the current R2 zoning from mansionized duplexes
  - 10) Require conditional use or other measures for construction of duplexes or small lot houses in R3 zones to instead encourage apartment buildings to be constructed on these parcels
  - 11) Rezone the Vermont Villas property, 16304 S. Vermont Avenue, from C2-1 to R4 to reflect the actual land use
  - 12) Zone the south side of 164<sup>th</sup> Street from Ainsworth to Menlo Avenue in a manner to more closely resemble R3 than the current R4-1, in recognition of the already very densely built neighborhood
  - 13) Create a Character District for Gardena Blvd. from the 110 Harbor Freeway to Vermont Avenue and from 164<sup>th</sup> Street to 165<sup>th</sup> Place along Vermont Avenue with height limits of 3-stories and 4-stories varying by lot, so that the historic character of the “old downtown” is maintained and does not develop an overly modern urban appearance and with possible incentives for repurposing original buildings to maintain the exterior facades while adding housing units. Intensity of development at the “Village” level.

#### HGNNC District 2 area

- 1) Zone Vermont Avenue from south of 15314 S. Vermont Avenue to 155<sup>th</sup> Street from C2-1 to RAS3 or zoning which encourages apartment buildings with possible commercial on the ground floor and set backs for green space
- 2) Rezone the lot/easement south of Redondo Beach Blvd. on the east side of Ainsworth from QRD6-1 to R1-1 or zoning to be compatible with the abutting R1-1 parcels
- 3) Use a more compatible zoning for the easement south of the industrial area which runs from Figueroa Street to Denver Avenue – current P-1VL zoning which abuts an R1-1 area.
- 4) Rezone the southwest corner of Redondo Beach Blvd. and Figueroa Street to Hybrid Industrial with Housing.

#### HGNNC District 3 area

- 1) Rezone all industrial properties on the north side of Redondo Beach Blvd. from the 110 freeway to Vermont Avenue to Hybrid Industrial with Housing
- 2) Preserve industrial designation for parcels along both sides of Figueroa Street from the railroad north to El Segundo Blvd., with encouragement of a diverse range of light industrial uses that would utilize skilled labor, such as electronics assembly, machine shops, bio-tech, research and development, etc.
- 3) Use aspects of the new Zoning Code to ensure that for the parcels on Vermont Avenue south of Rosecrans to 146<sup>th</sup> Street, the currently R3 zoned parcels would not be built to more than what is currently allowed on R2 parcels, including height, density, and mass restrictions to prevent future development of mansionized two-story duplexes.
- 4) Potential development of the Rosecrans Avenue Transit Station for residential and additional parking
- 5) Potential mixed use development on the southwest corner of Rosecrans Avenue and Figueroa Street
- 6) Elimination of oil and gas uses on Figueroa Street, south of Rosecrans Avenue, particularly on the west side of Figueroa Street which is next to residential uses.
- 7) Eliminate the “O” designations from all parcels.

HGNNC District 4 area

- 1) Zone the parcels 14215 S. Menlo Avenue at Rosecrans, 801 W. Rosecrans, and 809-835 Rosecrans from [Q]C2-1 to commercial/residential with restrictions on auto-related uses (“Neighborhood Center”)
- 2) Zone the RD3-1 lots along Vermont Avenue from 135<sup>th</sup> Street to 140<sup>th</sup> Street with mass, density, and height restrictions to protect the parcels from future development of mansionized two-story duplexes
- 3) Rezone the southeast corner of Figueroa and El Segundo to all C2-1-VL to be consistent with commercial uses on that corner
- 4) Preserve the industrial designation for parcels along both sides of Figueroa Street from the railroad north to El Segundo Blvd., and provide incentives for a diverse range of light industrial uses that would utilize skilled labor, such as electronics assembly, machine shops, bio-tech, research and development, etc.
- 5) Support the designation of the southwest corner of El Segundo Blvd. and Figueroa Street as “Hybrid Industrial”
- 6) Eliminate the “O” designations from all parcels

HGNNC District 5 area

- 1) Rezone the southeast corner of 120<sup>th</sup> and Vermont Avenue from C2-1 to R3-1
- 2) Use the new Zoning Code designations of mass, density, and height to protect the south side of 120<sup>th</sup> Street from Vermont Avenue to Figueroa Street, the 500 to 800 blocks, from the development of mansionized, two-story duplexes
- 3) Designate internal streets of Athens on the Hill of District 5 (between Vermont Avenue to Figueroa Street and 120<sup>th</sup> Street to El Segundo Blvd.) as a Character District to help protect the neighborhood from mansionized, two-story duplexes and small lot subdivisions which are not compatible with the existing established neighborhood which includes many historic homes from the 1920’s and 1930’s
- 4) Rezone 12616-12630 S. Vermont Avenue from [Q]C2-1 to R3-1
- 5) Rezone 12003 S. Figueroa Street from [Q] C2-1 O to R3-1
- 6) Use new Zoning Code to maintain height, density, and mass of any new construction along the east side of Hoover Street from Laconia Blvd. to 127<sup>th</sup> Street to be more like R1-1 than R3-1.
- 7) Rezone 702 and 710 W. Laconia Blvd. from R3-1 O to R1-1 (or Rezone the lots along Laconia on the north side from RD1.5-1XL to R1-1 and 710-732 on the south side from R3-1 to R1-1) to be compatible with nearby R1-1 parcels
- 8) Rezone the north side of El Segundo Blvd. between 705 West and 817 West from R3-1 O to R3-1
- 9) Rezone 705 W. El Segundo Blvd. from R3- O to R3-1
- 10) Eliminate the “O” designations from all parcels

Additionally the Harbor Gateway North Neighborhood Council supports the following elements for inclusion into the updated Harbor Gateway Community Plan

- Maintenance of the Alcoholic Beverages Specific Plan Conditional Use for the whole of the Harbor Gateway North part of the Community Plan area, but with updated Amendments to the 1989 Specific Plan to better protect our community from the impact of over-concentration of alcoholic beverage sales from stores and restaurants
- Advancing the interests of environmental justice by creating transitional zoning to buffer residential and other sensitive uses from industrial uses where the parcels zoned for industrial use are in close proximity to residential and other sensitive receptors. Environmental justice is

especially relevant in our Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including the vehicle and truck traffic on the 110 Freeway which bisects the northern portion of the plan area and the 91 freeway which impacts the Merit Tract neighborhood.

- Create a Specific Plan for the whole of the Harbor Gateway Community Plan area in order to codify the stated goals and policies, using the Warner Center 2035 Specific Plan as a model. Our goal is to have a legal framework to provide a coordinated approach to future land use developments and to ensure that development in our Community Plan area incorporates the highest standards for design, landscaping, and environmental issues, such as air quality.
- Creation of more open spaces/green spaces wherever possible, including pocket parks, plaza, courtyards, and set-backs dedicated to open space for larger buildings, especially along public sidewalks
- The addition of rail transit both down the middle of the I-110 Harbor Freeway and also along Vermont Avenue between 120<sup>th</sup> Street to 182<sup>nd</sup> Street (currently being considered as the Vermont Transit Corridor South Bay Extension) to provide better public transit for both our residents and those who would be traveling to work in our community.
- Above all we seek to preserve and enhance the distinct character, scale and integrity of our existing residential neighborhoods and therefore support the creation of four Character Districts towards that end: Merit Tract, Gardena Blvd., Orchard Avenue (between Gardena Blvd. and Alondra Blvd.), and Athens on the Hill).

Sincerely,

Miguel Vazquez, Chairperson  
Harbor Gateway North Neighborhood Council

cc: Vince Bertoni, Director – Department of City Planning  
Christopher Pina, City Planner – Department of City Planning  
Councilmember Joe Buscaino – Council District 15  
Jenny Chavez, Chief of Staff – Council District 15  
Alison Becker, Senior Advisor – Council District 15  
Caitlin Muldoon, Field Deputy – Council District 15