



LOOKING UP
LOMITA
GENERAL PLAN UPDATE
City of Lomita

GENERAL PLAN

2024-2045



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INTRODUCTION



GENERAL PLAN UPDATE

2024



INTRODUCTION

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OVERVIEW

In the Summer of 2023, the City of Lomita embarked on an effort to update its General Plan, a long-range policy document which articulates the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desired by residents and businesses.

Over time, a city's population and the physical environment in which its residents live and work changes. For the General Plan to be a useful document, the City must monitor and periodically revise the General Plan to respond to and reflect changing conditions and needs. As such, the City should comprehensively update the General Plan periodically to reflect current conditions and emerging trends and to respond to changes as they occur. The last comprehensive update to the General Plan occurred in 1997. Since then, substantial changes to the planning context of Lomita have occurred, including shifts in the community's demographics, changing market conditions, and new ways of thinking about sustainability, public health, and placemaking. In light of these changes, the City undertook the update as an opportunity to reassess its long-term vision and identify new challenges, opportunities, and approaches to make that vision a reality.

The development of this forward-thinking plan was shaped by continuous dialogue and partnership between City government and members of the community. The General Plan reflects the community's values and desires and addresses important issues such as land use and urban design, mobility, housing, resource management, public safety, economic development, and

Contents

- Overview
- General Plan Scope and Contents
- General Plan Objectives
- Public Participation
- Community Vision Statement
- Guiding Principles
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What is a General Plan?

The general plan serves as a "blueprint" for future development of a city. It establishes land use designations and policies to assist decision-makers as they review proposals for new development or consider changes to city ordinances. The general plan addresses issues that impact the entire city, such as how land is used, where buildings are built, the locations of roads and parks, safety, noise, and more.

environmental justice. Although it may be updated periodically to reflect changing conditions, new legislative requirements, and modern local opportunities, the intent of the Lomita General Plan is to lay the foundation for long-term decision-making over the next 20 years.





General Plan Scope and Contents

In California, all cities and counties are required to adopt a general plan. The general plan is a comprehensive policy document that shapes the long-term physical development of a jurisdiction's planning area. The general plan must include eight state-mandated elements including land use, circulation, housing, conservation, open space, noise, safety, and environmental justice elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the city's planning area. Additional elements that relate to the physical development of the city may also be addressed in the general plan. The degree of specificity and level of detail of the discussion of each general plan element

need only reflect local conditions and circumstances. The Lomita General Plan was prepared consistent with the requirements of State law and addresses the relevant items outlined in Government Code Section 65300 et seq. A general plan is a "constitution" or "blueprint" for the future physical and economic development of a city or county. All future planning decisions and project approvals must be consistent with the general plan, including, but not limited to: Area Plans, Master Plans, subdivisions, public works projects, public services, and zoning decisions. A general plan has four defining features, as described next.





General

As the name implies, a general plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.

Comprehensive

A general plan is comprehensive in nature, covering a wide range of topics such as land use, housing, economic development, infrastructure, public safety, recreation, and natural resources.

Long-Range

A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of Lomita's General Plan looks ahead approximately 20 years – to the year of 2045. At the same time, the General Plan will provide policy direction that allows for flexibility to respond to changes in the marketplace and in technology, positioning the City for long-term success.

Consistent

A general plan must be internally (“horizontally”) consistent, meaning it cannot contradict itself. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure and must fully integrate its separate parts and relate them to each other without conflict. Additionally, all adopted portions (elements) of a general plan have equal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element. Finally, all other plans, ordinances, and policies must be consistent with the general plan. This “vertical” consistency helps resolve conflicts between local specific plans, the City's Zoning Code, and the General Plan.





General Plan Policy Document

The General Plan Policy Document is the heart of the General Plan. It contains the goals and policies that will guide future decisions within the city and identifies action items (implementation measures) to ensure the vision and goals of the General Plan are carried out. Two important documents support the General Plan: The Existing Conditions Report and the General Plan Environmental Impact Report (EIR). Both are intended to be used in conjunction with this General Plan and to serve as companions to this policy document.

The Lomita General Plan also contains a land use diagram (map), which serves as a general guide to the distribution of land uses throughout the city. The Lomita General Plan addresses all of the elements required by State law, in addition to optional topics and elements that the City has decided to include. Table I-1 identifies the elements included in the Lomita General Plan and the corresponding requirement in State law.

Table I-1: Relationship Between General Plan Elements and State Requirements

| General Plan Elements | | State Mandated | | | | | | | |
|-----------------------|--------------------------|----------------|-------------|---------|--------------|------------|-------|--------|------------------------|
| | | Land Use | Circulation | Housing | Conservation | Open Space | Noise | Safety | *Environmental Justice |
| Lomita General Plan | Land Use | ▲ | | | | | | | |
| | Mobility | | ▲ | | | | | | |
| | Housing (Separate Cover) | | | ▲ | | | | | |
| | Resource Management | | | | ▲ | ▲ | | | |
| | Noise | | | | | | ▲ | | |
| | Safety (Separate Cover) | | | | | | | ▲ | |
| | Economic Development | | | | | | | | ▲ |

* The Lomita General Plan applies a holistic equity approach to the General Plan Update effort. Each element of the General Plan intentionally integrates equity, inclusion, and related concepts of health and environmental justice into its goals, policies, and actions. Specifically, all elements strive to promote equitable outcomes and advance community health and environmental justice goals (i.e., there is no stand-alone Environmental Justice Element but environmental justice ideals are incorporated throughout the General Plan).





Organization of General Plan Elements

Each element (i.e., chapter) of the General Plan is organized into a set of goals, policies, and implementation actions. Each goal is supported by a particular set of policies and actions to implement and achieve that goal. Each element also includes a complete summary of each action that is identified in the element, accompanied by the City department responsible for implementing the action and the timing of implementation.



General Plan Objectives

The General Plan is more than just the legal basis for all local land use decisions; it is the vision for how the city will evolve, reflecting the community's objectives. The objectives of the *Lomita General Plan* include:

- Reflect the current goals and vision expressed by city residents, businesses, decision-makers, and other stakeholders;
- Address issues and concerns identified by city residents, businesses, decision-makers, and other stakeholders;
- Preserve, protect, and enhance the city's existing residential neighborhoods;
- Celebrate and enhance Downtown Lomita;
- Expand the range of housing choices to allow more people to live and work in Lomita;
- Encourage new desirable uses in Lomita and expand the local economy;
- Promote walkability to everyday uses;
- Create pedestrian-scaled environments;
- Target housing growth to support commercial activity;
- Reinforce corridors with memorable places;
- Maintain strong fiscal sustainability and continue to provide efficient and adequate public services;
- Address new requirements of State law; and
- Address emerging transportation, housing, and employment trends.



INTRODUCTION

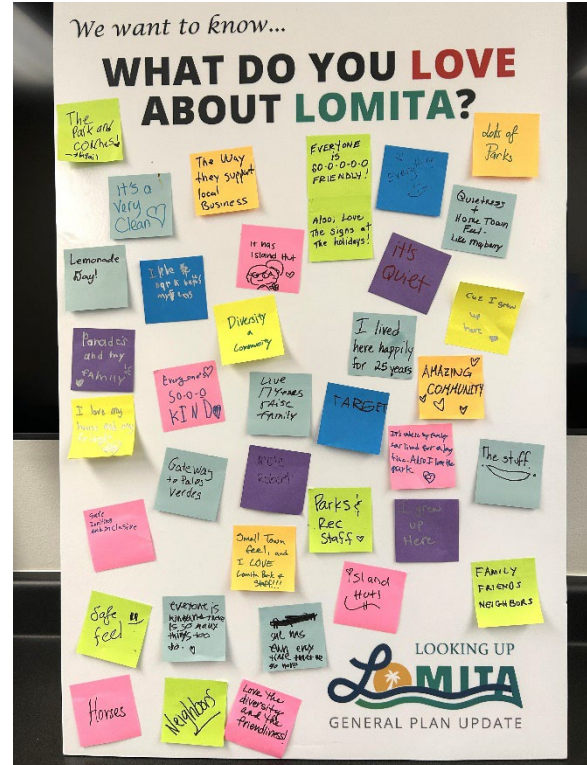
Public Participation

The Lomita General Plan was developed with extensive community input and reflects the community's vision for Lomita. A summary of the community outreach and public participation process is provided below.

Outreach Objectives

The objectives for the comprehensive outreach program were to:

- Conduct an open and transparent community engagement process.
- Engage the full spectrum of Lomita community members, residents, business owners, landowners, and other stakeholders in the General Plan Update process; enhance public awareness of the project and its importance.
- Gather meaningful community input, ideas, and feedback to shape the vision, alternatives, and policies to be included in the *Lomita General Plan*.
- Build a framework to develop community consensus throughout the process.
- Strengthen and expand relationships and trust between the City and community members.



Public Outreach

For all public workshops and meetings, the City of Lomita conducted extensive outreach, using a wide variety of methods and tools, to inform and encourage the community to participate in the General Plan update process. The list of methods and tools used to inform the public of meetings, workshops, and the status of the General Plan Update work efforts includes the following:

- **General Plan website:** The City maintains a website (www.lomita.generalplan.org) devoted to informing the public about, and encouraging participation in, the General Plan Update process. The website includes all public notices, all workshop materials, presentations given to the GPAC and City Council, background materials, draft policy documents, and draft versions of the General Plan Land Use Map.



INTRODUCTION

- **E-mail distribution list:** The list was developed and maintained over time, and included email contacts for agencies, organizations, stakeholders, and individuals requesting information.
- **Social media:** The City regularly posted meeting notices and project updates to its social media platforms, including Facebook, Instagram, Nextdoor, and Twitter.
- **Flyers:** Flyers and video board messaging were posted at City Hall and at key locations throughout the community advertising the Visioning Workshops and online survey.





Visioning Workshops

At the start of the outreach process, the City of Lomita hosted a series of three Visioning Workshops to begin its conversation with the community regarding the ongoing General Plan Update. Approximately 100 people attended some or all of the workshops. All three workshops included an overview of the General Plan Update project, including why the City is updating its General Plan, background information on the evening's topic, and a series of facilitated activities to gather input on key topics or ideas. All three of the in-person Visioning Workshops were held at the Don Knabe Community Meeting Room and Spanish translation was provided to minimize barriers to participation.

The topics explored in each Visioning Workshop along with summaries of the input provided by the community are provided in the Visioning Outreach Summary Report, which is available for review online at: www.lomita.generalplan.org.

Workshop 1: Vision

The first Visioning Workshop was held on Tuesday, June 27th, 2023 and focused on the future vision for Lomita. Over 50 individuals attended the first Visioning Workshop. The intent was to begin a dialogue with the community regarding its priorities for the next 20 years. Following a brief presentation on the General Plan Update, the consultant team facilitated two activities to help conduct this conversation. The first activity served to identify assets, vision ideals, and challenges facing Lomita while the second activity aimed to identify opportunity areas that warranted additional land use and/or policy direction.

Workshop 2: Mobility

The second Visioning Workshop was held on Tuesday, July 11th, 2023 and centered on the future Mobility vision. Over 30 individuals attended the second Visioning Workshop focusing on transportation and mobility in Lomita, including how people get around the city itself (cars, walking, biking, transit) and regional transit connections. The presentation included background on the city's existing roadway network and commuting patterns (i.e., where people who live in Lomita go for work and where people who work in Lomita commute from), new transportation technologies, and a preview of "complete streets." The workshop activity presented community stakeholders with poll questions related to the future of mobility in Lomita. The workshop participants used their mobile devices to visit a website (PolLEV.com) to answer nine questions that provided community insight on local traffic patterns, mass transit needs, and active transportation infrastructure.

Workshop 3: Land Use and Design

The third and final Visioning Workshop was held on Tuesday, July 25th, 2023 and revolved around the Land Use Design vision for Lomita. An estimated number of 35 participants attended the last Visioning Workshop. The consultant collected input on land use design from community members using PolLEV.com where participants answered nine polling questions related to land use and design preferences for Lomita. Participants expressed their preferences for a range of potential land use development options, which included residential, mixed-use, commercial, office, and park spaces.





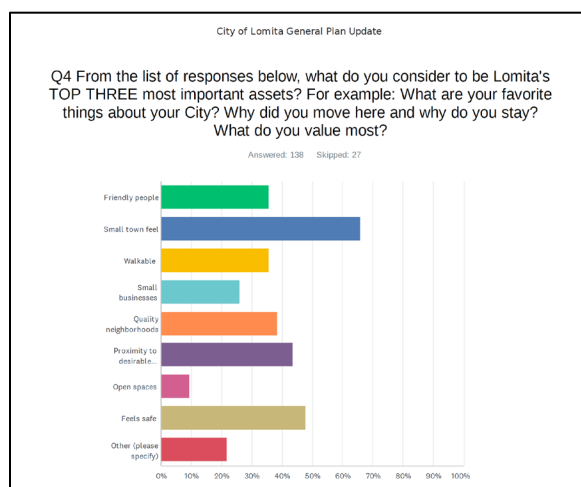
Online Survey

To capture as much input from the community as possible, including input from those who may not have participated in the Visioning Workshops, the project team designed an online survey that was open to all and available early in the outreach process. The survey was administered online via the *SurveyMonkey* web platform and was designed to mimic the activities conducted as part of the Visioning Workshops (i.e., if someone was not able to attend some or all of the workshops, they were able to take the online survey and provide feedback on the same questions).

The survey focused on:

- 1) Visioning and community priorities;
- 2) Mobility/transportation issues; and
- 3) Land use and design options.

The City received over 160 responses to the online survey; 85% of respondents indicated that they did not attend any of the in-person workshops. The survey responses provided additional insight into the demographics and opinions of Lomita community members concerning goals and topics related to the update of the City's General Plan.



General Plan Advisory Committee

The 12-member General Plan Advisory Committee (GPAC), which consisted of residents, local real estate professionals, Lomita Chamber of Commerce members, and Lomita Public Safety and Traffic Commission members, among others, collaborated with City staff and the General Plan Update consultant team throughout the development of the General Plan. The GPAC met eight times between June 2023 and March 2024 to identify key issues and challenges that Lomita faces over the next 20 years, prepare a Community Vision Statement, and to develop the comprehensive set of goals and policies contained in the General Plan. Each General Plan Advisory Group meeting was open to the public. All meeting materials are available on the project website at:

www.lomita.generalplan.org

Community Open House

The City invited the community to an Open House on the General Plan, held on August 26, 2024 at Lomita City Hall. At the Open House, the City hosted tables focusing on key topics/components of the proposed General Plan (such as land use, community design, transportation, and public facilities) and shared key goals, policies, and actions included in the General Plan to address these topics. Community members were able to ask questions of City staff and the consultant team and learn more about the future of Lomita.



Community Vision

The Lomita Community Vision is a statement that describes the city in 2045.

"Lomita is a friendly city where people of all ages can live, work, and enjoy their lives. The City provides the necessary high-quality infrastructure, facilities, and services that our residents expect while consistently looking towards the future to carefully plan for the needs of new residents, growing business industries, and emerging technologies.

Our distinct sense of place is rooted in our history and tradition – a small and spirited city with an agrarian past, established residential neighborhoods, and well-maintained parks. Residents of our attractive, safe, and quiet neighborhoods support Lomita's thriving downtown and vibrant commercial corridors, which feature desirable shopping and dining options and engaging public spaces. The city provides safe and efficient ways to get around the community in a vehicle, walking, biking, and other alternative transportation modes. Lomita's enviable regional location and transportation connections allow our residents to easily access regional employment centers and many of southern California's most beautiful natural resources and destinations.

We recognize that meaningful partnerships with local and regional stakeholders – including homeowners associations, businesses, the Los Angeles Unified School District, utility providers, neighboring jurisdictions, and public and nonprofit agencies – can help us achieve our vision. We are committed to fostering a positive atmosphere of civic collaboration so that Lomita remains a desirable and safe community."

Community Vision Statement

A Vision Statement is a collection of aspirational statements framing community needs and desires. Vision Statements are important to help guide the creation of the General Plan. The Lomita Community Vision was developed to reflect the meaningful community input received at the Visioning Workshops, online survey, from key community members and stakeholders, and elected and appointed officials.





Guiding Principles

The following Guiding Principles are the ideals that guided the development of the General Plan and communicate the community's priorities for Lomita's progression into the future.

Sense of Community

Quality of Life

Thriving Downtown Lomita

Vibrant Commercial Corridors

Business Opportunities

Walkability

Sustainable Development





Guiding Principle

Sense of Community

Foster a sense of community unique to Lomita that celebrates the city's history, character, diversity, and amenities. Even as the city changes, the community will retain its charming small-town atmosphere. Downtown Lomita and the Civic Center will serve as the cornerstones of civic life and community events and programs held throughout Lomita will continue to create inviting opportunities for people to come together. The community's distinguishing characteristics, including its location at the base of the Palos Verdes Peninsula, the small-town feel, and its safe, quiet residential neighborhoods are highly valued as an important part of Lomita's sense of place and character. Residents are proud to call Lomita home and businesses want to locate to Lomita because of the friendly community.

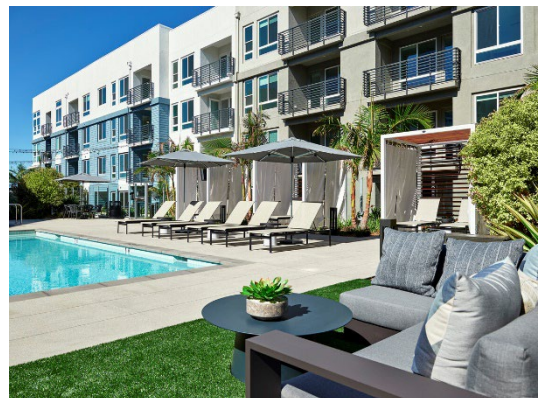




Guiding Principle

Quality of Life

Provide the necessary infrastructure, services, and facilities for the people who choose to live, work, and do business in Lomita. Carefully consider how and where new development should occur to protect the safe, quiet, and peaceful ambience of the city's existing residential neighborhoods. At the same time, recognize the City's need to have a fiscally sustainable balance of land uses to continue funding the public services and amenities the community expects. New development must fit within the scale and character of the community with thoughtful transitions between different land uses. Housing options desirable for all ages, including attainable housing for first-time homeowners, family housing, mixed-use residential/commercial, and homes for seniors, are all important parts of the community's housing stock.

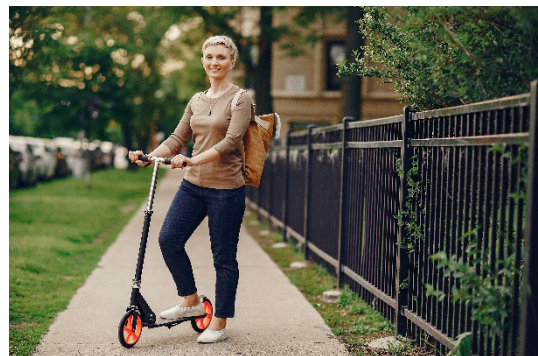




Guiding Principle

Thriving Downtown Lomita

Support and help create a thriving downtown through a comprehensive approach to successful, sustainable, long-term revitalization of Downtown Lomita. Successful revitalization begins with basic, simple activities which demonstrate that “new things are happening” in the downtown, and this incremental change leads to much longer-lasting and dramatic positive change. Capitalize on the downtown’s existing assets and unique qualities, including its distinctive buildings and human scale that give people a sense of belonging. Emphasize quality in every aspect of the revitalization program. This applies to all elements of the process – from storefront designs to promotional campaigns to educational programs. Forge effective public-private partnerships with the understanding that each sector has a role to play in effectuating change in the downtown core.





Guiding Principle

Vibrant Commercial Corridors

Improve Lomita's ability to be fiscally sustainable through the expansion of commercial activities, retention of existing successful businesses, and redevelopment along the city's commercial corridors. Embrace the challenges of the new retail economy by supporting development or redevelopment along the commercial corridors that focuses on providing unique experiences that cannot be replicated through online shopping. This includes providing a range of dining, shopping, and entertainment options for all generations so that people living and working in Lomita want to spend time in the community. The inclusion of visible gathering spaces like public plazas and outdoor dining patios will help to create a more enjoyable commercial environment. Bringing commercial, residential, and civic uses closer together in mixed-use environments can also support the success of Lomita's commercial sector.

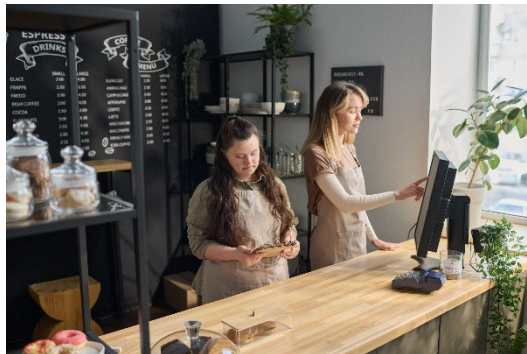




Guiding Principle

Business Opportunities

Enhance the City's reputation as a desirable place to locate a new business and encourage the expansion of industry clusters that provide employment opportunities and add to the City's revenues. Lomita has everything a business needs to thrive and grow. Its location provides businesses with access to strategic markets and a multimodal transportation system, including freeways, international airports, and seaports. The community includes a diverse, highly-educated, and creative labor pool. Work collaboratively with businesses to promote and streamline regulations to facilitate economic activity. Continue to invest in economic development programs that promote Lomita as the natural choice to successfully grow a business and encourage innovation.





Guiding Principle

Walkability

Create a walkable community by planning and designing with walkability in mind. Support development that brings a mix of uses close together in a more efficient urban form. Construct sidewalks, crosswalks, and bike facilities that create safe passage for all modes of transportation. Provide convenient, well-designed parking that encourages people to park and walk to their destination. Offer more transportation choices and mobility options for people of all ages and abilities, which in turn will provide higher levels of social interaction, greater opportunities for physical activity, and reduced emissions from automobile travel.





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Guiding Principle

Sustainable Development

Approach sustainability from an economic, social, and environmental perspective. All growth and development decisions should consider the cost, environmental impacts, and the effect on social equity. Promote environmentally friendly and energy efficient infill development practices. Mix land uses along corridors to allow proximity of housing to amenities, jobs, and other complimentary uses. Provide a variety of transportation choices and multimodal options. Continue to act in a fiscally sustainable manner to maintain existing service levels.





Applying the General Plan

The General Plan is intended for use by a broad range of persons, including City decision-makers, City staff, developers, and community members, to serve the following purposes:

- To identify land use patterns, growth, transportation, environmental, economic, and community goals and policies as they relate to land use, conservation, development, and provision of community services and facilities.
- To articulate a vision and strategy for the future development of Lomita and its residents.
- To enable the City Council and Planning Commission to establish long-range land use, transportation, services, conservation, and growth goals and policies.
- To provide a basis for judging whether specific private development proposals and public projects are in harmony with the established goals and policies.
- To inform citizens, developers, decision-makers, and other jurisdictions of the policies that will guide development and resource conservation within Lomita.

The General Plan applies to lands in the incorporated area of the city, to the extent allowed by Federal and State law. Under State law, many actions, such as development projects, specific plans, master plans, community plans, zoning, subdivisions, public agency projects, and other decisions must be consistent with the General Plan. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Code, individual project proposals, and other related plans and ordinances must be consistent with the goals and policies in the General Plan.



Key Terms

Goal: A description of the general desired condition that the community seeks to create.

Policy: A specific statement that guides decision-making as the City works to achieve the various goals. Once adopted, policies represent statements of City regulations.

Action: An action, procedure, implementation technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy.

Interpreting the General Plan

In reading the General Plan, one should infer that the goals, policies, and implementation measures are limited to the extent that it is financially feasible and appropriate for the City to carry them out and to the extent legally permitted by Federal and State law. For example, policies and measures which indicate that the City will "provide," "support," "ensure," or otherwise require or carry them out do not indicate an irreversible commitment of City funds or staff resources to those activities, but rather, that the City will support them when the City deems that it is financially feasible and appropriate to do so. In some cases, the City will carry out various policies and measures by requiring development, infrastructure, and other projects to be consistent with the policies and actions of the General Plan. In other cases, the City may include General Plan items in the Capital Improvement Program, annual budget, or other implementation mechanisms, as the City deems appropriate.



How to Read Lomita's General Plan

As the guide for future development and desired conditions, residents, property owners, and business owners should also familiarize themselves with how to read this document. Each element contains a brief introduction, several goals and related policies, and a description of related actions to help implement the City's vision.

Goals

A goal in the General Plan is the broadest statement of community values. It is a generalized ideal which provides a sense of direction for action. Goals are overall statements of desired future conditions.

Policies and Implementation Actions

The essence of the General Plan is contained within its policies. Policies are statements which further refine the goals, and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision-makers, not decisions themselves. Policies and implementation measures must be clear to be useful. However, policies may range in terms of commitment of resources, importance, and expected results. Therefore, it is important for readers to understand the distinctions between various levels of policy and implementation action. The following is a list of common terms used in policies and implementation measures, and how to interpret its usage in the General Plan. In cases where other terms are used (and not defined herein), the document may use an equivalent to the closest applicable term.

Shall: Absolute commitment to the policy or action and indicates that the policy must be adhered to in all cases.

Should: Policy will be followed in most cases, but exceptions are acceptable with reason.

Ensure: Policy indicates that the City plays a role in making sure something happens, often times in partnership with other agencies or as part of other City programs and processes.

Encourage: Policy is highly recommended and/or desired and should be pursued when feasible.

Allow: Policy will be supported within certain parameters and certain guidelines.

Coordinate: Policy will occur in conjunction with another entity and the City will carry its share of the responsibility.

Explore: Effort will be taken to investigate the subject at hand to discover whether or not further commitment is relevant.

Consider: The City will conduct further analysis to determine whether to follow the policy.

Limit: Effort will be taken to keep the subject within certain limits, or will at least make undesired change more difficult.

Restrict: Effort will be taken to keep the undesired action to a minimum.





Amending the General Plan

The General Plan is not static, but rather is a dynamic and multi-faceted document that defines and addresses the changing needs of the City. It is based on an on-going assessment and understanding of existing and projected community needs. The City's decision-makers have discretion in interpreting the General Plan and its purposes, and are allowed to weigh and balance the various goals and policies when applying them. Recognizing the need for the General Plan to remain current and reflective of local issues and policies, State law allows the City to periodically amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of its residents, businesses, and other stakeholders. The General Plan may be amended in accordance with State law. While specific findings may be applied on a project-by-project basis, at a minimum the following standard findings shall be made for each proposed General Plan amendment:

- 1) The amendment is deemed to be in the public interest;
- 2) The amendment is consistent and/or compatible with the rest of the General Plan;
- 3) The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare; and
- 4) The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

City-initiated amendments, as well as amendments requested by other parties, are subject to the same basic process to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, leading to an official action by the City Council.

Timing

Under State law, mandatory elements of the General Plan may be amended up to four times in each calendar year. The City Council or any citizen may initiate consideration of a General Plan amendment. State law further requires that the Housing Element be reviewed and updated at least once every eight years.

Exemptions

The State Legislature has recognized that occasions arise which require a local jurisdiction to have some flexibility in amending the General Plan. As set forth in the California Government Code, the following are exempt from the General Plan amendment schedule:

- Amendments to optional elements;
- Amendments requested and necessary for affordable housing (Section 65358(c));
- Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Section 65358(d)(1)); and
- Amendments to bring a general plan into compliance with an airport land use plan (Section 65302.3).





Annual Reporting

Given the long-term nature of the General Plan, it is critical to periodically evaluate its effectiveness and to document the implementation status of the various policies and actions that it contains. The Governor's Office of Planning and Research provides direction on how cities and counties can maintain the General Plan as a useful policy

guide. State law also requires the City to annually report "The status of the plan and progress in its implementation" (California Government Code § 65400(a)(2)(A)) to the City Council. The action items in each General Plan element identify the measures to be carried out by the General Plan in its implementation.





LAND USE



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GENERAL PLAN UPDATE

2024



LAND USE

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INTRODUCTION TO LAND USE

The Land Use Element is a guide to land use planning in Lomita and provides a framework for the land use patterns and urban form of the city. In coordination with the Mobility, Housing, and Resource Management Elements, it defines how the city's buildings and public spaces – homes, stores, offices, parks, streets, and sidewalks – should organize and shape the community in the future. The Land Use Element, which includes the Land Use Map (Figure LU-1), identifies how and where land will be used in the future – for housing, commercial and industrial uses, public facilities, parks, open space, and transportation. The Land Use Element identifies the range of allowed uses and development densities and intensities permitted by the Land Use Plan. Overall, this element is designed to:

- Preserve and protect the city's existing residential neighborhoods;
- Direct future growth to key opportunity areas along the city's primary transportation corridors;
- Support quality expanded housing and employment opportunities; and
- Promote a strong sense of place and identity in Lomita.

Overview

The Land Use Element provides for a development and resource conservation pattern that preserves and protects Lomita's unique small-town character while promoting opportunities for expanded housing options, economic development, and local job growth. Ensuring that Lomita has sufficient capacity and flexibility to support a diverse mix of land uses is essential to the community's ability to thrive and be economically sustainable over time.

Organization of Element

The Land Use Element goals and policies address each of the following topics:

- Balanced Land Use Pattern
- Comprehensive Land Development
- Urban Form and Placemaking
- Infrastructure and Services
- Community Health and Wellness



Balanced land use patterns reduce commute times and increase local job opportunities.

“The Land Use Element provides for a development and resource conservation pattern that preserves and protects Lomita's unique small-town character while promoting opportunities for expanded housing options, economic development, and local job growth.”





The Economic Development Element provides important complementary policy direction to support the City's land use priorities.

State law requires the Land Use Element to address the following, to the extent they are locally relevant:

- Proposed general distribution, general location, and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and

other categories of public and private uses of land;

- Population density and building intensity; and
- Areas subject to flooding (the Lomita General Plan addresses this topic within the context of its Safety Element).

Chapter 2 of the General Plan Update Existing Conditions Report presents background information regarding land use.

Planning Area Boundaries

City Limits

The **City Limits** include all area within the City's corporate boundary, over which the City exercises land use authority and provides public services.

Sphere Of Influence

A city's **Sphere of Influence (SOI)** is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). An SOI may include both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services. Lomita's SOI is coterminous with its city limits, meaning it is the same as its city limits.

Planning Area

The **Planning Area** is the geographic area for which the General Plan provides a framework for long-term growth and resource conservation. State law requires the General Plan to include all territory within Lomita's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area, as shown in Figure LU-2, includes the entire city limits (approximately 1,228 acres).





Land Use Designations

The Land Use Designations specify the type of uses allowed in each designation. Zoning, specific plans, and individual development projects must be consistent with the intensities allowed under the General Plan.

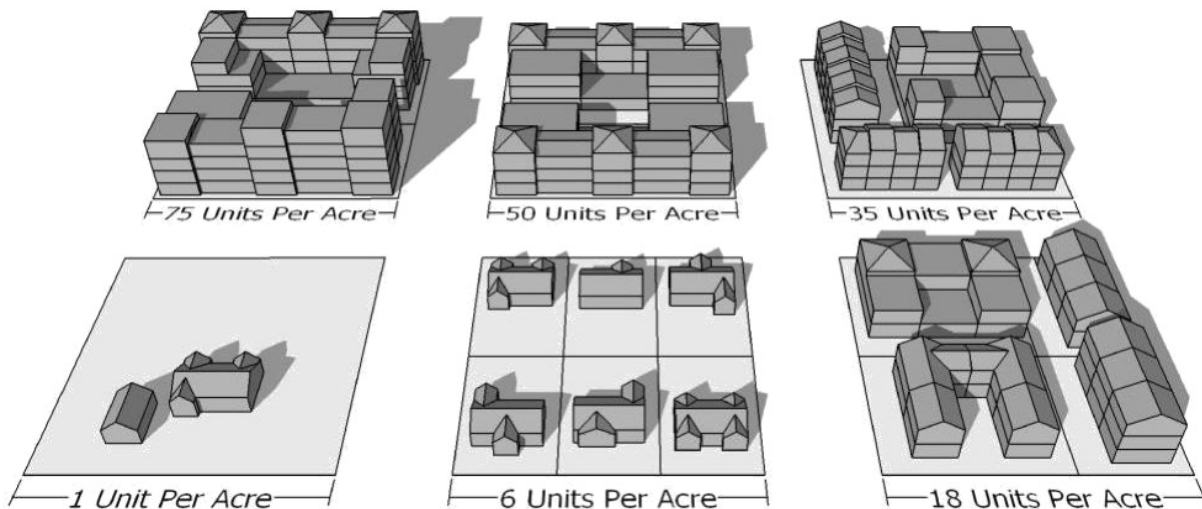
Land Use Classification System

The Land Use Map (Figure LU-1) illustrates the various types and distribution of land uses planned for the community. The land use classification system includes nine land use designations which identify the types and nature of development allowed in particular locations depicted on the Land Use Map (Figure LU-1).

The residential category includes four land use designations that allow for a range of housing types and densities. The nonresidential grouping includes a variety of jobs-generating designations (Manufacturing/Commercial) as well as designations that serve the public good (Publicly Owned Land). Finally, the mixed land use category allows for the development of residential and nonresidential development on the same project site in mixed-use formats.

Density

Density refers to the intensity of residential uses in terms of a range, from a minimum to a maximum, of dwelling units per gross acre. Various building configurations representing different densities are shown below.





Buildout Potential

State General Plan law requires that the Land Use Element indicate the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the Land Use Map are described in detail in this Element. Table LU-1 lists each of the land use designations shown on the Land Use Map and provides a corresponding indication of maximum density or intensity of allowable development. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity. The table also includes the effective overall level of development within each land use designation within the city. The effective levels of development represent an anticipated overall density and intensity of development for Lomita and are, therefore, less than the absolute maximum allowed for an individual parcel of land. For various reasons, many parcels in the community have not been developed to maximum density or intensity and, in the future, maximum development as described in this Element can be expected to occur only on a limited number of parcels. Actual future development would depend on future real estate and labor market conditions, property owner preferences and decisions, site-specific constraints, land turnover, and other factors. Additionally, existing development conditions largely dictate new development and growth. Very few communities in California actually develop to the full potential allowed by their respective General Plans during the planning horizon.

The overall future development in Lomita is anticipated to occur at the expected level of density and/or intensity indicated in Table LU-1. Development at a density or intensity between the expected and maximum levels is

desired when projects offer exceptional design quality, important public amenities or benefits, or other factors that promote important goals and policies of the General Plan. For the residential land use designations, projects are expected to build to a density at least as high as the lowest density allowed by the respective designation.

Residential Land Use Designations

Residential – Agricultural (R-AG); 0 – 10.89 du/ac

The Residential – Agricultural land use designation provides for the development of residential uses of lower density. The designation generally permits the keeping of farm animals and development densities of up to 10.89 units per net acre. Any new land division or subdivision must reflect the Residential – Low Density intensity standards, if the lot sizes for individual units are less than 10,000 square feet.

Residential – Low Density (R-LD); 5.8 – 10.89 du/ac

The Residential – Low Density land use designation provides for the development of single-family residential land uses. The allowable development density is 5.8 to 10.89 units per net acre.

Residential – Medium Density (R-MD); 10.9 – 19.79 du/ac

The Residential – Medium Density land use designation provides for the development of a range of residential land uses, including detached and attached single-family, duplexes, multifamily dwellings, and mobile home communities. The allowable development density for this category is 10.9 to 19.8 units per net acre.





Residential – High Density (R-HD); 19.8 – 43.6 du/ac

The Residential – High Density land use designation provides for the development of a range of multifamily dwellings and mobile home communities. The allowable development density for this category is 19.8 to 43.6 units per net acre.

Nonresidential Land Use Designations

Manufacturing-Commercial (M-C); FAR 1:1

The Manufacturing-Commercial land use designation provides for a range of commercial uses and medium and light industrial uses, such as manufacturing, warehousing, research and development, and other industrial uses that can operate indoors or behind effective screening. The maximum FAR for this designation is 1:1.

Publicly Owned Land (POL)

The Publicly Owned Land land use designation provides for facilities built and maintained for public uses, such as the Civic Center, Fire Station, County Offices, Library, Museum, and Navy Fields. The designation also applies to public schools, parks, and other public and quasi-public uses.

Mixed Land Use Designations

Mixed-Use – 30 (MU30); 20 – 30 du/ac, FAR 1:1

The Mixed-Use – 30 land use designation provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically (such as when residential uses are located over commercial uses) or horizontally (such as when the street frontage of a site is devoted to commercial uses with residential

uses behind). This designation intends to support lower-scale development in the city's historic center, with a focus on maintaining smaller-scale development.

The designation permits residential development densities of 20 to 30 units per net acre. The maximum intensity of nonresidential development is a FAR of 1:1. For projects including residential and nonresidential components, the density requirements shall apply to the residential component, and the FAR shall apply to the nonresidential component. Standalone commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element's Housing Sites Inventory.

Mixed-Use – 40 (MU40); 20 – 40 du/ac, FAR 1:1

The Mixed-Use – 40 land use designation provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically or horizontally.

The designation permits residential development densities of 20 to 40 units per net acre. The maximum intensity of nonresidential development is a FAR of 1:1. For projects including residential and nonresidential components, the density requirements shall apply to the residential component, and the FAR shall apply to the nonresidential component. Standalone commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element's Housing Sites Inventory.





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Mixed-Use – 70 (MU70); 20 – 70 du/ac, FAR 1:1

The Mixed-Use – 70 land use designation provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically or horizontally.

The designation permits residential development densities of 20 to 70 units per net acre. The maximum intensity of nonresidential development is a FAR of 1:1. For projects which include residential and nonresidential components, the density requirements shall apply to the residential component, and the FAR shall apply to the nonresidential component. Standalone commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element's Housing Sites Inventory.





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Table LU-1 General Plan Land Use 2045 Potential Buildout Summary

| Land Use Designation | Acres ¹ | Allowed Density and/or Building Intensity | Assumed Density and/or Building Intensity ² | Units | Population | Nonresidential Square Feet | Jobs |
|----------------------------------|--------------------|---|--|---------------|---------------|----------------------------|--------------|
| RESIDENTIAL LAND USES | | | | | | | |
| Residential – Agricultural | 90 | 0 – 10.89 du/ac | 8.71 du/ac | 785 | 2,072 | 0 | 0 |
| Residential – Low Density | 505 | 5.8 – 10.89 du/ac | 8.71 du/ac | 4,398 | 11,610 | 0 | 0 |
| Residential – Medium Density | 66 | 10.9 – 19.79 du/ac | 17.8 du/ac | 1,130 | 2,983 | 0 | 0 |
| Residential – High Density | 25 | 19.8 – 43.6 du/ac | 34.8 du/ac | 868 | 2,291 | 0 | 0 |
| <i>Residential Subtotal</i> | <i>686</i> | <i>--</i> | <i>--</i> | <i>7,181</i> | <i>18,956</i> | <i>--</i> | <i>--</i> |
| NONRESIDENTIAL LAND USES | | | | | | | |
| Manufacturing-Commercial | 11 | FAR 1:1 | 0.3 FAR | -- | -- | 141,646 | 177 |
| Publicly Owned Land ³ | 63 | No max | -- | -- | -- | 0 | 0 |
| <i>Nonresidential Subtotal</i> | <i>74</i> | <i>--</i> | <i>--</i> | <i>--</i> | <i>--</i> | <i>141,646</i> | <i>177</i> |
| MIXED LAND USES | | | | | | | |
| Mixed-Use – 30 | 13 | 20 – 30 du/ac, FAR 1:1 | 11 du/ac, 0.35 FAR | 146 | 385 | 202,124 | 253 |
| Mixed-Use – 40 | 136 | 20 – 40 du/ac, FAR 1:1 | 14 du/ac, 0.3 FAR | 1,883 | 4,972 | 1,816,303 | 2,270 |
| Mixed-Use – 70 | 73 | 20 – 70 du/ac, FAR 1:1 | 24 du/ac; 0.3 FAR | 1,949 | 5,146 | 950,655 | 1,188 |
| <i>Mixed Land Use Subtotal</i> | <i>222</i> | <i>--</i> | <i>--</i> | <i>3,978</i> | <i>10,503</i> | <i>2,969,082</i> | <i>3,711</i> |
| Totals | 982 | -- | -- | 11,159 | 29,459 | 3,110,728 | 3,888 |

1. Acres are given as adjusted gross acreages, which do not include the right-of-way for major roadways. Numbers are rounded to the nearest whole number.
2. Density/building intensity includes both residential density, expressed as dwelling units per acre, and nonresidential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot. Table LU-1 uses an assumed density and/or building intensity to establish potential buildout totals. Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel, and are, on average, lower than allowed by the General Plan. Accordingly, the projections in this General Plan do not assume buildout at the maximum density or intensity, but are adjusted downward to account for variations in development.
3. The Publicly Owned Land designation accommodates a variety of institutional uses with very limited current or future development potential.

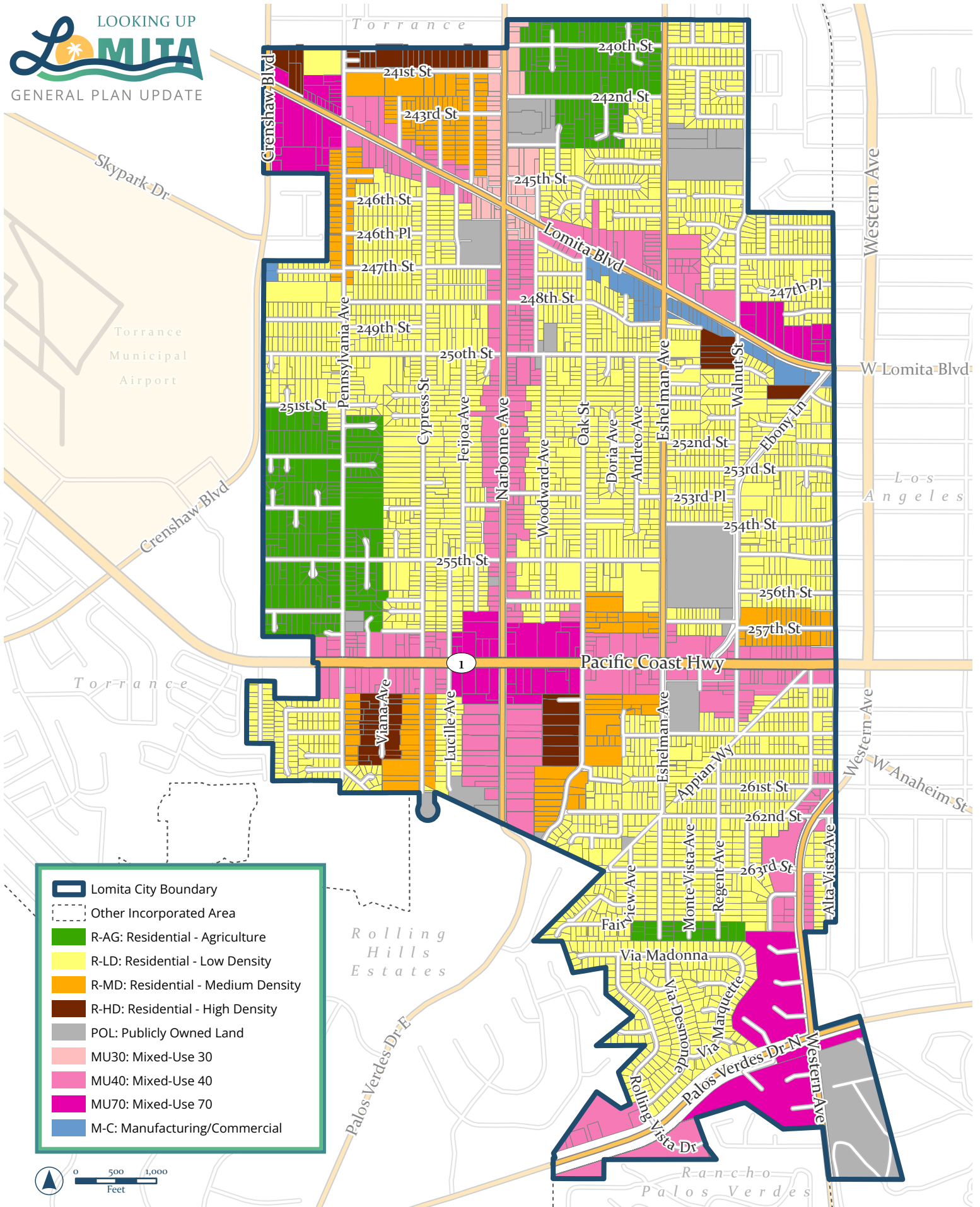




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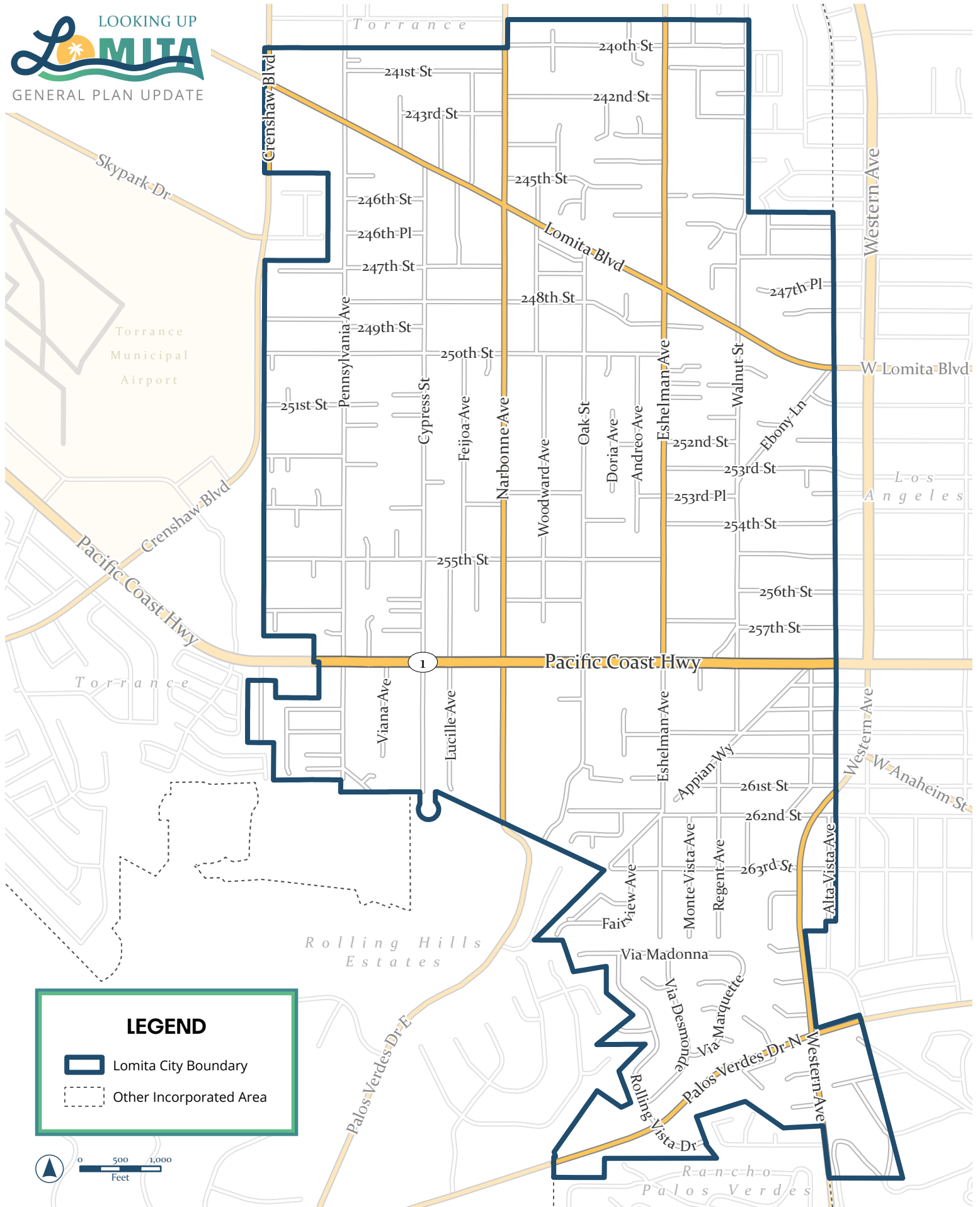
General Plan Update Land Use Map



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GOAL LU-1

Balanced Land Use Pattern

Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

The General Plan provides for a mix of land uses, including housing, employment, retail and services, entertainment, and arts and culture. The goal intends to promote "complete neighborhoods" that offer a range of housing options, provide a variety of amenities and goods and services within walking distance, and have a high level of connectivity for pedestrians, bicycles, and vehicles. By providing a diverse mix of land uses to meet current and future community needs, the City is working towards a more resilient and vibrant community that residents are proud to call home.

LU-1 Policies

LU-1.1 Land Use Planning. Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.





LU-1.2 **Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

LU-1.3 **Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.

LU-1.4 **Thriving Downtown.** Promote economic opportunities in Downtown Lomita through a mixture of housing, destination-type commercial uses, eateries, entertainment, and civic uses such as cultural and performing arts facilities. Support pedestrian-friendly and human-scaled development within the downtown area to reduce vehicle trips and parking demand.

LU-1.5 **Neighborhood-Serving Uses.** Support the development of neighborhood-scaled retail and service uses nearby residences to meet daily needs and reduce vehicle trips.

LU-1.6 **Capture Local Spending.** Encourage the development of a broad range of commercial uses that capture a greater share of local spending and reduce residents' reliance upon travel to nearby communities.

LU-1.7 **Developable Parcels.** Facilitate the consolidation of small lots into larger developable parcels (at least 0.50 acres) along Lomita Boulevard and Pacific Coast Highway to create new opportunities for financially viable development that supports the City's desired land use mix.

LU-1.8 **Mixed-Use.** Create opportunities for development projects that mix housing with commercial uses to enable Lomita's residents to live close to businesses and employment, improving multi-modal travel and increasing social interaction.

LU-1 Actions

LU-1a Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of each designation. Moreover, amend the Zoning





- Map to apply the new zones to specific parcels within the city.
- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure reflection of the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
 - c. Ensure adherence to minimum lot sizes for new mixed-use developments.
 - d. Develop a lot consolidation program to incentivize small lot consolidation into developable parcels. Incentives may include a menu of options, such as reductions to required setbacks, an increase in maximum allowed height, a decrease in minimum dwelling unit size, and a reduction in parking requirements.
- LU-1b Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.
- LU-1c Develop a quantitative methodology for a desired land use mix to meet current and future needs, increase regional competitiveness, and maintain a fiscally responsible mix of residential and nonresidential development. Monitor development activity on an annual basis and devise strategies, as necessary, to achieve the desired land use mix.
- LU-1d Establish in lieu fees or provisions for granting development incentives such as building height and development intensity when projects provide community benefits, including, but not limited to, payment of community benefits fee, publicly accessible open space/parks, additional affordable housing, public art, infrastructure improvements beyond those required for the development, and other amenities.
- LU-1e Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the California Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.





GOAL LU-2

Comprehensive Land Development

New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

When making land use decisions in the city, it is important to consider relationships between different types of land uses. At the most basic level, new development should be compatible with surrounding uses to minimize potential conflicts or nuisances. The guiding principle, however, is that new development projects should be complementary, with each use benefiting the other. Successful integration of land uses not only reduces conflicts, but maximizes productive use of the land, improves connectivity, and allows for a more efficient provision of public infrastructure and services. The goal intends to take a comprehensive approach to land development that will result in a community where new growth sensitively integrates with existing development, including residential neighborhoods, and improves quality of life in Lomita.

LU-2 Policies

- LU-2.1 **Corridor Revitalization.** Revitalize the city's main corridors by promoting a diverse mix of complementary uses, including retail, office, residential, and other compatible uses, that serve as focal points of the community and foster neighborhood identity and vitality.
- LU-2.2 **Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.





LU-2.3 **Development Tradeoffs.** Ensure that new development projects provide a net community benefit, economically or qualitatively.

LU-2.4 **Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.

LU-2.5 **Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

LU-2.6 **Comprehensive Land Use Analysis.** Pursue a balance of fiscal and qualitative community benefits when making land use decisions.

LU-2.7 **Flexible Standards.** Allow and attract innovative and emerging businesses through flexible use and zoning requirements.

LU-2.8 **Enforcement of Standards.** Continue to strengthen a robust and proactive code enforcement program that partners with community stakeholders and is responsive to community needs.

LU-2.9 **Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas

surrounding Lomita, including, but not limited to, flight-related issues (from Torrance Municipal Airport) and hillside development.

LU-2 Actions

LU-2a Require the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses to enhance pedestrian orientation along commercial and mixed-use corridors.

LU-2b Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks.

LU-2c Consider establishing a program to encourage the redevelopment of underutilized and non-conforming properties. This could include, but is not limited to, the following:

- a. Work with stakeholders to develop and maintain a list of potential infill and redevelopment sites;
- b. Evaluate potential incentives to promote infill and redevelopment;
- c. Review and amend the Zoning Ordinance, as needed, to remove barriers to infill and





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- redevelopment and to incorporate flexibility in standards, where appropriate; and
- d. Target public infrastructure investments to designated areas and proactively support private investment in these areas.
- LU-2d Require new developments meeting specified thresholds to provide a minimum amount of open space, public art, and/or other community benefits, or otherwise pay an in lieu fee for the City to make improvements elsewhere in Lomita.
- LU-2e Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.
- LU-2f During development reviews, ensure design of right-of-way and adjacent right-of-way per City plans and explore requiring right-of-way standards as a condition of approval for other entitlements.
- LU-2g Explore codifying street tree requirements, including spacing, berm width, and appropriate species, both understory and overstory.





GOAL LU-3

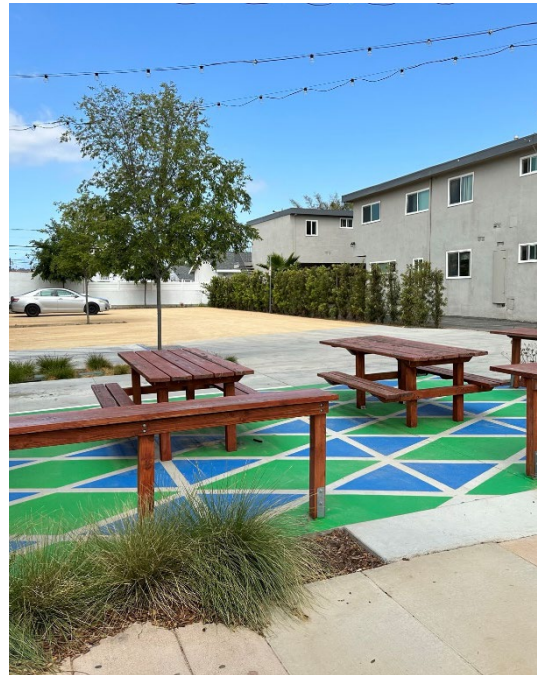
Urban Form and Placemaking

Maintain a distinctive and authentic sense of place.

Urban form reflects the structural elements of a city and the general pattern of development intensity and building height. It encompasses a city's natural features, buildings, transportation corridors, open space, public facilities, as well as activity centers and focal elements. Placemaking is the process of creating quality places where people want to live, work, play, and learn. As Lomita grows, new development should contribute to a "sense of place" that is connected, active, sociable, and welcoming. This goal advances a people-centric vision of Lomita that enhances the city's urban form and contributes to the community's quality of life, economic vitality, and character.

LU-3 Policies

- LU-3.1 **Memorable Places.** Elevate the quality of public and private design to enhance Lomita's local identity and create a more vibrant, livable, walkable, and sustainable city.
- LU-3.2 **Local Identity.** Promote imaginative and distinctive building and site design features, such as entry monuments, public art, decorative landscaping, wayfinding signage, and architectural elements that project Lomita's positive image and community character at key locations and city gateways.





LU-3.3 **Older Neighborhoods and Businesses.** Facilitate the rehabilitation of older residential neighborhoods and commercial properties to prevent blight and maintain the quality of the built environment.

LU-3.4 **Promote the City's Image.** Encourage land uses, development projects, and design features that promote the city's image as a forward-thinking, supportive, and business-friendly community.

LU-3.5 **Preserve Neighborhood Character.** Preserve the character and uniqueness of existing residential neighborhoods.

LU-3.6 **Active Streetscapes.** Create safe, inviting, and beautiful streetscapes that facilitate social interaction and improve active transportation along corridors.

LU-3.7 **Community-Oriented Downtown.** Celebrate the small-town feel of Downtown Lomita through innovative policy and design solutions that reinforce Downtown as the focal point of the community, including through targeted investment, pedestrian-scaled design, and cultural programming.

LU-3.8 **Public Gathering Spaces.** Support the provision of attractive public gathering spaces and encourage community-wide events programming within these spaces to strengthen social engagement and

provide visual relief throughout the city.

LU-3.9 **Visual Clutter.** Promote the beautification, accessibility, and safety of the city and streetscape through the undergrounding of utility lines and aboveground equipment.

LU-3.10 **Public Art.** Actively encourage private developers to contribute to the cultural and economic health of the community through incorporation of public art.

LU-3 Actions

LU-3a Design and implement a citywide branding program that supports a cohesive identity for Lomita and attract investment in the community. The program could include design features such as monuments at key gateways and entry points, pedestrian-scaled wayfinding signage in the downtown, public art installations, and a coordinated and enhanced online and social media presence.

LU-3b Encourage land use decisions and design features for development or redevelopment in Downtown Lomita that:

- a. Enhance and restore historical resources;
- b. Are compatible with and complementary to the small-town feel of the downtown;



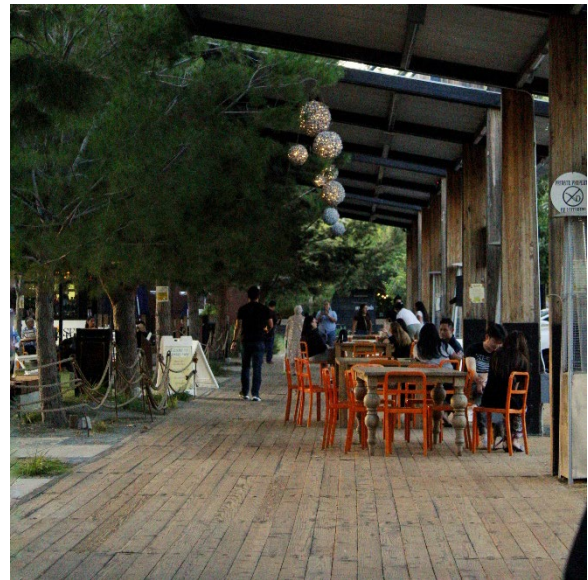


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- c. Provide thoughtful solutions to the existing lack of parking;
- d. Provide pedestrian-oriented amenities such as sidewalks, street furniture, parklets, and plazas; and
- e. Increase landscaping for shading, beautification,

stormwater control, and screening.

LU-3c Maintain and install new street trees, plantings, furniture, signage, public art, and other amenities that encourage pedestrian activity along commercial and mixed-use corridors.





GOAL LU-4

Infrastructure and Services

Provide efficient, equitable, and reliable infrastructure and services to support existing and potential future development.

Infrastructure provides the physical and organizational means of production and distribution for essential services required for community function. The City actively plans for the provision and financing of infrastructure and services to maintain quality of life, which requires coordination with many public and private partners that provide essential public goods and services throughout the community. The goal reflects the City's commitment to providing efficient, equitable, and reliable infrastructure and services to current and future residents and businesses in Lomita.



LU-4 Policies

- LU-4.1 **Capital Improvements.** Coordinate capital improvement projects and prioritize infrastructure investments that best meet the city's most critical needs and add value to the community.
- LU-4.2 **Fair Share.** Require that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city.
- LU-4.3 **Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs and funding sources, and to implement improvements for public facilities and services in Lomita.





- LU-4.4 **Smart Cities.** Employ “smart cities” planning principles and technologies that improve service quality and process efficiency and more effectively engage and empower stakeholders.
- LU-4.5 **Community Benefit.** Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities, including through cost-sharing agreements, joint use of facilities, or acquisition.
- LU-4.6 **Equitable Distribution.** Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to underserved areas.
- LU-4.7 **Sustainable and Resilient Practices.** Support public facility and capital improvement site design and building practices that promote sustainability, energy efficiency, and resiliency.
- LU-4.8 **Regional Services Providers.** Grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development.

LU-4 Actions

- LU-4a Establish a funding prioritization scoring process in conjunction with annual Capital Improvement Plan (CIP) updates to prioritize unfunded infrastructure projects.
- LU-4b When community-desired facilities and services are beyond the City's financial resources to provide, support community-driven efforts to establish special funding and financing districts, such as assessment districts, landscape and lighting maintenance districts, business improvement districts, or community facilities districts, whether citywide or limited to a defined neighborhood, district, or corridor.
- LU-4c Coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery.





GOAL LU-5

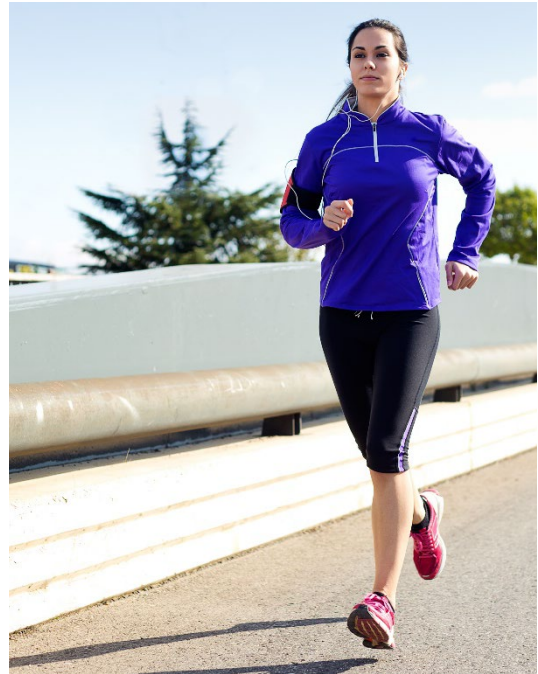
Community Health & Wellness

Emphasize health and well-being.

A healthy community has access to high-quality goods and services, such as healthy food, medical care, fitness centers, and recreational facilities; has low exposure to pollution, including hazardous materials and poor air and water quality; and provides ample opportunities for citizen involvement in decision-making processes. This goal seeks to improve the health and well-being of all residents through appropriate land uses, policies, programs, and environmental review.

LU-5 Policies

- LU-5.1 **Health and Well-being.** Consider the effects of land use planning decisions on the overall health and well-being of the community and its residents.
- LU-5.2 **Healthy Neighborhoods.** Support the creation of healthy and safe neighborhoods by: proactively addressing land use conflicts and incompatible uses; promoting land use patterns that are well connected, reduce vehicle trips, and encourage active transportation; and designing public spaces that are comfortable, welcoming, and feel safe to all.
- LU-5.3 **Active Transportation.** Promote land use patterns that facilitate active transportation to encourage healthy and active lifestyles and improve overall physical health for residents.





LU-5.4 **Physical Activity.** Increase the availability of space and activities that promote community health and physical activity such as parks and recreation facilities, community gardens, and safe pedestrian infrastructure.

LU-5.5 **Greenspace Benefits.** Promote tree planting, tree preservation, and drought tolerant landscaping as a means of improving public health and providing other environmental and economic benefits. (See [Resource Management Action RM-1h](#) for a related implementation action connected to Greenspace Benefits.)

LU-5.6 **Food Systems.** Promote the development of uses that support healthy and sustainable local food systems, including grocery stores, food cooperatives, farmers' markets, community gardens, and context-sensitive urban agriculture.

LU-5.7 **Expanded Private Offerings.** Promote the development and use of privately-owned properties that meet community needs for recreation, health, wellness, and art and culture.

LU-5.8 **Support Local Schools.** Strengthen partnerships between the City of Lomita and Los Angeles Unified School District by expanding collaborative efforts (e.g., through joint-use agreements, grant funding, and planning efforts) to promote safe, supportive, and effective learning environments that foster school and community pride.

LU-5.9 **Community Input.** Engage residents with meaningful and effective public participation to provide input and involve them in the decision-making process for community facility improvements and programming.

LU-5 Actions

LU-5a Create and maintain an inventory of the city's pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, and benches, in order to improve pedestrian mobility in all areas of the city.

LU-5b Support and work with the Los Angeles Unified School District (LAUSD), and in particular, Lomita Magnet Elementary School, Eshelman Avenue Elementary School, Fleming Middle School, and Narbonne High School, through actions that include, but are not limited to:

- a. Establish a cooperative working relationship and proactively partner with LAUSD and other community-based organizations in order to increase efficiency of local school services and joint facilities use.
- b. Develop and implement a campaign designed to improve public perception of LAUSD within Lomita including consistent promotion of positive aspects of LAUSD schools in Lomita.
- c. Widely recognize and celebrate students and faculty within LAUSD in recognition of outstanding achievements.





Implementation Matrix

Timeframes will be represented with the following symbols:

| Short-term 1-5 years | Medium-term 5-10 years | Long-term 10+ years | On-going |
|-------------------------|---------------------------|------------------------|----------|
| ▲ | ▲▲ | ▲▲▲ | ➡➡ |

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|---------------------------------|--|---------|
| <p>LU-1a(a): Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:</p> <p>Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of each designation. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.</p> | LU-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| <p>LU-1a(b): Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure reflection of the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.</p> | LU-1 | ▲ | Study | Community & Economic Development | |
| <p>LU-1a(c): Ensure adherence to minimum lot sizes for new mixed-use developments.</p> | LU-1 | ➡➡ | Procedure | Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|------------------------------------|---|---------|
| LU-1a(d): Develop a lot consolidation program to incentivize small lot consolidation into developable parcels. Incentives may include a menu of options, such as reductions to required setbacks, an increase in maximum allowed height, a decrease in minimum dwelling unit size, and a reduction in parking requirements. | LU-1 | ▲ | Program, Ordinance/ Code Amendment | Community & Economic Development | |
| LU-1b: Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan. | LU-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| LU-1c: Develop a quantitative methodology for a desired land use mix to meet current and future needs, increase regional competitiveness, and maintain a fiscally responsible mix of residential and nonresidential development. Monitor development activity on an annual basis and devise strategies, as necessary, to achieve the desired land use mix. | LU-1 | ▲▲ | Study, Program | Community & Economic Development | |
| LU-1d: Establish in lieu fees or provisions for granting development incentives such as building height and development intensity when projects provide community benefits, including, but not limited to, payment of community benefits fee, publicly accessible open space/parks, | LU-1 | ▲ | Program | City Manager's Office, Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------|----------------------------------|---------|
| additional affordable housing, public art, infrastructure improvements beyond those required for the development, and other amenities. | | | | | |
| LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the California Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections. | LU-1 | ▲ ▲ | Study, Program | Community & Economic Development | |
| LU-2a: Require the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses to enhance pedestrian orientation along commercial and mixed-use corridors. | LU-2 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| LU-2b: Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks. | LU-2 | ➡➡ | Procedure | Community & Economic Development | |
| LU-2c(a): Consider establishing a program to encourage the redevelopment of underutilized | LU-2 | ▲ | Program | Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|------------------------------------|---|---------|
| and non-conforming properties. This could include, but is not limited to, the following: Work with stakeholders to develop and maintain a list of potential infill and redevelopment sites; | | | | | |
| LU-2c(b): Evaluate potential incentives to promote infill and redevelopment; | LU-2 | ▲ | Study | Community & Economic Development | |
| LU-2c(c): Review and amend the Zoning Ordinance, as needed, to remove barriers to infill and redevelopment and to incorporate flexibility in standards, where appropriate; and | LU-2 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| LU-2c(d): Target public infrastructure investments to designated areas and proactively support private investment in these areas. | LU-2 | ▲ ▲ | Capital Improvement Plan | Public Works, Community & Economic Development | |
| LU-2d: Require new developments meeting specified thresholds to provide a minimum amount of open space, public art, and/or other community benefits, or otherwise pay an in lieu fee for the City to make improvements elsewhere in Lomita. | LU-2 | ▲ | Ordinance/ Code Amendment, Program | City Manager's Office, Community & Economic Development | |
| LU-2e: Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines. | LU-2 | ➡➡ | Procedure | Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|--|---------|
| LU-2f: During development reviews, ensure design of right-of-way and adjacent right-of-way per City plans and explore requiring right-of-way standards as a condition of approval for other entitlements. | LU-2 | ➡➡ | Procedure | Public Works | |
| LU-2g: Explore codifying street tree requirements, including spacing, berm width, and appropriate species, both understory and overstory. | LU-2 | ▲▲ | Study | Public Works | |
| LU-3a: Design and implement a citywide branding program that supports a cohesive identity for Lomita and attract investment in the community. The program could include design features such as monuments at key gateways and entry points, pedestrian-scaled wayfinding signage in the downtown, public art installations, and a coordinated and enhanced online and social media presence. | LU-3 | ▲▲ | Program | City Manager's Office, Community & Economic Development | |
| LU-3b(a): Encourage land use decisions and design features for development or redevelopment in Downtown Lomita that: Enhance and restore historical resources; LU-3b(b): Are compatible with and complementary to the small-town feel of the downtown; LU-3b(c): Provide thoughtful solutions to the existing lack of parking; | LU-3 | ➡➡ | Procedure | Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|--------------------------|--|---------|
| <p>LU-3b(d): Provide pedestrian-oriented amenities such as sidewalks, street furniture, parklets, and plazas; and</p> <p>LU-3b(e): Increase landscaping for shading, beautification, stormwater control, and screening.</p> | | | | | |
| <p>LU-3c: Maintain and install new street trees, plantings, furniture, signage, public art, and other amenities that encourage pedestrian activity along commercial and mixed-use corridors.</p> | LU-3 | ▲ | Capital Improvement Plan | Public Works, Community & Economic Development | |
| <p>LU-4a: Establish a funding prioritization scoring process in conjunction with annual Capital Improvement Plan (CIP) updates to prioritize unfunded infrastructure projects.</p> | LU-4 | ▲ | Program | City Manager's Office, Public Works | |
| <p>LU-4b: When community-desired facilities and services are beyond the City's financial resources to provide, support community-driven efforts to establish special funding and financing districts, such as assessment districts, landscape and lighting maintenance districts, business improvement districts, or community facilities districts, whether citywide or limited to a defined neighborhood, district, or corridor.</p> | LU-4 | ▲▲ | Program | City Manager's Office, Public Works | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|---|---------|
| LU-4c: Coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery. | LU-4 | ▲ | Program | Community & Economic Development | |
| LU-5a: Create and maintain an inventory of the city's pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, and benches, in order to improve pedestrian mobility in all areas of the city. | LU-5 | ▲ ▲ | Program | Public Works, Community & Economic Development | |
| LU-5b(a): Support and work with the Los Angeles Unified School District (LAUSD), and in particular, Lomita Magnet Elementary School, Eshelman Avenue Elementary School, Fleming Middle School, and Narbonne High School, through actions that include, but are not limited to: Establish a cooperative working relationship and proactively partner with LAUSD and other community-based organizations in order to increase efficiency of local school services and joint facilities use. | LU-5 | ▲ ▲ | Partnership | City Manager's Office, Parks & Recreation | |
| LU-5b(b): Develop and implement a campaign designed to improve public perception of LAUSD within Lomita including consistent promotion of positive aspects of LAUSD schools in Lomita. | LU-5 | ▲ ▲ | Partnership | City Manager's Office, Community & Economic Development | |





LAND USE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|------------------------|---------|
| LU-5b(c): Widely recognize and celebrate students and faculty within LAUSD in recognition of outstanding achievements. | LU-5 | ▲ ▲ | Partnership | City Manager's Office | |



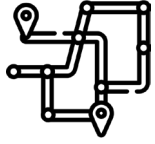


MOBILITY



GENERAL PLAN UPDATE

2024



MOBILITY

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INTRODUCTION TO MOBILITY

The City of Lomita consists of approximately 32.5 miles of roadway within an area of 1.91 square miles. The cities of Los Angeles, Torrance, Rolling Hills Estates, and Rancho Palos Verdes all border Lomita, connected by a vast network of roadways. The Mobility Element provides the framework for decisions concerning the city's multimodal transportation system, which includes all users of streets, roads, and highways, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, and users of public transportation, plus goods movement and parking. The Mobility Element provides for coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), which serves as the coordinating agency for transportation funding for Los Angeles County.

State law (California Government Code Section 65302(b)) mandates that the Mobility Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area.

The Mobility Element reflects the City's desire to provide complete street, bicycle, and pedestrian facilities to serve residents, employees, and visitors of Lomita. The city's transportation infrastructure is included as a main component for mobility, and is impacted by growing developments, population, business, recreational activities, and more. This element incorporates policies and actions that will maintain and/or improve safety, walkability, and connectivity within and through Lomita, accommodating the City's expectations for economic growth.

Organization of Element

The Mobility Element addresses each of the topics below, around which the goals and policies of this element are organized.

- Local Circulation System
- Regional Circulation
- Complete Streets
- Parking
- Transit
- Active Transportation
- Goods Movement
- Funding
- Transportation Management



The City of Lomita has approximately 32.5 miles of roadway within its 1.91 square mile area.

"The Mobility Element provides the framework for decisions concerning the city's multimodal transportation system."





Roadway Classification

Figure M-1 depicts Lomita's Local Transportation Network and presents the roadway Functional Classifications. These are defined by the vehicle volume and number of vehicular lanes provided, and may include other features such as raised medians, center turn lanes, on-street parking, and bike lanes. The City defines its roadway Functional Classifications as follows:

Principle Arterials

Principle Arterials serve as high-capacity inter-city thoroughfares and generally carry the majority of traffic traveling through the city and provide regional travel. The primary function is to move vehicles. Principal Arterials are designed to carry high traffic volumes at higher speeds and consist of four to six travel lanes (two to three in each direction) and a raised or painted median with a center turn lane. Typical posted speeds may range from 35 to 45 miles per hour. Designated Principal Arterials in Lomita include Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Western Avenue, and Palos Verdes Drive North.

Minor Arterials

Minor Arterials provide for traffic movement across the city, as well as shorter distance local intra-city traffic movement. This classification of roadway generally provides greater access to abutting land uses compared to Principal Arterials and consist of two to four travel lanes (one to two in each direction) and a painted median that may have a center turn lane. Minor Arterials generally carry lower traffic volumes than Principal Arterials. Narbonne Avenue and Eshelman Avenue are the only designated Minor Arterials in Lomita. Typical posted speeds may range from 25 to 35 miles per hour.

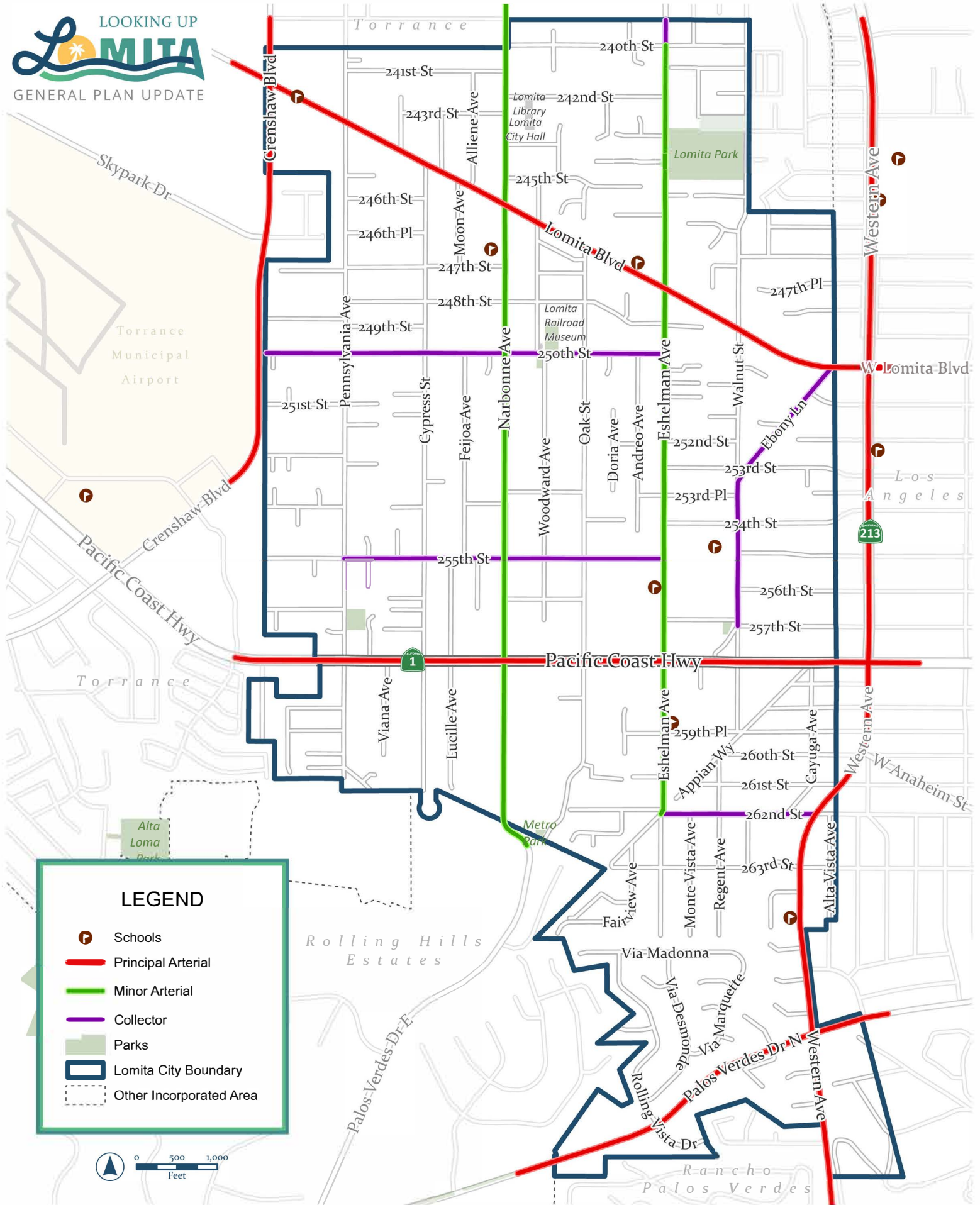
Collectors

Collectors are intended to carry low to moderate capacity traffic between the Arterial Street network and Local Streets. The roadway classification serves commercial, residential, or public uses, consists of two travel lanes (one in each direction), and is undivided (with or without centerline striping). Typical posted speeds may range from 25 to 35 miles per hour. Designated Collector Streets in Lomita include 250th, 255th, and 262nd Streets (east-west collectors), as well as Walnut Avenue and Ebony Street (north-south collectors).

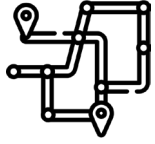
Local Streets

Local Streets provide intra-city direct access and parking to adjacent land uses. Local Streets are not intended to serve through-traffic. The design typically consists of two travel lanes (one in each direction) with an undivided roadway (with or without centerline striping). Prima facie speed for Local Streets is 25 miles per hour.





Roadway Classifications Map



MOBILITY

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GOAL M-1

Local Circulation System

A community served by a safe and balanced circulation system that meets the needs of all users.

The circulation system includes a hierarchy of roadways, sidewalks, bicycle paths, and off-street paths that serve mobility and local access needs for those who live in, work in, or visit Lomita. The circulation system allows individuals to travel safely and conveniently to, from, and through the city by vehicle, transit, bicycle, foot, and other methods.

M-1 Policies

- M-1.1 **Arterial Roadway Network.** Implement and maintain the roadway network based on the classifications mapped in Figure M-1.
- M-1.2 **Vehicle Level of Service (LOS).** Maintain vehicular LOS “D” along major city intersections (two principal arterials intersecting) whenever possible. Certain intersections may be exempt from the LOS “D” target as judged on a case-by-case basis determined by right-of-way constraints, community goals, and complete street objectives.
- M-1.3 **Traffic System Management.** Facilitate the efficient movement of vehicles and minimize delay utilizing existing roadway facilities.





M-1.4 **Development-Related Traffic Impacts.** Impose conditions on new development to provide appropriate and feasible improvements to enhance and/or prevent any impediment to traffic flow, parking, ADA accessibility, and roadway operations.

M-1.5 **Effects of New Technologies on Traffic Flow.** Maximize technologies and services including dial-a-ride services such as Uber and Lyft, autonomous vehicles, electric bicycles, scooters, and other mobility devices, without adversely affecting the city's transportation network, such as added traffic on roads and sidewalks.

M-1.6 **Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.

M-1.7 **Traffic Calming on Local Streets.** Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.

M-1.8 **Transportation Demand Management.** Encourage the preparation of Transportation

Demand Management plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.

M-1.9 **New Connections.** Explore new connections within the grid system, either non-vehicular or vehicular.

M-1 Actions

M-1a As funding for studies becomes available, periodically review and assess the vehicular level of service along city roadways to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout Lomita. Based on a thorough review of roadway operations and funding availability, improvements should be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.

M-1b Continue to update and implement projects in the City's Capital Improvement Plan to maintain and repair roadways and construct and improve roadways to build out the roadway network to ensure adequate levels of service.

M-1c As part of the development review conditions of approval process, require new developments to construct all feasible roadway and intersection improvements warranted by the new development or pay appropriate fair share and impact fees towards required improvements identified through





MOBILITY

traffic impact studies reviewed by the City Engineer or his/her designated representative.

M-1d Evaluate impact and capacity fees to ensure fees collected cover City expenses for development impacts.

M-1e Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.

M-1f Evaluate the applicability of traffic calming tools to minimize cut-

through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.

M-1g Enact requirements or incentives for curb cut consolidation to improve intermodal safety and expand the amount of available on-street parking.

M-1h Work with the City of Torrance to create a new connection from the city to Crenshaw Boulevard. This can be any combination of modes of transportation and could occur at 250th Street with potential nonvehicular connections at 246th Street and/or 256th Street.





GOAL M-2

Regional Circulation

A city that facilitates the movement of people, services, and goods between neighboring jurisdictions to promote consistent and efficient regional circulation.

The circulation system includes a comprehensive network of roadways that provide regional connections for people and for goods movement. Since regionally significant connections serve transportation needs for people across the county and beyond, facilities require planning and maintenance in coordination with other agencies.

M-2 Policies

- M-2.1 **Agency Coordination.** Coordinate with neighboring cities, transportation providers, and regional agencies such as Caltrans, the County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lomita.
- M-2.2 **Facility Connections.** Plan and implement vehicular facilities, roadway treatments, active transportation facilities, transit routes, and goods movement network to relate to those in neighboring jurisdictions.
- M-2.3 **Local Facility Utilization.** Discourage pass-through traffic and the use of local streets by non-residents and users not doing

business in Lomita by reducing speeds on local Lomita streets.

M-2 Actions

- M-2a Participate in regional planning forums to ensure that the City's concerns are considered at the regional level.
- M-2b Advocate for the completion of planned regional transportation projects that would improve traffic conditions on city streets.
- M-2c Monitor land use, circulation planning, and development review of neighboring jurisdictions so that the City may recommend consideration of project impacts to Lomita.
- M-2d Implement traffic calming measures to discourage pass-through traffic on local streets and to mitigate noise.





GOAL M-3

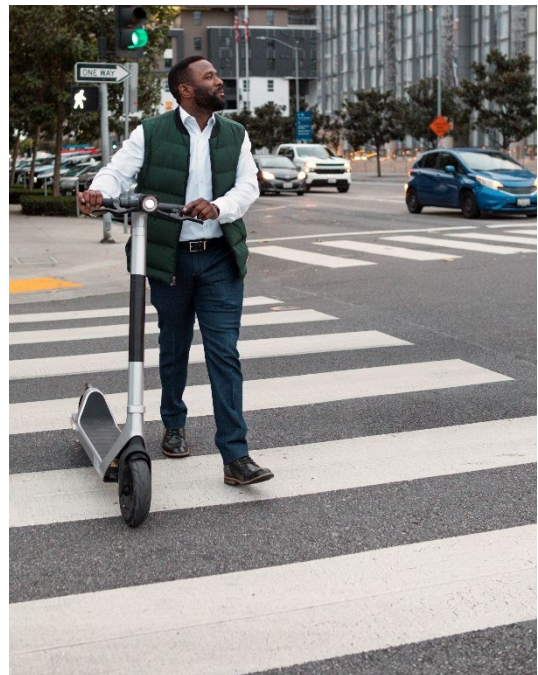
Complete Streets

A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Complete streets are designed to provide safe travel for everyone – people driving, riding transit, walking, biking, or using any other means of travel. Planning for and designing complete streets starts with policies that promote consideration for all users within all facility types.

M-3 Policies

- M-3.1 Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.
- M-3.2 Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.
- M-3.3 Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, curb cut consolidation, and other nonvehicular infrastructure.





- M-3.4 **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.
- M-3.5 **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA) to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.
- M-3.6 **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.
- M-3.7 **Right-of-Way Design.** Ensure the City fully utilizes legal right-of-way to provide space for an appropriate mix of streetscape elements.
- M-3 Actions**
- M-3a When planning roadway facilities, incorporate the concept of complete streets while considering the land use and design context of the surrounding areas.
- M-3b Periodically review and update the City's Right-of-Way Standards to ensure that the standards reflect the City's goals and policies for the circulation system.
- M-3c Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods.
- M-3d Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- M-3e Comply with ADA requirements and design projects to remove physical barriers to accessibility in transportation systems and facilities for people with disabilities.
- M-3f During development reviews, ensure that the City Engineer reviews the design of right-of-way and adjacent right-of-way per City plans and require established right-of-way standards as a condition of approval for other entitlements.
- M-3g Explore codifying street tree requirements, including spacing, berm width, and appropriate species, both understory and overstory.





GOAL M-4

Parking and Curbside Management

A community with an adequate parking supply to support business vibrancy and a high quality of life with strategies such as curb management to support safe and convenient parking for residents and businesses.

Adequate off- and on-street parking is necessary to accommodate people who rely upon vehicles to travel to homes, businesses, recreation, and other uses. Effectively planning for and managing both public and private parking supply provides a balance between meeting demand and efficiently using space.

M-4 Policies

- M-4.1 **New Development Parking Supply.** Ensure new residential and non-residential developments provide adequate parking supply to meet demand and reduce spillover to surrounding areas, including electric vehicle charging stations and bicycle or other micromobility parking.
- M-4.2 **Effects of New Technologies on Parking Demand.** Monitor the development of new mobility technologies and the potential effects on parking demand and curbside use.





M-4.3 **Parking Demand and Supply**

Trends. Monitor trends in the region pertaining to reduced parking demand for transit-oriented developments, mixed-use developments, and other high activity areas and the allocation of parking for shared vehicles, alternative energy vehicles, bicycles, micromobility, and other modes of transportation.

M-4.4 **Shared Parking.** Encourage new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.

M-4.5 **Bicycle Parking.** Require the provision of bicycle parking as part of new private developments.

M-4.6 **Curbside Management.** Balance the need for curbside users generated by transit boarding, emergency vehicle access, Americans with Disabilities Act (ADA) access, bicycles, bicycle infrastructure, taxis, transportation network companies (TNCs), and delivery vehicles.

M-4.7 **Minimum Parking.** Reevaluate the parking and loading standards to

ensure effective parking and efficient use of land. The parking standards should adapt to changing transportation and economic trends and encourage more walking, biking, or taking transit (vs. driving) thereby decreasing climate pollution.

M-4 Actions

M-4a Maintain and enforce City parking regulations as set by the Municipal Code.

M-4b Periodically review the City’s parking code to address new types and patterns of development and new technologies which may have an impact on parking supply and/or demand in Lomita.

M-4c Maintain and manage the parking supply to ensure efficient and safe utilization through the employment of parking management strategies, such as shared parking in mixed-use areas, and explore preferential parking districts in residential areas.

M-4d Install safe, useful, and convenient short- and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities.





GOAL M-5

Transit

A community connected to a comprehensive public transportation system.

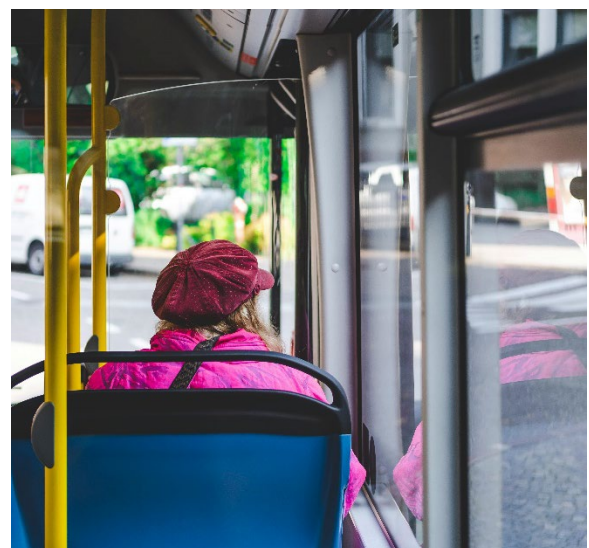
Transit is part of the comprehensive transportation network. It is a critical mode of transportation for those who cannot drive or do not have access to a vehicle and also supplements other modes such as bicycle and pedestrian travel.

M-5 Policies

- M-5.1 **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- M-5.2 **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- M-5.3 **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- M-5.4 **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.

M-5 Actions

- M-5a Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- M-5b Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- M-5c Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks within the city.





GOAL M-6

Active Transportation

A community with a comprehensive network of pedestrian and bicycle facilities that encourage active transportation.

A network of supportive infrastructure can encourage travel by non-motorized transportation. The city's existing pedestrian and bicycle paths support active transportation, but connecting gaps and providing supportive infrastructure benefits users and promotes alternative travel modes.

M-6 Policies

- M-6.1 **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- M-6.2 **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.





M-6.3 **Sidewalk and Bikeway Gaps.**

Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.

M-6.4 **Bicycle/Pedestrian Facilities at New Developments.**

Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, buffer from driving lanes, consolidated curb cuts, and other improvements.

M-6.5 **Effects of New Technologies on Active Transportation.**

Monitor the development of new mobility technologies and the potential effects on designing a transportation network that accommodates all modes and users.

M-6.6 **Undergrounding Utilities.**

Move utilities underground to provide space for micromobility and ADA access as well as to improve sightlines for safety.

of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.

M-6b Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.

M-6c Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements.

M-6d Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.

M-6e Establish a sidewalk maintenance schedule to improve accessibility and include repair of cracks from tree roots, etc., and clearance of sidewalk space through colocation or undergrounding of utilities and moving signage.

M-6f Implement a project delivery process that gathers input from stakeholders, such as Planning, Police, Transit, and Public Works in capital improvement project delivery, from concept to construction.

M-6 Actions

M-6a As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix





GOAL M-7

Goods Movement

A community that integrates safe and efficient goods movement into the local transportation network.

Planning for a transportation system to facilitate goods movement is economically necessary to anticipate regional and local needs for the safe and efficient movement of goods and people, while minimizing negative impacts on local circulation and sensitive land uses.

M-7 Policies

- M-7.1 **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- M-7.2 **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.
- M-7.3 **Heavy Vehicles.** Regulate vehicle weight on local streets to improve maintenance frequency and reduce noise.

M-7 Actions

- M-7a Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita.
- M-7b Monitor e-commerce trends and develop regulations and guidance to address potential adverse effects of goods movement deliveries, including increased truck traffic and increased demand for curbside loading.
- M-7c Explore an ordinance to restrict vehicular weight overages on local streets and assist enforcement with signage and other resources.





GOAL M-8

Funding

A community with a well-funded and fiscally sound transportation system that utilizes a variety of funding methods.

Funding and financing sources are available at the regional, state, and federal levels to help realize the City's transportation vision and mobility plan. Such funds can complement the City's resources to plan, design, and implement circulation and access improvements and promote the General Plan's goals.

M-8 Policies

- M-8.1 **Innovative Funding.** Research and pursue innovative funding sources at the federal, state, regional, and county level to implement transportation projects.
- M-8.2 **Regional Funding.** Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions such as Metro's Measure R and Measure M to fund capital projects and programs.
- M-8.3 **Development Fees.** Ensure that new development projects contribute their appropriate fair share to transportation network improvements.

M-8 Actions

- M-8a Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system.
- M-8b Monitor federal, state, and Metro funding programs to identify potential sources of funds for transportation and transit programs, to implement the city bikeway system, and to improve intersections and transit facilities improvements in Lomita. Pursue any potential funding through the identified programs.





GOAL M-9

Transportation Management

A community with transportation management strategies that contribute to achieving regional and statewide greenhouse gas emissions targets.

Recent state legislation has shifted to focus land use and transportation planning on reducing vehicle miles traveled (VMT), in alignment with a goal to reduce greenhouse gas emissions (GHG) and address climate change. The City can employ transportation management strategies that promote alternatives to single-occupancy vehicle travel to guide land use and transportation decisions in support of environmental goals.

M-9 Policies

- M-9.1 **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- M-9.2 **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.
- M-9.3 **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay





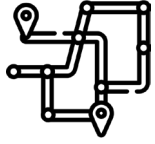
Cities Council of Governments to promote TDM programs that reduce single-occupancy vehicle travel.

- M-9.4 **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- M-9.5 **Intermodal Safety.** Ensure intermodal safety through development review and mitigate impediments to driveway sightlines. This may include right-of-way redesign, appropriate building orientation, curb cut consolidation, driveway orientation, signage placement and size, sidewalk infrastructure such as bus stops or utility boxes, and nonstandard encroachments.
- M-9.6 **Driving Safety.** Prioritize code enforcement efforts to address violations of the sign ordinance to declutter the roadway experience, particularly along Pacific Coast Highway.

M-9 Actions

- M-9a Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- M-9b Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of the plans.
- M-9c Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).
- M-9d Codify Public Works Right-of-Way Standards by ordinance or resolution to unify streets, remove nonstandard encroachments to improve safety, and improve sightlines. Ensure the compliance with Right-of-Way Standards during the entitlement process and inspection and consider proactive code enforcement.

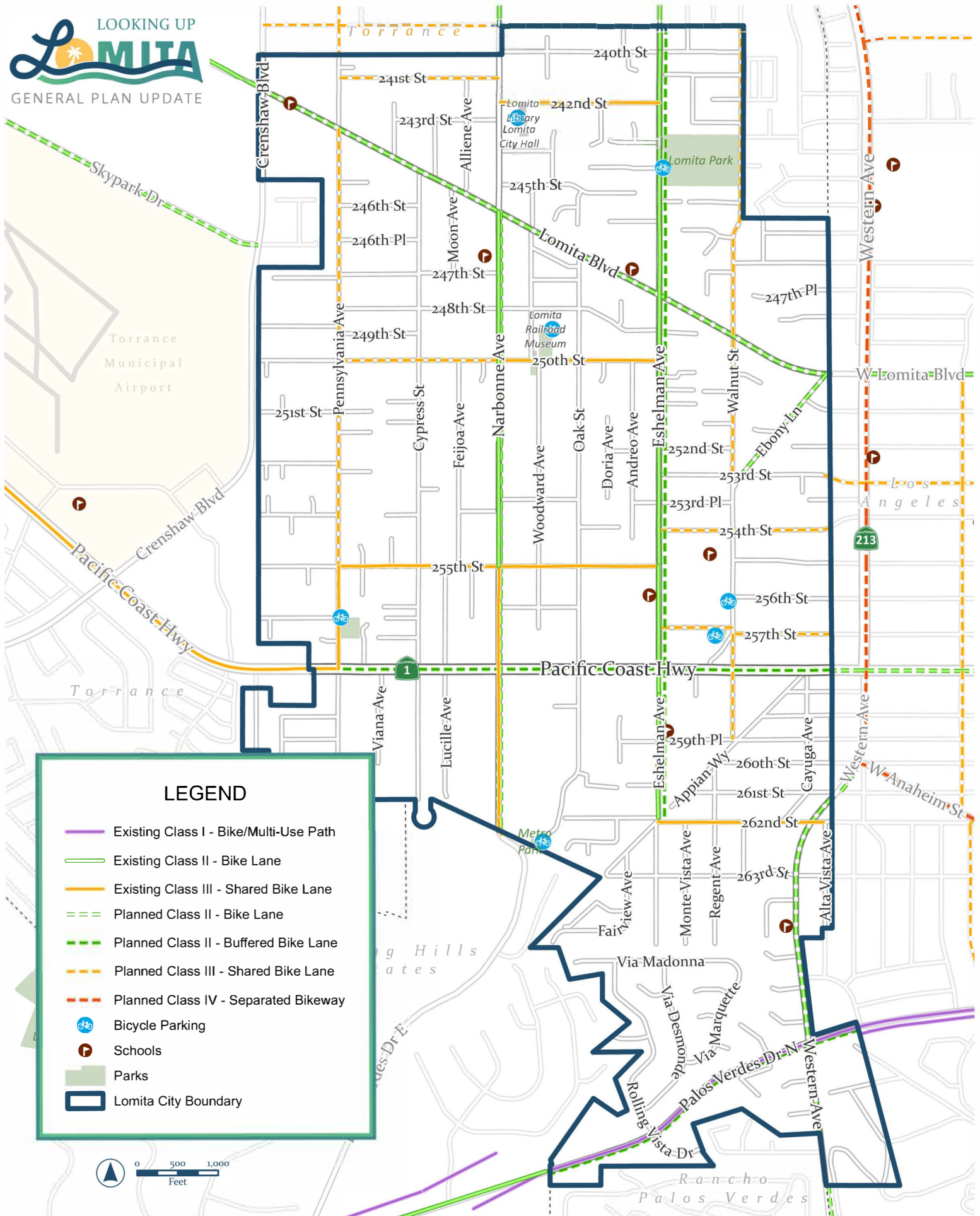




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Existing and Planned Bikeways



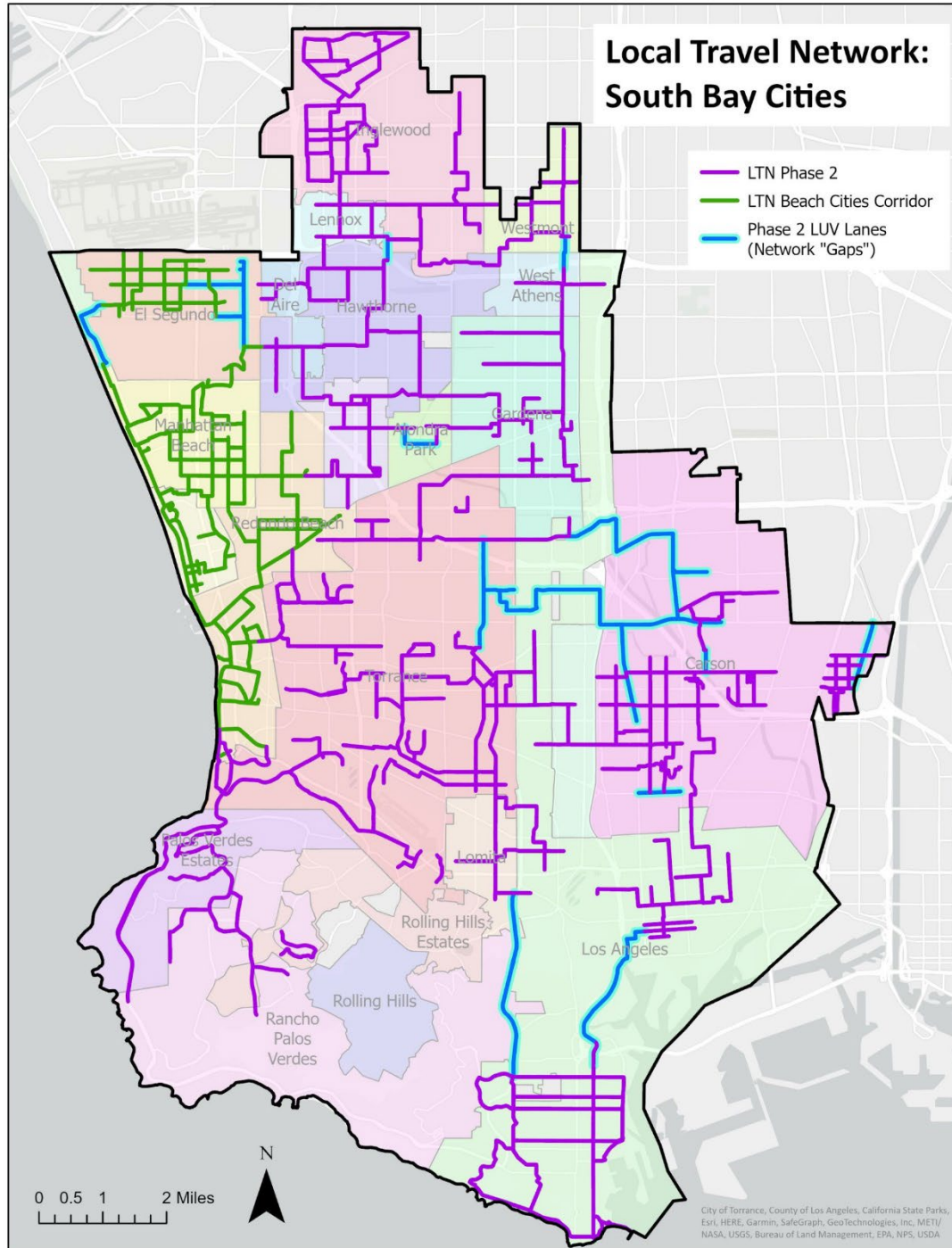
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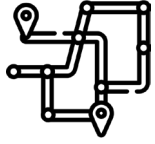
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Figure M-3 Local Transportation Network





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Implementation Matrix

Timeframes will be represented with the following symbols:

Short-term
1-5 years



Medium-term
5-10 years



Long-term
10+ years



On-going



| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|------------------------|---------|
| M-1a: As funding for studies becomes available, periodically review and assess the vehicular level of service along city roadways to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout Lomita. Based on a thorough review of roadway operations and funding availability, improvements should be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process. | M-1 | ➡➡ | Study | Public Works | |
| M-1b: Continue to update and implement projects in the City's Capital Improvement Plan to maintain and repair roadways and construct and improve roadways to build out the roadway network to ensure adequate levels of service. | M-1 | ➡➡ | Plan | Public Works | |
| M-1c: As part of the development review conditions of approval process, require new developments to construct all feasible roadway and intersection improvements warranted by the new development or pay appropriate fair share and impact fees towards required improvements identified through traffic impact studies reviewed by | M-1 | ➡➡ | Procedure | Public Works | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|--------------------------|-------------------------------------|---------|
| the City Engineer or his/her designated representative. | | | | | |
| M-1d: Evaluate impact and capacity fees to ensure fees collected cover City expenses for development impacts. | M-1 | ▲ | Study | Public Works | |
| M-1e: Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization. | M-1 | ▲ ▲ ▲ | Study | Public Works | |
| M-1f: Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary. | M-1 | ▲ ▲ | Study | Public Works | |
| M-1g: Enact requirements or incentives for curb cut consolidation to improve intermodal safety and expand the amount of available on-street parking. | M-1 | ▲ | Program | Public Works | |
| M-1h: Work with the City of Torrance to create a new connection from the city to Crenshaw Boulevard. This can be any combination of modes of transportation and could occur at 250 th Street with potential | M-1 | ▲ ▲ ▲ | Capital Improvement Plan | City Manager's Office, Public Works | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------------|--|---------|
| nonvehicular connections at 246 th Street and/or 256 th Street. | | | | | |
| M-2a: Participate in regional planning forums to ensure that the City's concerns are considered at the regional level. | M-2 | ➡➡ | Program | City Manager's Office, Public Works | |
| M-2b: Advocate for the completion of planned regional transportation projects that would improve traffic conditions on city streets. | M-2 | ➡➡ | Program | City Manager's Office, Public Works | |
| M-2c: Monitor land use, circulation planning, and development review of neighboring jurisdictions so that the City may recommend consideration of project impacts to Lomita. | M-2 | ➡➡ | Procedure | Public Works, Community & Economic Development | |
| M-2d: Implement traffic calming measures to discourage pass-through traffic on local streets and to mitigate noise. | M-2 | ▲▲ | Program | Public Works | |
| M-3a: When planning roadway facilities, incorporate the concept of complete streets while considering the land use and design context of the surrounding areas. | M-3 | ➡➡ | Procedure | Public Works | |
| M-3b: Periodically review and update the City's Right-of-Way Standards to ensure that the standards reflect the City's goals and policies for the circulation system. | M-3 | ▲ | Ordinance/ Code Amendment | Public Works | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|---------------------------------|--------------------------------------|---------|
| M-3c: Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods. | M-3 | ▲ | Partnership | City Manager's Office, Public Works | |
| M-3d: Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors. | M-3 | ▲ ▲ | Study | Public Works | |
| M-3e: Comply with ADA requirements and design projects to remove physical barriers to accessibility in transportation systems and facilities for people with disabilities. | M-3 | ➡➡ | Procedure | Public Works | |
| M-3f: During development reviews, ensure that the City Engineer reviews the design of right-of-way and adjacent right-of-way per City plans and require established right-of-way standards as a condition of approval for other entitlements. | M-3 | ➡➡ | Procedure | Public Works | |
| M-3g: Explore codifying street tree requirements, including spacing, berm width, and appropriate species, both understory and overstory. | M-3 | ▲ ▲ | Ordinance/ Code Amendment | Public Works | |
| M-4a: Maintain and enforce City parking regulations as set by the Municipal Code. | M-4 | ➡➡ | Procedure | Public Works, Code Enforcement | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|--------------------------|--|---------|
| M-4b: Periodically review the City's parking code to address new types and patterns of development and new technologies which may have an impact on parking supply and/or demand in Lomita. | M-4 | ▲ ▲ | Program | Public Works, Community & Economic Development | |
| M-4c: Maintain and manage the parking supply to ensure efficient and safe utilization through the employment of parking management strategies, such as shared parking in mixed-use areas, and explore preferential parking districts in residential areas. | M-4 | ▲ ▲ | Program | Public Works, Community & Economic Development | |
| M-4d: Install safe, useful, and convenient short- and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities. | M-4 | ▲ ▲ | Capital Improvement Plan | Public Works | |
| M-5a: Continue on-going coordination with transit authorities toward the expansion of transit facilities. | M-5 | ➤➤ | Partnership | Public Works | |
| M-5b: Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations. | M-5 | ➤➤ | Partnership | Public Works | |
| M-5c: Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, | M-5 | ▲ ▲ | Study | Public Works | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|---------------------------|--|---------|
| residential areas, and parks within the city. | | | | | |
| M-6a: As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures. | M-6 | ➡➡ | Procedure | Public Works, Community & Economic Development | |
| M-6b: Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects. | M-6 | ▲ | Ordinance/ Code Amendment | Public Works, Community & Economic Development | |
| M-6c: Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements. | M-6 | ▲ | Capital Improvement Plan | Public Works | |
| M-6d: Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network. | M-6 | ➡➡ | Procedure | Public Works | |
| M-6e: Establish a sidewalk maintenance schedule to improve accessibility and include repair of cracks from tree roots, | M-6 | ▲▲ | Program | Public Works | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------------|--------------------------|---------|
| etc., and clearance of sidewalk space through colocation or undergrounding of utilities and moving signage. | | | | | |
| M-6f: Implement a project delivery process that gathers input from stakeholders, such as Planning, Police, Transit, and Public Works in capital improvement project delivery, from concept to construction. | M-6 | ▲ | Procedure | Public Works | |
| M-7a: Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita. | M-7 | ▲ ▲ | Study | Public Works | |
| M-7b: Monitor e-commerce trends and develop regulations and guidance to address potential adverse effects of goods movement deliveries, including increased truck traffic and increased demand for curbside loading. | M-7 | ▲ ▲ | Study | Public Works | |
| M-7c: Explore an ordinance to restrict vehicular weight overages on local streets and assist enforcement with signage and other resources. | M-7 | ▲ ▲ | Ordinance/ Code Amendment | Public Works | |
| M-8a: Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system. | M-8 | ▲ ▲ | Program | Public Works, Finance | |





MOBILITY

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------------|------------------------|---------|
| M-8b: Monitor federal, state, and Metro funding programs to identify potential sources of funds for transportation and transit programs, to implement the city bikeway system, and to improve intersections and transit facilities improvements in Lomita. Pursue any potential funding through the identified programs. | M-8 | ➡➡ | Program | Public Works | |
| M-9a: Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices. | M-9 | ▲ | Ordinance/ Code Amendment | Public Works | |
| M-9b: Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of the plans. | M-9 | ➡➡ | Procedure | Public Works | |
| M-9c: Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). | M-9 | ▲ | Assessment | Public Works | |
| M-9d: Codify Public Works Right-of-Way Standards by ordinance or resolution to unify streets, remove nonstandard encroachments to improve safety, and improve sightlines. Ensure the compliance with Right-of-Way Standards during the entitlement process and | M-9 | ▲▲ | Ordinance/ Code Amendment | Public Works | |





| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|------------------------|---------|
| inspection and consider proactive code enforcement. | | | | | |



RESOURCE MANAGEMENT



GENERAL PLAN UPDATE

2024



RESOURCE MANAGEMENT

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INTRODUCTION TO RESOURCE MANAGEMENT

The focus of this element is to deliver the goals, policies, and actions to preserve and protect the Lomita's invaluable resources. Preservation and improvement of such resources requires careful planning and effective management. Resources may be natural (such as biological resources) or human-made (such as historically significant buildings). Together, the city's resources form part of Lomita's unique character. The Resource Management Element provides strategies to maintain the city's character that serves to enhance the quality of life for both residents and visitors through a variety of open spaces, services, and the continued effort to conserve important resources.

Organization of Element

The Resource Management Element will address each of the topics below as they relate to Lomita. The goals and policies of this element are organized around the following topics:

- Parks, Recreation, and Open Space
- Historic and Cultural Resources
- Air Quality
- Greenhouse Gas Reduction
- Sustainability / Energy Resources
- Water Resources
- Waste Management and Recycling



Community resources may be natural or human made.

"The Resource Management Element provides strategies to maintain the city's character that serves to enhance the quality of life for both residents and visitors."





GOAL RM-1

Parks, Recreation & Open Space

Maintain a system of high-quality and well-maintained parks and recreational facilities that promote active transportation, exercise, and social connection.

Parks, recreation, and open space facilities all contribute to the well-being of a community. The City maintains nine parks including Lomita Park and the Marc Fosnaugh Gymnasium, Navy Field owned by the U.S. Navy and used for Lomita Little League, and Takaishi Japanese Garden on the grounds of the Civic Center. These publicly accessible spaces provide for physical activity and leisure and foster social connections among community members. This goal aims to preserve, expand, and improve parks and open spaces, and encourage healthy and active lifestyles.



RM-1 Policies

- RM-1.1 **Parks and Recreation Facility Amenities.** Develop parks and recreational facilities with amenities that meet the community's needs and preferences, including but not limited to play areas for children, sports courts and fields, dog parks, community meeting rooms, and accessibility updates.
- RM-1.2 **Project Prioritization.** Prioritize parks and recreation capital improvement projects in neighborhoods and areas most in need, such as where residents are not within a ten-minute walk to a park, open space, or joint use facility.





RESOURCE MANAGEMENT

- RM-1.3 **Navy Field.** Explore the City acquisition of Navy Field and the feasibility of redeveloping the site.
- RM-1.4 **Accessibility.** Require publicly accessible parks and recreation facilities to comply with the Americans with Disabilities Act (ADA) to accommodate a diversity of ages and abilities.
- RM-1.5 **Safe Routes.** Provide safe pedestrian and bicycle pathways to parks, recreational facilities, and schools to foster a sense of community well-being and to promote active lifestyles.
- RM-1.6 **Maintenance.** Ensure regular maintenance of parks, recreational facilities, open space areas, and public amenities to uphold appearance, usability, and safety.
- RM-1.7 **Funding for Parks.** Continue to research grant funding opportunities and other sources of funding for the acquisition and construction of park and recreation facilities to meet the diverse recreational needs of the community.
- RM-1.8 **Partnerships and Joint Use Agreements.** Engage with the school district, local and regional agencies, and private developers to establish partnerships and joint use agreements aimed at expanding the range of recreational facility options available to the public.
- RM-1.9 **Green Streets.** Ensure the consistent integration of City-approved street trees (i.e., permitted

species) along sidewalks and property frontages.

- RM-1.10 **Park Assessment.** Seek input from the community on the needs and investment priorities for public parks and recreational facilities.

- RM-1.11 **Community Events and Festivals.** Program community events and festivals in parks and public spaces throughout the city, prioritizing areas with significant foot traffic such as the Civic Center.

RM-1 Actions

- RM-1a Determine the costs associated with the acquisition, development, and operation of new facilities on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City.
- RM-1b Conduct accessibility assessments for all public parks and recreation facilities at least every five years.
- RM-1c Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. (Also refer to Mobility Element.)
- RM-1d Develop a maintenance schedule for parks, recreational facilities, and open space areas and update it at least every two years.
- RM-1e Research available grant funding for parks and public open space





RESOURCE MANAGEMENT

improvements and strive to apply for at least one grant per year.

RM-1f Identify potential partners interested in cooperative efforts to expand recreational opportunities for community members and conduct proactive outreach as appropriate.

RM-1g Continuously engage with community members through surveys, workshops, and other public forums to receive feedback on the needs and priorities for parks and recreational facilities.

RM-1h Consider adoption of a tree protection ordinance to help reduce air and noise pollution, provide shade, reduce the “heat island” effect, furnish habitat for wildlife, enhance aesthetics and property values, and contribute to community image, pride, and quality of life.

RM-1i Establish minimum open space and/or maximum lot coverage standards in the Zoning Code for new development (i.e., new square footage) in the city.





GOAL RM-2

Historic & Cultural Resources

Sustain Lomita's strong community awareness of, and appreciation for, its history and cultural heritage.

Preservation of the city's historic and cultural resources is critical for maintaining the community's character. These resources help link the community to the past, offering insight into Lomita's rich history. The intent of this goal is to preserve and protect Lomita's cultural heritage, including historic buildings and structures, archaeological sites and tribal cultural resources, and paleontological resources.

RM-2 Policies

- RM-2.1 **Preservation.** Ensure the preservation of the city's historical past.
- RM-2.2 **Historic Properties.** Encourage the voluntary designation of potentially historic properties as landmarks or historic districts.
- RM-2.3 **Tribal Consultation.** In accordance with state, local, and tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.





RESOURCE MANAGEMENT

RM-2.4 **Historic Preservation.** Evaluate the condition of historic buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures. When possible, encourage the adaptive reuse of a historic structure.

RM-2.5 **Funding for Preservation.** With input and involvement of stakeholder groups, seek adequate funding and support from public and private sources that aim to protect historic and cultural resources within the city.

RM-2 Actions

RM-2a Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

RM-2b Evaluate the feasibility of implementing a local historic registry program that provides incentives for retrofitting and building maintenance, as well as public recognition, of the local resource.

RM-2c Consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance.

RM-2d Notify appropriate tribes of the opportunity for consultation for the purpose of preserving, or mitigating

impacts to, cultural places located on land within the City's jurisdiction that may be affected by any proposed adoption or amendment to the General Plan or a specific plan.

RM-2e For structures that potentially have historical significance, including intact extant buildings more than 45 years old, the City shall require a study conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modifications of the project and/or mitigation measures to avoid any impacts to a historic structure, when feasible, such as retaining or rehabilitating historic buildings or relocating the historic building as feasible. If not feasible, the resource must be recorded to the Historic American Buildings Survey/Historic American Engineering Record standard by someone who meets the Secretary of the Interior Standards qualifications for architectural history.

RM-2f For all development proposals within areas assessed to have moderate or high sensitivity for archaeological resources, the City shall require either a study to be conducted by a professional archaeologist or to have full-time monitoring during ground-disturbing activities by an archaeologist and a Native American monitor. The objective of the study will be to determine potential





RESOURCE MANAGEMENT

presence of significant archaeological resources and whether the project will significantly impact the resources. If review identifies significant impacts, the City may require project modification to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resource recovery.

RM-2g In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and determines that cause of death investigation is not required. If the remains are of Native American origin, no person shall further excavate or disturb the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans recommend to the landowner or the persons responsible for the excavation work, the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided by Public Resources Code Section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within

24 hours after site access was granted.

RM-2h For all development proposals within areas assessed to have undisturbed sediments with a Potential Fossil Yield Classification (PFYC) ranking of PFYC 3 or higher, the City shall require either a study conducted by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) or agreement to retain a qualified vertebrate paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP). The PRIMP shall include paleontology Worker Environmental Awareness Program (WEAP) training for construction personnel; paleontological monitoring of all excavations in areas or sediments having moderate paleontological sensitivity; and a fossil recovery protocol that includes data to be collected, professional identification, radiocarbon dates, and other special studies as appropriate, and curation at local curation facility such as such as the Natural History Museum of Los Angeles County for fossils meeting significance criteria. In the event of unanticipated discoveries, all work must be suspended within 50 feet of the find until the paleontologist can evaluate the find and make recommendations. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be





RESOURCE MANAGEMENT

evaluated pursuant to the state CEQA guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work

such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.





GOAL RM-3

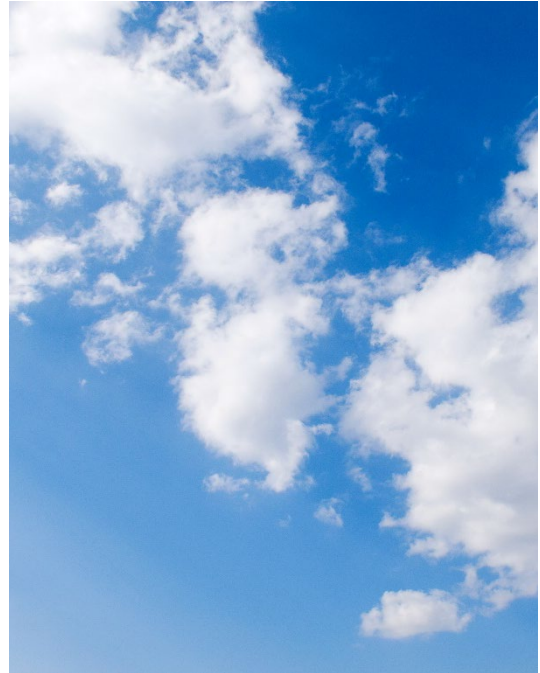
Air Quality

Improve air quality and reduce air pollutant emissions.

Air quality is important for a city to maintain community health and reduce the incidence of respiratory illness. Air quality is especially important due to Lomita's location in the South Coast Air Basin (SCAB), which does not meet state and federal air quality standards. Regional cooperation among all agencies in the basin is necessary to achieve desired improvements to air quality. This goal is intended to assist the City in reducing local air pollutant emissions through land use and transportation strategies.

RM-3 Policies

- RM-3.1 **Regional Air Quality.** Coordinate with state and regional agencies such as the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resources Board (CARB) to address air quality issues.
- RM-3.2 **Land Use Planning.** Reduce concentrated air pollution and the incidence of respiratory illness through the land use planning process by diversifying the land use mix, bringing compatible uses closer together, reducing Vehicle Miles Traveled (VMT), and applying other similar measures.





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RM-3.3 **Stationary and Mobile Sources.**

Seek to reduce air pollutant emissions through regulation of stationary and mobile sources of air pollution, as feasible.

RM-3.4 **Sustainable Technology.**

Encourage new and emerging technologies that could decrease air pollution.

RM-3.5 **Public Education.**

Raise public awareness of the impacts of air pollution on physical health and the environment.

RM-3.6 **Grant Funding.**

Explore grant funding from state, federal, and non-governmental organizations for clean air projects to improve air quality and decrease air pollutant emissions.

RM-3 Actions

RM-3a Coordinate with the SCAQMD to further reduce smog pollution and mitigate major stationary sources of air pollution in the city.

RM-3b As applicable, review new residential and nonresidential development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors.

RM-3c Integrate smart technology equipment into urban infrastructure that can monitor and provide real time air quality data.

RM-3d Conduct educational outreach to residential and business community stakeholders about air quality standards, air pollution impact on physical health and the environment, and best practices to improve overall air quality.

RM-3e Identify state, federal, and non-governmental organizations that provide grant funding for clean air projects.





GOAL RM-4

Greenhouse Gas Reduction

Commit to reducing municipal greenhouse gas emissions and achieving a low carbon future.

Climate change is primarily attributed to an increase in the amount of greenhouse gases (GHGs) that trap heat in the Earth's atmosphere caused by rapid industrialization and other human activities. The effects of climate change in southern California include temperature increases, reduced precipitation, more extreme wildfires, and reduced water supply. The extent to which Lomita is impacted by climate change is dependent on actions taken today. By curbing greenhouse gas emissions and adapting the community to the already changing environment, the City can help to reduce climate change impacts. This goal intends to assist the City in reducing local GHG emissions.

RM-4 Policies

- RM-4.1 **Low-carbon Municipality.** Demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities and operations by at least 49% below 2005 levels by 2035, in conjunction with the City's 2018 Climate Action Plan (CAP).
- RM-4.2 **GHG Inventory.** Update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.





RESOURCE MANAGEMENT

- RM-4.3 **Development Standards.** Require residential and nonresidential development projects to implement sustainable development standards to decrease greenhouse gas emissions.
- RM-4.4 **Sustainable Infrastructure.** Continue to invest in public infrastructure that supports the use of energy efficient or low-emission transportation.
- RM-4.5 **State and Federal Targets.** Review existing City practices to identify methods to decrease overall greenhouse gas emissions.
- RM-4.6 **City Contractors.** Encourage contractors to use low-emission equipment and vehicles for City construction projects.

RM-4 Actions

- RM-4a Implement the local GHG reduction measures identified in the City of Lomita 2018 Climate Action Plan (CAP) and perform on-going monitoring and reporting of GHG reduction impacts.
- RM-4b Continue to participate in the South Bay Cities Council of Governments' (SBCCOG) climate action planning process and update Lomita's CAP at least every five years.
- RM-4c Explore incentives for city contractors who invest in and use low-emission equipment and vehicles for city infrastructure projects or establish minimum requirements in the Municipal Code.





GOAL RM-5

Sustainability / Energy Resources

Carefully and safely manage energy resources, embracing sustainable practices for long-term vitality.

Sustainable energy practices are important to help ensure energy resources are available to meet future growth in Lomita. The intent of this goal is to ensure a resilient community through safe management and energy conservation methods.

RM-5 Policies

- RM-5.1 **Renewable Energy Production.** Promote the development and use of renewable energy sources for city, residential, and business facilities.
- RM-5.2 **Energy Audits.** Promote home energy audits with regional programs such as Energy Upgrade California or other state programs.
- RM-5.3 **Regional Partnerships.** Coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency.
- RM-5.4 **Green Building Standards.** Ensure that residential and nonresidential development projects comply with the most current version of the California Green Building Standards Code.
- RM-5.5 **Energy Upgrades.** Encourage property owners to participate in solar retrofit and other energy-

efficient home improvement projects to reduce reliance on traditional energy sources.

RM-5 Actions

- RM-5a As feasible, use renewable energy sources at City facilities.
- RM-5b Organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices.
- RM-5c Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency.
- RM-5d Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency.
- RM-5e Consider adopting minimum energy efficiency requirements in the Zoning Code.





GOAL RM-6

Water Resources

Maintain and improve water resources and water quality through effective systems and best practices.

Water conservation is vital to ensure sustainable access to clean drinking water for current and future generations of Lomita residents and businesses. By conserving and managing water, the city can mitigate the strain on its water supply sources. The aim of this goal is responsible management of water, which can foster a culture of environmental stewardship and resilience in the community.

RM-6 Policies

- RM-6.1 **Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.
- RM-6.2 **Conservation Management.** Promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption.
- RM-6.3 **Stormwater.** Coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the National Pollutant Discharge Elimination System (NPDES).





RESOURCE MANAGEMENT

RM-6.4 **Education.** Collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices.

RM-6.5 **Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.

RM-6.6 **Water Division.** Continue to invest and devote resources toward the City's Water Division to minimize reliance on imported water and strive to develop a more effective water production and distribution system in the city.

city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels.

RM-6b Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures.

RM-6c Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs.

RM-6d Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city.

RM-6e Adopt the State's updated drought resistant landscape guidelines in the Zoning Code.

RM-6f Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system.

RM-6 Actions

RM-6a Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the





GOAL RM-7

Waste Management & Recycling

Integrate waste management and recycling practices.

The State of California mandates communities to adopt proactive waste management practices, which include an integrated waste management system for reducing, collecting, recycling, and disposing waste products generated by residential, institutional, commercial, and industrial land uses. The intent of this goal is to ensure an integrated approach to recycling, waste reduction, and efficient waste management strategies to protect Lomita's environment.

RM-7 Policies

- RM-7.1 **Compliance.** Ensure compliance with local, regional, and state regulations regarding waste diversion, source reduction, recycling, and composting.
- RM-7.2 **Solid Waste Collection.** Ensure adequate solid waste disposal, recycling, and refuse services for current and future residents and businesses.
- RM-7.3 **Hazardous Waste.** Promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.
- RM-7.4 **Construction Waste Reduction.** Encourage development projects to divert most of their construction waste debris away from landfills.





RESOURCE MANAGEMENT

RM-7.5 **Organic Waste.** Work with appropriate service providers to collect and compost green waste.

RM-7.6 **Education.** Collaborate with community partners to promote waste reduction strategies to the community.

RM-7 Actions

RM-7a Continue to comply with State law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

RM-7b Regularly monitor the level of services provided by waste and recycling collection contractors to

ensure that service levels meet the terms of the contract.

RM-7c Use educational flyers and workshops to inform residents of the proper method to dispose hazardous waste that includes paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste.

RM-7d Coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase.

RM-7e Work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies.





RESOURCE MANAGEMENT

Implementation Matrix

Timeframes will be represented with the following symbols:

| Short-term 1-5 years | Medium-term 5-10 years | Long-term 10+ years | On-going |
|-------------------------|---------------------------|------------------------|----------|
| ▲ | ▲ ▲ | ▲ ▲ ▲ | ➡ ➡ |

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|--------------------------|-------------------------------------|---------|
| RM-1a: Determine the costs associated with the acquisition, development, and operation of new facilities on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City. | RM-1 | ▲ ▲ ▲ | Study, Land Acquisition | City Manager's Office, Public Works | |
| RM-1b: Conduct accessibility assessments for all public parks and recreation facilities at least every five years. | RM-1 | ▲ ▲ | Assessment | Public Works | |
| RM-1c: Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. (Also refer to Mobility Element.) | RM-1 | ▲ ▲ | Capital Improvement Plan | Public Works | |
| RM-1d: Develop a maintenance schedule for parks, recreational facilities, and open space areas and update it at least every two years. | RM-1 | ▲ | Program | Public Works | |
| RM-1e: Research available grant funding for parks and public open space improvements and strive to apply for at least one grant per year. | RM-1 | ▲ | Grant Application | Parks & Recreation | |
| RM-1f: Identify potential partners interested in cooperative efforts to expand recreational opportunities for community | RM-1 | ▲ | Partnership | Parks & Recreation | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------|----------------------------------|---------|
| members and conduct proactive outreach as appropriate. | | | | | |
| RM-1g: Continuously engage with community members through surveys, workshops, and other public forums to receive feedback on the needs and priorities for parks and recreational facilities. | RM-1 | ➡➡ | Survey, Focus Group | Parks & Recreation | |
| RM-1h: Consider adoption of a tree protection ordinance to help reduce air and noise pollution, provide shade, reduce the “heat island” effect, furnish habitat for wildlife, enhance aesthetics and property values, and contribute to community image, pride, and quality of life. | RM-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| RM-1i: Establish minimum open space and/or maximum lot coverage standards in the Zoning Code for new development (i.e., new square footage) in the city. | RM-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| RM-2a: Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA). | RM-2 | ➡➡ | Procedure | Community & Economic Development | |
| RM-2b: Evaluate the feasibility of implementing a local historic registry program that provides incentives for retrofitting and building maintenance, as well as | RM-2 | ▲▲ | Study | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|----------------------------------|---------|
| public recognition, of the local resource. | | | | | |
| RM-2c: Consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance. | RM-2 | ▲ ▲ | Study | Community & Economic Development | |
| RM-2d: Notify appropriate tribes of the opportunity for consultation for the purpose of preserving, or mitigating impacts to, cultural places located on land within the City's jurisdiction that may be affected by any proposed adoption or amendment to the General Plan or a specific plan. | RM-2 | ➤➤ | Procedure | Community & Economic Development | |
| RM-2e: For structures that potentially have historical significance, including intact extant buildings more than 45 years old, the City shall require a study conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modifications of the project and/or mitigation measures to avoid any impacts to a historic structure, when feasible, such as retaining or rehabilitating historic buildings or relocating the historic building as | RM-2 | ➤➤ | Procedure | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|----------------------------------|---------|
| feasible. If not feasible, the resource must be recorded to the Historic American Buildings Survey/Historic American Engineering Record standard by someone who meets the Secretary of the Interior Standards qualifications for architectural history. | | | | | |
| <p>RM-2f: For all development proposals within areas assessed to have moderate or high sensitivity for archaeological resources, the City shall require either a study to be conducted by a professional archaeologist or to have full-time monitoring during ground-disturbing activities by an archaeologist and a Native American monitor. The objective of the study will be to determine potential presence of significant archaeological resources and whether the project will significantly impact the resources. If review identifies significant impacts, the City may require project modification to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resource recovery.</p> | RM-2 | ➡➡ | Procedure | Community & Economic Development | |
| <p>RM-2g: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County</p> | RM-2 | ➡➡ | Procedure | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|----------------------------------|---------|
| Coroner has been informed and determines that cause of death investigation is not required. If the remains are of Native American origin, no person shall further excavate or disturb the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans recommend to the landowner or the persons responsible for the excavation work, the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided by Public Resources Code Section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after site access was granted. | | | | | |
| RM-2h: For all development proposals within areas assessed to have undisturbed sediments with a Potential Fossil Yield Classification (PFYC) ranking of PFYC 3 or higher, the City shall require either a study conducted by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) or agreement to retain a qualified vertebrate paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP). The PRIMP shall include paleontology Worker Environmental Awareness Program (WEAP) training for construction personnel; | RM-2 | ➡➡ | Procedure | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|------------------------|---------|
| <p>paleontological monitoring of all excavations in areas or sediments having moderate paleontological sensitivity; and a fossil recovery protocol that includes data to be collected, professional identification, radiocarbon dates, and other special studies as appropriate, and curation at local curation facility such as the Natural History Museum of Los Angeles County for fossils meeting significance criteria. In the event of unanticipated discoveries, all work must be suspended within 50 feet of the find until the paleontologist can evaluate the find and make recommendations.</p> <p>Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the state CEQA guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.</p> | | | | | |
| <p>RM-3a: Coordinate with the SCAQMD to further reduce smog pollution and mitigate major stationary sources of air pollution in the city.</p> | RM-3 | ▲ ▲ | Program | Public Works | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|--------------------------|----------------------------------|---------|
| RM-3b: As applicable, review new residential and nonresidential development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. | RM-3 | ➤➤ | Procedure | Community & Economic Development | |
| RM-3c: Integrate smart technology equipment into urban infrastructure that can monitor and provide real time air quality data. | RM-3 | ▲▲ | Capital Improvement Plan | Public Works | |
| RM-3d: Conduct educational outreach to residential and business community stakeholders about air quality standards, air pollution impact on physical health and the environment, and best practices to improve overall air quality. | RM-3 | ▲▲ | Outreach | Community & Economic Development | |
| RM-3e: Identify state, federal, and non-governmental organizations that provide grant funding for clean air projects. | RM-3 | ▲ | Grant Application | Community & Economic Development | |
| RM-4a: Implement the local GHG reduction measures identified in the City of Lomita 2018 Climate Action Plan (CAP) and perform on-going monitoring and reporting of GHG reduction impacts. | RM-4 | ▲▲ | Program | Public Works | |
| RM-4b: Continue to participate in the South Bay Cities Council of Governments' (SBCCOG) climate action planning process and | RM-4 | ▲ | Program | Public Works | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------|----------------------------------|---------|
| update Lomita's CAP at least every five years. | | | | | |
| RM-4c: Explore incentives for city contractors who invest in and use low-emission equipment and vehicles for city infrastructure projects or establish minimum requirements in the Municipal Code. | RM-4 | ▲ ▲ | Program | Public Works | |
| RM-5a: As feasible, use renewable energy sources at City facilities. | RM-5 | ▲ ▲ | Capital Improvement Plan | Public Works | |
| RM-5b: Organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices. | RM-5 | ▲ ▲ | Outreach | Public Works | |
| RM-5c: Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency. | RM-5 | ▲ ▲ | Outreach | Community & Economic Development | |
| RM-5d: Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency. | RM-5 | ➤➤ | Procedure | Community & Economic Development | |
| RM-5e: Consider adopting minimum energy efficiency requirements in the Zoning Code. | RM-5 | ▲ ▲ | Ordinance/ Code Amendment | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|---------------------------------|--|---------|
| RM-6a: Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels. | RM-6 | ➡➡ | Assessment | Public Works | |
| RM-6b: Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures. | RM-6 | ▲▲ | Program | Public Works | |
| RM-6c: Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs. | RM-6 | ▲▲ | Outreach | Public Works | |
| RM-6d: Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city. | RM-6 | ▲▲ | Study | Public Works | |
| RM-6e: Adopt the State's updated drought resistant landscape guidelines in the Zoning Code. | RM-6 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|------------------------|---------|
| RM-6f: Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system. | RM-6 | ▲▲▲ | Study | Public Works | |
| RM-7a: Continue to comply with State law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan. | RM-7 | ➡➡ | Procedure | Public Works | |
| RM-7b: Regularly monitor the level of services provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract. | RM-7 | ➡➡ | Procedure | Public Works | |
| RM-7c: Use educational flyers and workshops to inform residents of the proper method to dispose hazardous waste that includes paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste. | RM-7 | ▲ | Outreach | Public Works | |
| RM-7d: Coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase. | RM-7 | ➡➡ | Procedure | Public Works | |





RESOURCE MANAGEMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|------------------------|---------|
| RM-7e: Work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies. | RM-7 | ▲ ▲ | Partnership | Public Works | |





NOISE



LOOKING UP

GENERAL PLAN UPDATE

2024





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INTRODUCTION TO NOISE

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound and can disrupt the way people live and work. The effects of noise depend on its loudness, duration, and the time of day. Many sources of excessive noise, such as construction equipment and high-volume transportation corridors, also produce excessive vibration, which can adversely affect health and well-being. Based on the known effects of noise and vibration, local, state, and federal government agencies have established noise thresholds to protect public health and safety.

Certain land uses are more sensitive to higher levels of noise and vibration. Residential uses, schools, libraries, healthcare centers, senior homes, and recreational areas are much more sensitive to noise than commercial and industrial uses. Locating new development of any of these sensitive receptors in the vicinity of noise-intensive commercial or industrial uses can adversely affect sensitive receptors and is considered a potential land use conflict. The goals and policies in this element promote a healthy noise environment in Lomita for sensitive receptors and commercial and industrial uses.

The overall purpose of the Noise Element is to address major noise sources and to promote safe and comfortable noise levels throughout the community. The Noise Element contains goals, policies, and actions that seek to reduce community exposure to excessive noise levels through noise control standards and regulations.

Organization of Element

The Noise Element will address each of the topics below as they relate to Lomita. The goals and policies of this element are organized around the following topics:

- Noise Compatibility
- Noise Generators



Sound is measured in decibels (dB). However, the perceived loudness of sound is dependent upon many factors. A-weighted sound level (dBA) quantifies the relative loudness of sounds as perceived by the human ear.

“The overall purpose of the Noise Element is to address major noise sources and to promote safe and comfortable noise levels throughout the community.”





Acoustic Terminology

Stationary Noise

Stationary noise means a source of sound or combination of sources of sound that are included and normally operated within the property lines of a facility. Common examples include heating, ventilation, and air conditioning (HVAC) systems, loading docks, and machinery.

A-weighted decibels (dBA)

A-weighted decibels (dBA) are a numerical expression of the relative loudness of sounds in air as perceived by the human ear.

Average Noise Exposure

Average noise exposure over a 24-hour period is presented as a day-night average sound level, or Ldn.

Community Noise Equivalent Level (CNEL)

Community Noise Equivalent Level (CNEL) measures the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m.

Sensitive Receptors

Sensitive receptors are noise sensitive locations and uses where nuisance noise from nearby stationary, non-transportation, and transportation noise sources may adversely affect human activity. Examples include residential areas, schools, hospitals, personal care, and public assembly uses.





GOAL N-1

Noise Compatibility

Ensure compatibility between new development projects, existing adjacent land uses, and envisioned future noise conditions.

Noise levels within the community can affect the everyday quality of life for people who live, work, and visit Lomita. Considering the relationship between land uses and ensuring potential conflicts are addressed early in the planning and design process can minimize or avoid detrimental noise impacts.

N-1 Policies

- N-1.1 **Sensitive Uses.** Protect noise-sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels.
- N-1.2 **Noise Standards.** Adopt, maintain, and enforce regulations that establish the acceptable noise standards identified in Table N-1.
- N-1.3 **Noise Exposure.** Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Table N-1 and the Lomita Municipal Code to facilitate acceptable noise exposure levels for existing and future development.





N-1.4 **Noise Mitigation.** Require new development to mitigate excessive noise to the standards indicated in Table N-1 and the Lomita Municipal Code.

N-1.5 **Acoustical Studies.** Consider requiring acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as residential areas, schools, libraries, and healthcare facilities and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element. For projects required to first prepare an acoustical study, the following mobile and stationary noise source criteria shall be used to determine the significance of those impacts.

A. Mobile Noise Sources:

- Where existing traffic noise levels are within or below the “normally acceptable” noise criteria at the affected land use (see Table N-1), a readily perceptible 5 dBA CNEL or greater increase in roadway noise will be considered significant;
- Where existing traffic noise levels fall within the “conditionally acceptable” noise criteria at a sensitive land use, a +3 dBA CNEL or greater increase in roadway noise

levels will be considered significant; and

- Where existing traffic noise levels exceed the “conditionally acceptable” noise criteria at a sensitive land use, a +1.5 dBA CNEL or greater increase in roadway noise levels will be considered significant.

B. Stationary and Non-Transportation Noise Sources:

- A significant impact will occur if a project results in an exceedance of the noise level standards contained in this element, or the project will result in an increase in ambient noise levels by more than 3 dB, whichever is greater.

N-1.6 **Mixed-Use Development.** Ensure that mixed-use structures and projects are designed to prevent transfer of noise and vibration from non-residential areas to residential areas.

N-1.7 **Roadway Noise.** Encourage nonmotorized transportation alternatives for local trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, natural buffers, and setbacks to decrease excessive motor vehicle noise.

N-1.8 **Enforcement.** In cases where the City’s noise standards are exceeded, dedicate code enforcement resources to ensure compliance.





N-1.9 **Regional Noise Impacts.** Coordinate with neighboring cities and transportation providers such as Caltrans to minimize regional traffic noise and noise conflicts between land uses along the city's boundaries.

N-1 Actions

N-1a Monitor changes in the California Building Code and other federal and state laws and regulations related to noise and incorporate necessary changes into the municipal building codes as required.

N-1b Review the Lomita Municipal Code and update as necessary so that the noise standards are consistent with this General Plan, including Table N-1, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. Noise standards for residential uses within a mixed-use development may differ from other adopted residential noise standards.

N-1c Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in Table N-1 and the Lomita Municipal

Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

N-1d For discretionary projects with the potential to generate noise impacts which exceed the standards identified in this General Plan, require preparation of acoustical studies. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate General Plan compliance.

N-1e Review the locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process. Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Only approve exceptions if the project demonstrates full compliance with the nighttime limits of the noise regulations.





Table N-1: Land Use Compatibility for Community Noise Exposure

| Land Use Category | Community Noise Exposure (Ldn or CNEL, dB) | | | | | |
|--|---|----|----|----|----|----|
| | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential – Low Density Single Family, Duplex, Mobile Home | | | | | | |
| Residential – Multi-Family | | | | | | |
| Hotels, Motels | | | | | | |
| Schools, Libraries, Churches, Hospitals, Personal Care | | | | | | |
| Auditoriums, Concert Halls, Amphitheaters | | | | | | |
| Sports Arena, Outdoor Spectator Sports | | | | | | |
| Neighborhood Parks and Playgrounds | | | | | | |
| Office Buildings, Commercial, Professional, Medical Office, Food and Beverage, Service | | | | | | |
| Industrial, Manufacturing, Utilities, Agriculture | | | | | | |
| | NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. | | | | | |
| | CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. | | | | | |
| | NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. | | | | | |
| | CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken. | | | | | |
| Note: Where a proposed use is not specifically listed, the use shall comply with the standards for the most similar use as determined by the City. | | | | | | |





GOAL N-2

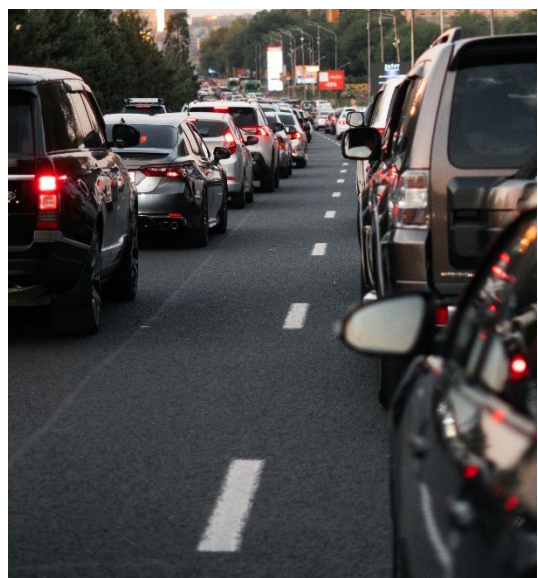
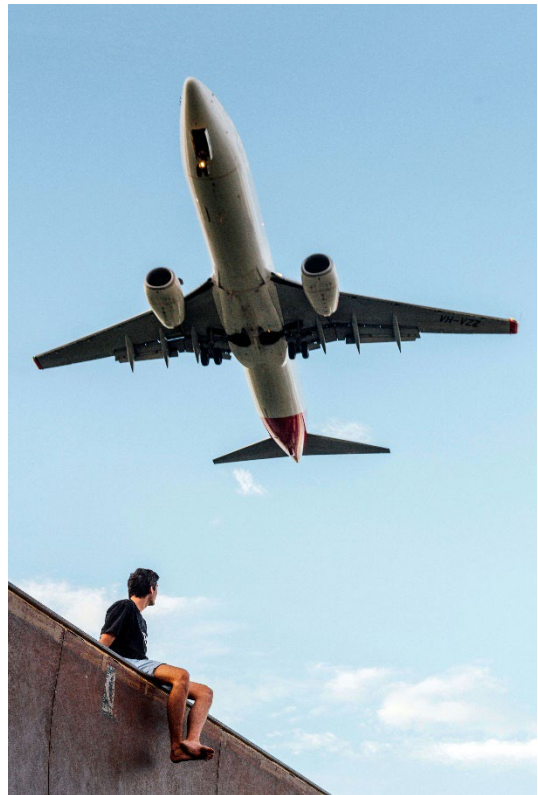
Noise Generators

Minimize noise and vibration from stationary and mobile sources.

Certain activities and types of uses are known to generate high levels of noise and vibration that can negatively impact surrounding areas, including: stationary sources, such as heating, ventilation, and air conditioning (HVAC) systems, loading docks, and machinery; mobile sources, such as cars and airplanes; and construction noise. The following policies and actions address specific sources of excessive noise and vibration through strategies designed to reduce and limit community noise exposure.

N-2 Policies

- N-2.1 **Stationary Noise.** Minimize noise impacts from stationary sources, including commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted.
- N-2.2 **Transportation Related Noise.** Reduce noise generated from traffic and transit to the extent feasible.
- N-2.3 **Torrance Municipal Airport.** Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.
- N-2.4 **Construction Noise.** Require construction activities to minimize noise and vibration impacts to reduce disturbance from new development and enforce limits on construction hours as included in the Lomita Municipal Code.





| | | | |
|--------------------|---|------|---|
| N-2.5 | Temporary Emergency Operations and Emergency Equipment Usage. Ensure that temporary emergency operations or emergency equipment usage are exempt from noise standard criteria set by this Element. | | comment on projects with the potential for noise impacts in Lomita. |
| N-2.6 | Special Events. Temporary special events which generate noise in excess of local noise standards including, but not limited to, festivals, concerts, parades, and other similar activities may be considered on a case-by-case basis through issuance of a temporary use permit. | N-2c | Dedicate code enforcement resources to ensuring all construction activity complies with the limits (i.e., maximum noise levels, hours and days of allowed activity) established by the Lomita Municipal Code to reduce temporary construction noise impacts to the extent feasible. |
| N-2.7 | Vibration Studies. Require vibration impact studies when warranted for new discretionary development and transportation improvements when construction utilizes pile drivers or vibratory rollers near existing buildings. | N-2d | Enforce the provisions of the most current California Motor Vehicle Code regarding muffler maintenance and exhaust systems. |
| N-2.8 | Community Education. Provide education to the community regarding potential noise sources and how to reduce them or report violations. | N-2e | Evaluate the City's noise complaint and response process. Consider developing a procedure for residents to file noise complaints online against activities and uses that may be in violation of the Municipal Code. |
| | | N-2f | Require vibration impact studies for all new discretionary projects, including those related to development and transportation, when construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual. |
| N-2 Actions | | | |
| N-2a | Actively enforce the noise standards identified within the Lomita Municipal Code to reduce impacts to the extent feasible. Update and amend the Lomita Municipal Code as appropriate, including the construction noise standards. | | |
| N-2b | Continue to monitor development projects in adjacent jurisdictions and | | |





Implementation Matrix

Timeframes will be represented with the following symbols:

Short-term
1-5 years



Medium-term
5-10 years



Long-term
10+ years



On-going



| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|---------------------------|--|---------|
| N-1a: Monitor changes in the California Building Code and other federal and state laws and regulations related to noise and incorporate necessary changes into the municipal building codes as required. | N-1 | ➡➡ | Procedure | Community & Economic Development | |
| N-1b: Review the Lomita Municipal Code and update as necessary so that the noise standards are consistent with this General Plan, including Table N-1, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. Noise standards for residential uses within a mixed-use development may differ from other adopted residential noise standards. | N-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| N-1c: Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in Table N-1 and the Lomita Municipal Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of | N-1 | ➡➡ | Procedure | Community & Economic Development, Public Works | |





| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|-----------------------------------|---------|
| noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials. | | | | | |
| N-1d: For discretionary projects with the potential to generate noise impacts which exceed the standards identified in this General Plan, require preparation of acoustical studies. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate General Plan compliance. | N-1 | ➡➡ | Procedure | Community & Economic Development | |
| N-1e: Review the locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process. Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Only approve exceptions if the project demonstrates full compliance with the nighttime limits of the noise regulations. | N-1 | ➡➡ | Procedure | Community & Economic Development | |
| N-2a: Actively enforce the noise standards identified within the Lomita Municipal Code to reduce impacts to the extent feasible. | N-2 | ➡➡ | Procedure | Community & Economic Development, | |





NOISE

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|--|---------|
| Update and amend the Lomita Municipal Code as appropriate, including the construction noise standards. | | | | Code Enforcement | |
| N-2b: Continue to monitor development projects in adjacent jurisdictions and comment on projects with the potential for noise impacts in Lomita. | N-2 | ➡➡ | Procedure | Community & Economic Development | |
| N-2c: Dedicate code enforcement resources to ensuring all construction activity complies with the limits (i.e., maximum noise levels, hours and days of allowed activity) established by the Lomita Municipal Code to reduce temporary construction noise impacts to the extent feasible. | N-2 | ➡➡ | Procedure | Community & Economic Development, Code Enforcement | |
| N-2d: Enforce the provisions of the most current California Motor Vehicle Code regarding muffler maintenance and exhaust systems. | N-2 | ➡➡ | Procedure | Public Works | |
| N-2e: Evaluate the City's noise complaint and response process. Consider developing a procedure for residents to file noise complaints online against activities and uses that may be in violation of the Municipal Code. | N-2 | ▲ | Assessment | Code Enforcement | |
| N-2f: Require vibration impact studies for all new discretionary projects, including those related to development and transportation, when construction utilizes pile drivers within 200 feet | N-2 | ➡➡ | Procedure | Community & Economic Development, Public Works | |





| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|------------------------|---------|
| of existing buildings or vibratory rollers within 50 feet of existing buildings. The studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual. | | | | | |





ECONOMIC DEVELOPMENT



GENERAL PLAN UPDATE

2024



ECONOMIC DEVELOPMENT

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INTRODUCTION TO ECONOMIC DEVELOPMENT

The Economic Development Element is intended to guide the City's future policy decisions in service of supporting and strengthening the local economy. The Economic Development Element is not a required element for a General Plan, but the City has decided to include it in recognition that promoting economic vibrancy and resiliency is a central aspect of planning for Lomita's future. While presented as a separate chapter, the policies contained within the Economic Development Element are intertwined with those found in the other elements of the General Plan. Decisions made around the topics of the other elements, (land use, mobility, housing, and open space) necessarily impact economic development and vice-versa.

Given market conditions and trends in Lomita and its location within the region, this element identifies key areas in which the City has the greatest opportunity to promote economic stability and development. The Economic Development goals and policies are focused on areas of opportunity and underscore the City's commitment to being a place where workers,

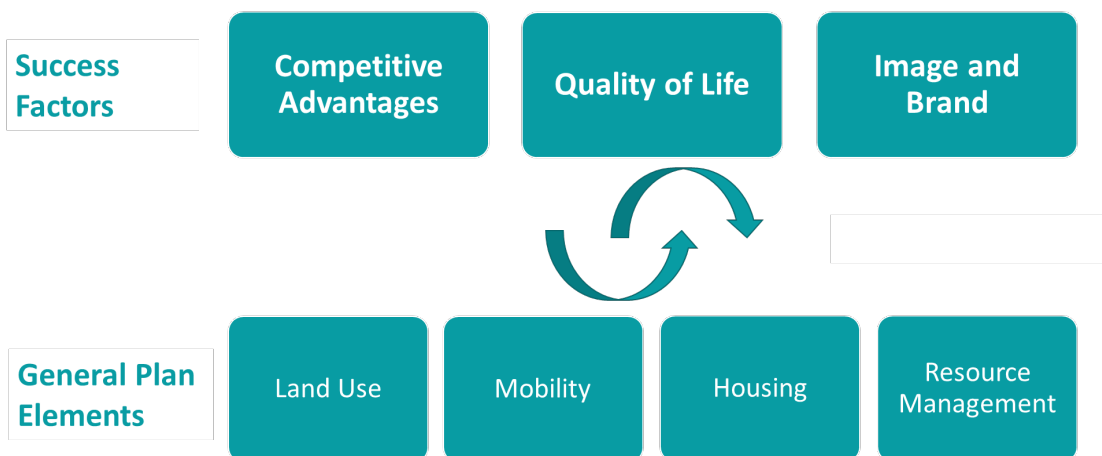
Organization of Element

The Economic Development Element is organized into five goal topics, as follows:

- Revitalize Lomita's Mixed-Use Commercial Corridors
- Economic Diversification
- Business Community Support
- Workforce Development and Retention
- Fiscal Sustainability

residents, visitors, and businesses can thrive, today and into the future. The policies result in suggested actions that can support implementation. The actions are not intended as programmatic, as the most appropriate implementation measure may evolve based on State law, economic conditions, and other factors.

Economic Development Paradigm





Key Opportunities and Challenges

The Economic Development Element was created using local and regional stakeholder input, suggestions from the City's General Plan Advisory Committee, and research and analysis contained in the Lomita General Plan Update: Existing Socioeconomic, Demographic, and Market Conditions and Trends report and the Overview of Fiscal Trends and Fiscal Impact Analysis of Proposed General Plan Land Use Alternatives memorandum, completed in 2023 as part of the General Plan Update process. Given Lomita's market and fiscal conditions, the documents identified several key opportunities and challenges impacting economic growth and development in the city, including education, retail, and property tax.

Education

Lomita residents earn less than the average wage for the South Bay Region, in part reflecting lower levels of educational attainment. Residents largely work in healthcare, retail, education, and manufacturing, which have many occupations not requiring post-secondary education degrees.

Retail

The City is experiencing spending "leakage" in nearly all retail categories, suggesting opportunities for targeted growth in retail categories that serve residents of both Lomita and the surrounding communities. Although the city is unlikely to attract a major regional shopping center given the relatively competitive regional landscape, opportunities exist for growth in more experiential environments with a mix of dining, entertainment, and local/small businesses, bolstered by special programming and a sense of place.

Property Tax

Lomita receives a relatively modest allocation of property tax revenue compared to the countywide average. A lack of new development, redevelopment of existing properties, and/or property ownership turn-over through market transactions also contribute to lower property tax revenue. City-adopted plans and policies that support new development and/or the redevelopment and reuse of underutilized property can drive property tax revenue growth.





GOAL ED-1

Corridor Revitalization

Enhance successful corridors for commerce and mixed-use development.

Major commercial activity corridors have the potential to drive economic diversification, anchor business activity, and generally open the city to increased economic opportunity. By enhancing the city's mixed-use corridors for different target audiences, Lomita can promote economic activity that serves the needs of residents, workers, and visitors alike. Although there exist limited opportunities for the development of large retail centers in the city given market forces and land availability, the trend in retail use is shifting away from brick-and-mortar shopping in favor of e-commerce for many types of goods. This has created new opportunities for retail growth in smaller-scale experiential environments with a mix of dining, entertainment, and local/small destination-oriented businesses. Enabling more intense development of mixed-use spaces along corridors and investing in corridor marketing and infrastructure can generate employment and daytime activity that can support a wide range of businesses with an established customer base. Such opportunities in turn will enhance the City's overall business prospects and economic base.

ED-1 Policies

ED-1.1 Intensification. Promote mixed-use development, including outdoor dining and other entertainment uses, along the commercial corridors to build a sense of place.





ECONOMIC DEVELOPMENT

ED-1.2 **Streetscape Improvements.**

Enhance aesthetics and “curb appeal” of the commercial corridors with strategic investments such as landscaping, outdoor lighting, wayfinding, entry and building façade improvements, and other initiatives that increase the corridors’ attractiveness for businesses and consumers.

ED-1.3 **Intentional Business Types.**

Promote businesses that will serve to attract visitors from across the region as well as support the local needs of residents.

ED-1.4 **Downtown Improvements.**

Promote businesses and land uses at the Lomita Boulevard and Narbonne Avenue intersection and along the corridors that align with the Downtown Vision Plan and establish a downtown identity.

ED-1.5 **Pacific Coast Highway Improvements.**

Promote businesses along Pacific Coast Highway that can attract and serve pass-through commuters.

ED-1.6 **Accessibility.**

Enhance city and regional connectivity along the commercial corridors and other major city thoroughfares.

ED-1.7 **Branding Strategy.**

Intentionally create and cultivate distinctive branding for the city’s commercial areas.

ED-1 Actions

ED-1a Identify underdeveloped or underutilized sites and buildings in commercial corridors that represent redevelopment opportunities.

ED-1b Improve redevelopment potential of opportunity sites by engaging with and educating property owners, finding strategic opportunities for parcel consolidation, and facilitating investor “matchmaking” through a public online inventory and other efforts.

ED-1c Explore additional in-lieu fees and adopt development agreements that reallocate investment into the public realm.

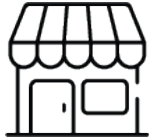
ED-1d Encourage development of mixed-use spaces in high-activity areas and corridors through zoning changes and incentive programs (e.g., density bonuses and other concessions).

ED-1e Implement strategies and actions in the Housing Element that promote the development of diverse housing options in targeted areas along the corridors to enhance economic activity and accessibility for residents.

ED-1f Pursue funding from local, state, and federal sources to support storefront and streetscape improvements.

ED-1g Invest in multimodal transportation and streetscape infrastructure along commercial corridors to improve the commute experience between businesses.





ECONOMIC DEVELOPMENT

ED-1h Conduct and implement a branding study that is consistent with and reinforces the marketing efforts, streetscape improvements, and other initiatives described herein.

ED-1i Implement a marketing strategy to promote the city's commercial areas

to attract visitors from neighboring jurisdictions.

ED-1j Revisit and implement strategies presented in Lomita's Downtown Vision Plan.





GOAL ED-2

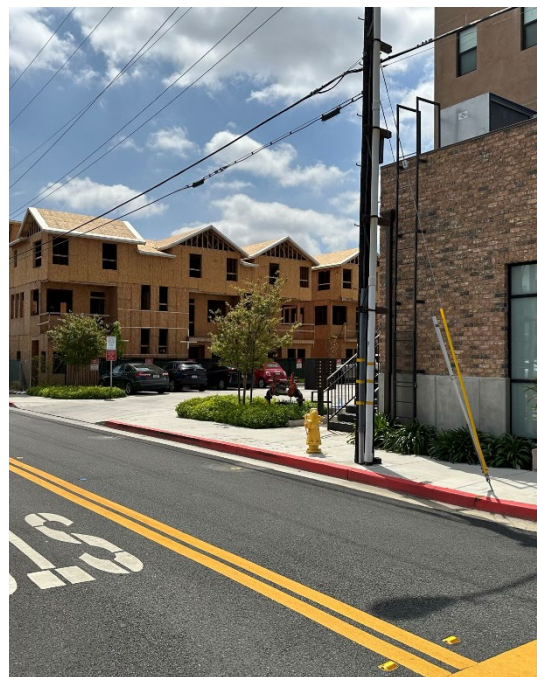
Economic Diversification

Promote job growth, economic stability, and fiscal sustainability with a strong and diversified economic base.

A diversified economy makes cities stronger and more resilient in the face of changing economic trends. Businesses in today's economy are highly mobile and firms consider a variety of factors when deciding where to locate or relocate, including the ease with which a firm can establish itself and operate in the city and the level of a city's investment in and responsiveness to its business community. Creating an attractive environment for businesses requires intentional work and coordination by the City. To foster a healthy economic climate, Lomita should position itself to accommodate and expand on its current strengths and industry clusters, while also finding opportunities to capture jobs in industries growing regionally that can improve job opportunities for residents.

ED-2 Policies

- ED-2.1 **Desirable Space and Locations.** Promote the development of space that serves the needs of smaller businesses, such as mixed-use projects that blend complementary retail and office uses with residential uses and create dynamic live/work/play environments.
- ED-2.2 **Expand Existing Strengths.** Leverage existing industry clusters in healthcare to drive future growth.





ECONOMIC DEVELOPMENT

ED-2.3 **Regional Growth Capture.** Target outreach to businesses in industry sectors that are growing regionally, particularly those with higher-paying jobs that can provide increased opportunity for Lomita residents.

ED-2.4 **Infrastructure.** Identify and address infrastructure needs that support commercial development.

ED-2 Actions

ED-2a Review and maintain a Zoning Code that supports investment and innovation in the city.

ED-2b Use local revenue sources as well as state and federal grants and other financing tools to fund capital improvements and the redevelopment of targeted commercial areas.

ED-2c Expand the development of medical office space and other associated land use types and engage in dialogue with regional healthcare businesses looking to expand.

ED-2d Develop and implement strategies to attract regionally-growing, higher-

paying industries in sectors such as professional services, finance, and information to locate in the city, including outreach to targeted businesses and industry organizations.

ED-2e Perform a baseline analysis to identify industry niches that are well-suited for the city and periodically update the analysis based on local and regional trends.

ED-2f Identify market surpluses and leakages in Lomita's local economy to better understand which industries are present and/or absent compared to peer cities and to inform targeted business attraction activities.

ED-2g Explore public-private partnerships and/or catalytic development projects to anchor and spur growth building on the city's existing assets.

ED-2h Develop a five-year economic development strategic plan to design, manage, and implement short- and medium-term economic development priorities for the City.





GOAL ED-3

Business Community Support

Support, promote, and celebrate local business.

One of the City's most vital assets is its existing economic base. Supporting existing local businesses so that they can thrive, grow, and adapt to changing economic conditions will not only help those businesses and their employees, but also demonstrate to other businesses that Lomita is a desirable place to locate. This support extends to residents and workers who may be looking to establish or grow a small business in the city.

ED-3 Policies

- ED-3.1 **Partnerships.** Create and maintain avenues and forums through which Lomita's business community, elected officials, City staff, and civic organizations can discuss economic development issues.
- ED-3.2 **Processes.** Streamline support for local businesses and remove potential barriers to expansion.
- ED-3.3 **Resources.** Provide the business community with easily accessible information on available resources to support their growth and development, including those aimed at entrepreneurship and small businesses.
- ED-3.4 **Entrepreneurship.** Educate and support local and regional entrepreneurs in establishing and expanding small and local businesses.





ECONOMIC DEVELOPMENT

ED-3 Actions

- | | | | |
|-------|--|-------|--|
| ED-3a | Meet regularly with representatives of the city's business community, including the Lomita Chamber of Commerce, to solicit feedback on how to improve the business environment, cement effective relationships, and help both existing and new businesses overcome challenges. | ED-3d | Maintain and regularly update the City's public-facing sources of information, including webpages, social media, and other platforms to offer accessible and up-to-date information for the business community and explore opportunities for direct face-to-face assistance. |
| ED-3b | Support collaborative partnerships and networks between and among businesses locally and regionally to create a robust business ecosystem. | ED-3e | Develop a webpage on the City's website that lists and promotes all businesses located and operating within Lomita. |
| ED-3c | Identify ways to simplify and streamline permitting for new and expanding businesses. | ED-3f | Create space and/or programs that support entrepreneurs and start-up businesses, such as business incubators and low-cost co-working space. |





GOAL ED-4

Workforce Development & Retention

Invest in the economic success of the community and our people.

ED-4 Policies

- ED-4.1 **Workforce as an Economic Driver.** Pursue strategies and programs for enhancing education and workforce skills aligned with growing local and regional industries.
- ED-4.2 **Workforce as Social Mobility.** Promote training, education, and labor support programs that enhance the city's labor force skills, assist residents in obtaining new employment opportunities, and grow household incomes.
- ED-4.3 **Housing Choices.** Develop land use policies that facilitate development of housing affordable to a range of household types and incomes to diversify the local labor force and promote long-term residential stability.

ED-4 Actions

- ED-4a Partner with regional education institutions and local secondary schools to strengthen skills in the workforce pipeline, including job training and placement for the homeless.
- ED-4b Develop and implement strategies to attract higher-paying industries to locate in the city, including outreach to targeted businesses and industry organizations.

The presence of a workforce aligned with the needs of the local economy, particularly growth sectors, is a major component in business retention and expansion and in building prosperity in the community. Currently, residents of Lomita earn slightly lower wages on average than South Bay residents overall, and also have lower levels of educational attainment than the region as a whole. The City should look to enhance education and workforce development opportunities for residents to help improve social mobility, grow community wealth, and bolster economic vibrancy. Aligning the resident workforce's skills with the needs of the businesses of today and tomorrow will have a critical impact on the expansion and diversification of the City's economy.

ED-4c Convene major local and regional employers to solicit guidance on how the City can support partnerships and develop policies and programs to create a strong workforce pipeline.

ED-4d Prepare for international events coming to the region such as the World Cup and the Olympics by creating associated events, promoting the use of local businesses, and enticing visitors to utilize Lomita accommodations.





GOAL ED-5

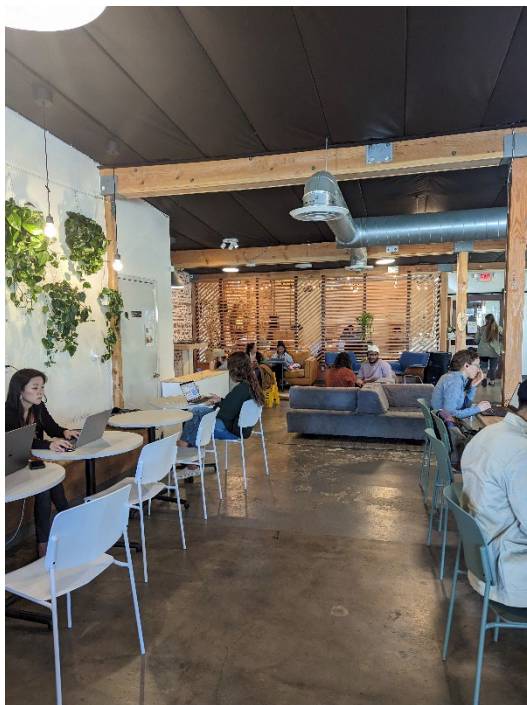
Fiscal Sustainability

Pursue fiscal sustainability through sound financial management and diversification.

The fiscal health of the City is dependent on long-term sustainability of the City's revenue sources and management of its expenditures. The City's fiscal conditions impact its ability to plan, manage, and pay for public services and investments, including many of the economic development initiatives described herein. Lomita, like most cities in California, relies on a handful of revenues sources—such as sales tax, property tax in lieu of vehicle license fee, and property tax—to fund day-to-day municipal operations. A diverse set of revenue sources will help protect the City's budget from downturns in particular revenue-generating activities. Simultaneously, new development will generate additional needs for City services and infrastructure for which the City will need to plan through thoughtful and strategic financial management.

ED-5 Policies

- ED-5.1 **Retail Support.** Promote additional retail development to increase sales tax revenues and expand retail amenities available to residents, employers, and visitors.
- ED-5.2 **Hotels.** Identify target opportunity areas for new hotel development that can generate additional transient occupancy tax.
- ED-5.3 **Property Tax.** Identify redevelopment opportunities to increase the city's overall assessed property value and generate additional property tax.





ECONOMIC DEVELOPMENT

ED-5.4 Impacts of New Development.

Pursue strategies that ensure new development adequately and fairly mitigates its impacts on city infrastructure and service costs.

ED-5.5 Funding. Pursue a range of public, private, and non-profit funding sources to fund community revitalization and economic development activities.

ED-5.6 Cost Control. Carefully manage City costs through judicious expansion of municipal services and infrastructure.

ED-5 Actions

ED-5a Adopt plans and policies that support new development and/or the redevelopment and reuse of property that is underutilized.

ED-5b Monitor market conditions, specifically along Pacific Coast Highway, to be ready to promote the development of new hotels when it is economically feasible.

ED-5c Require analysis of fiscal implications of new development and request fiscal mitigations as needed to ensure adequate public service levels can be provided over the long term.

ED-5d Conduct regular studies and updates of the City's development impact fee levels to ensure that fees on new development are adequate to cover fair share of costs for future infrastructure needs.

ED-5e Create a strategy to build City financial reserves to access during economic downturns.

ED-5f Continue to investigate and pursue revenue sources, such as state and federal funding programs, that do not add to the tax burden of residents or local businesses.

ED-5g Ensure a strong economic base through requirement of commercial and industrial uses along the city's commercial corridors.





ECONOMIC DEVELOPMENT

Implementation Matrix

Timeframes will be represented with the following symbols:

| Short-term 1-5 years | Medium-term 5-10 years | Long-term 10+ years | On-going |
|-------------------------|---------------------------|------------------------|----------|
| ▲ | ▲▲ | ▲▲▲ | ▶▶ |

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|------------------------------|---|---------|
| ED-1a: Identify underdeveloped or underutilized sites and buildings in commercial corridors that represent redevelopment opportunities. | ED-1 | ▲ | Assessment | Community & Economic Development | |
| ED-1b: Improve redevelopment potential of opportunity sites by engaging with and educating property owners, finding strategic opportunities for parcel consolidation, and facilitating investor “matchmaking” through a public online inventory and other efforts. | ED-1 | ▲ | Program | Community & Economic Development | |
| ED-1c: Explore additional in-lieu fees and adopt development agreements that reallocate investment into the public realm. | ED-1 | ▲ | Program | City Manager’s Office, Community & Economic Development | |
| ED-1d: Encourage development of mixed-use spaces in high-activity areas and corridors through zoning changes and incentive programs (e.g., density bonuses and other concessions). | ED-1 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| ED-1e: Implement strategies and actions in the Housing Element that promote the development of diverse housing options in targeted areas along the corridors to enhance economic activity and accessibility for residents. | ED-1 | ▲ | Program | Community & Economic Development | |





ECONOMIC DEVELOPMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|---|---|---------|
| ED-1f: Pursue funding from local, state, and federal sources to support storefront and streetscape improvements. | ED-1 | ▲▲ | Program | Community & Economic Development | |
| ED-1g: Invest in multimodal transportation and streetscape infrastructure along commercial corridors to improve the commute experience between businesses. | ED-1 | ▲▲ | Capital Improvement Plan | Public Works | |
| ED-1h: Conduct and implement a branding study that is consistent with and reinforces the marketing efforts, streetscape improvements, and other initiatives described herein. | ED-1 | ▲ | Program | City Manager's Office, Community & Economic Development | |
| ED-1i: Implement a marketing strategy to promote the city's commercial areas to attract visitors from neighboring jurisdictions. | ED-1 | ▲ | Program | City Manager's Office, Community & Economic Development | |
| ED-1j: Revisit and implement strategies presented in Lomita's Downtown Vision Plan. | ED-1 | ▲ | Program | Community & Economic Development | |
| ED-2a: Review and maintain a Zoning Code that supports investment and innovation in the city. | ED-2 | ▲ | Ordinance/ Code Amendment | Community & Economic Development | |
| ED-2b: Use local revenue sources as well as state and federal grants and other financing tools to fund capital improvements and the redevelopment of targeted commercial areas. | ED-2 | ▲ | Capital Improvement Plan, Grant Application | Public Works | |





ECONOMIC DEVELOPMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|---|---------|
| ED-2c: Expand the development of medical office space and other associated land use types and engage in dialogue with regional healthcare businesses looking to expand. | ED-2 | ▲ ▲ | Program | Community & Economic Development | |
| ED-2d: Develop and implement strategies to attract regionally-growing, higher-paying industries in sectors such as professional services, finance, and information to locate in the city, including outreach to targeted businesses and industry organizations. | ED-2 | ▲ ▲ | Program | Community & Economic Development | |
| ED-2e: Perform a baseline analysis to identify industry niches that are well-suited for the city and periodically update the analysis based on local and regional trends. | ED-2 | ▲ | Study | Community & Economic Development | |
| ED-2f: Identify market surpluses and leakages in Lomita's local economy to better understand which industries are present and/or absent compared to peer cities and to inform targeted business attraction activities. | ED-2 | ▲ | Study | Community & Economic Development | |
| ED-2g: Explore public-private partnerships and/or catalytic development projects to anchor and spur growth building on the city's existing assets. | ED-2 | ▲ ▲ | Program | City Manager's Office, Community & Economic Development | |
| ED-2h: Develop a five-year economic development strategic plan to design, manage, and implement short- and medium-term economic development priorities for the City. | ED-2 | ▲ | Plan | City Manager's Office, Community & Economic Development | |





ECONOMIC DEVELOPMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|-------------------------|---|---------|
| ED-3a: Meet regularly with representatives of the city's business community, including the Lomita Chamber of Commerce, to solicit feedback on how to improve the business environment, cement effective relationships, and help both existing and new businesses overcome challenges. | ED-3 | ➡➡ | Outreach | City Manager's Office, Community & Economic Development | |
| ED-3b: Support collaborative partnerships and networks between and among businesses locally and regionally to create a robust business ecosystem. | ED-3 | ➡➡ | Partnership | City Manager's Office, Community & Economic Development | |
| ED-3c: Identify ways to simplify and streamline permitting for new and expanding businesses. | ED-3 | ▲ | Assessment | Community & Economic Development | |
| ED-3d: Maintain and regularly update the City's public-facing sources of information, including webpages, social media, and other platforms to offer accessible and up-to-date information for the business community and explore opportunities for direct face-to-face assistance. | ED-3 | ➡➡ | Website Update, Program | Community & Economic Development | |
| ED-3e: Develop a webpage on the City's website that lists and promotes all businesses located and operating within Lomita. | ED-3 | ▲ | Website Update | Community & Economic Development | |
| ED-3f: Create space and/or programs that support entrepreneurs and start-up businesses, such as business incubators and low-cost co-working space. | ED-3 | ▲▲ | Program | Community & Economic Development | |

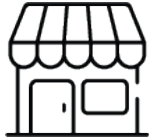




ECONOMIC DEVELOPMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|--|-----------------|-----------|----------------|---|---------|
| ED-4a: Partner with regional education institutions and local secondary schools to strengthen skills in the workforce pipeline, including job training and placement for the homeless. | ED-4 | ▲ ▲ | Partnership | Community & Economic Development | |
| ED-4b: Develop and implement strategies to attract higher-paying industries to locate in the city, including outreach to targeted businesses and industry organizations. | ED-4 | ▲ ▲ | Program | City Manager's Office, Community & Economic Development | |
| ED-4c: Convene major local and regional employers to solicit guidance on how the City can support partnerships and develop policies and programs to create a strong workforce pipeline. | ED-4 | ▲ ▲ | Focus Group | City Manager's Office, Community & Economic Development | |
| ED-4d: Prepare for international events coming to the region such as the World Cup and the Olympics by creating associated events, promoting the use of local businesses, and enticing visitors to utilize Lomita accommodations. | ED-4 | ▲ | Program | City Manager's Office, Community & Economic Development | |
| ED-5a: Adopt plans and policies that support new development and/or the redevelopment and reuse of property that is underutilized. | ED-5 | ▲ | Program | Community & Economic Development | |
| ED-5b: Monitor market conditions, specifically along Pacific Coast Highway, to be ready to promote the development of new hotels when it is economically feasible. | ED-5 | ▲ ▲ | Assessment | Community & Economic Development | |





ECONOMIC DEVELOPMENT

| General Plan Actions | Associated Goal | Timeframe | Type of Action | Primary Responsibility | Funding |
|---|-----------------|-----------|----------------|---|---------|
| ED-5c: Require analysis of fiscal implications of new development and request fiscal mitigations as needed to ensure adequate public service levels can be provided over the long term. | ED-5 | ➡➡ | Procedure | Community & Economic Development | |
| ED-5d: Conduct regular studies and updates of the City's development impact fee levels to ensure that fees on new development are adequate to cover fair share of costs for future infrastructure needs. | ED-5 | ▲ | Study | Community & Economic Development, Public Works | |
| ED-5e: Create a strategy to build City financial reserves to access during economic downturns. | ED-5 | ▲▲ | Plan | City Manager's Office, Administrative Services | |
| ED-5f: Continue to investigate and pursue revenue sources, such as state and federal funding programs, that do not add to the tax burden of residents or local businesses. | ED-5 | ▲ | Program | City Manager's Office, Administrative Services | |
| ED-5g: Ensure a strong economic base through requirement of commercial and industrial uses along the city's commercial corridors. | ED-5 | ▲ | Program | City Manager's Office, Community & Economic Development | |

