



7. RECOMMENDATIONS

RECOMMENDATIONS

OVERVIEW

While we based the study methodology and analysis on objective data, the Harbor Community Benefit Foundation is interested in using the study's findings to guide investments and action to improve the health, environment, and overall quality of life for the Wilmington and San Pedro community members. To create this recommendations list, we solicited the help of the HCBF board and external technical expert reviewers. We asked people to use the following questions to guide their review:

- Based on the study results of this study, how should the report/findings be used for positive change?
- Do the findings provide any basis to advocate for changes to specific state, regional, or local policies, practices, or programs?
- Do the findings provide any basis for community groups/the foundation to take actions into their own hands? What types of investments of time or resources would be most beneficial?
- Who would be interested in the findings of this study? What would be the best way to share this information with various stakeholders (public agencies, elected officials, businesses, residents, advocates, etc.)?

We received comments back from four external expert reviewers and three board members in addition to the previous recommendations from the Ad Hoc Advisory Committee members. We also included recommendations from stakeholder interviewees and logical conclusions from the analysis. We anticipate that the table of recommendations will be a living document that HCBF can update after this study's publication date.

We present recommendations in a table with the following column headings:

- #: Sequential numbering for easy discussion and referencing.
- Recommendation: Description of the proposed recommendation.
- Study Chapter: Overall (multi-topic) or name of Chapter 2 to 6.
- Type of Action: Enforcement of Existing Laws/Policies; Program/Practice; Legislation/Policy; Data/Research; Communications/Engagement/Education; Physical Environment/Infrastructure; and Investment/Funding (can select more than one).
- Additional Notes/Information: Websites, plans, programs, or agencies to support implementation.

The table groups recommendations by chapter, but within each chapter, there is no ordering or prioritization scheme. HCBF intentionally did not include a "lead" or "responsible party" since all sectors (public, private, non-profit, philanthropy, academic, etc.) can collaborate to implement these recommendations for a brighter future in the harbor communities. Future Recommendations Table iterations could include "responsible party," "partners," "decision-maker," timeline, and resources.

RECOMMENDATIONS TABLE

#	Recommendation	Study Chapter	Type of Action							Additional Notes/Information
			Enforcement of Existing Laws/ Policies	Program/ Practice	Legislation/ Policy	Data/ Research	Communications/ Engagement/ Edu.	Physical Environ-ment/ Infrastruc-ture	Investment/ Funding	
1	Shift local foundation/grant funding priorities to address impacts and needs identified in this report.	Overall		X					X	
2	Train grantees and community stakeholders to discuss the study findings with residents and other community institutions to prioritize neighborhood improvements.	Overall					X			
3	Use the report findings to educate local, state, and federal agency staff and elected officials about neighborhood disparities that cause health inequities.	Overall					X			
4	Prioritize strategies and measures that can address multiple impacts.	Overall	X	X	X				X	<ul style="list-style-type: none"> For example, enforcing truck routes and parking restrictions in the study area would address multiple concerns around increased collisions and perceptions of public safety.

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5	<p>Make data from this study publicly available.</p> <ul style="list-style-type: none"> • Publish GIS shapefiles online for easy download • Create stand-alone education map applications that would allow users to download information about particular neighborhoods • Partner with academic partners to manage and house data for public use 	Overall				X	X			<ul style="list-style-type: none"> • https://data.lacity.org/ • https://www.communitycommons.org/ • http://www.healthycity.org • http://geohub.lacity.org • http://opendata.arcgis.com
6	<p>Partner with local colleges or universities (public health, public policy, business, environmental studies, business, urban design/city planning, engineering, etc.) to expand the study's research and identify innovative solutions for impacts raised in the report. The report data and findings can be used as the basis for experiential learning/studio classes.</p>	Overall				X	X			<ul style="list-style-type: none"> • UCLA, USC, Occidental, Cal Poly Pomona, Cal Tech, Cal State Long Beach, Cal State LA, Cal State Dominguez Hills, Pepperdine, Claremont Colleges, etc.
7	<p>Leverage funding from the Transformative Climate Communities program to increase neighborhood resources and benefits in San Pedro and Wilmington.</p>	Overall		X						<ul style="list-style-type: none"> • The state is proposing to invest \$35 million in Los Angeles in the next year. • http://sgc.ca.gov/Grant-Programs/Transformative-Climate-Communities-Program.html
8	<p>When the Port, the City, or Port-related businesses propose large infrastructure improvement projects, use the study's findings to incorporate mitigation measures and community benefits into the planned infrastructure improvements.</p>	Overall						X	X	

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9	Create fact sheets and/or infographics that communicate report findings in a community-friendly format (including bi-lingual materials). These products can target different audiences such as elected officials, residents, and study area workers.	Overall					X			
10	Reinstate the Port Community Advisory Committee as a standing committee of the Port of Los Angeles Board of Harbor Commissioners to assess impacts of Port developments on the surrounding communities, make recommendations to ensure that impacts are sufficiently addressed, and to serve as community advisors to the Port of Los Angeles.	Overall		X	X		X			<ul style="list-style-type: none"> http://sanpedrocity.org/2013/05/dismantling-the-pcac
11	With the assistance from community residents and organizations, identify and implement sufficient mitigation strategies that could start to address some of the identified impacts from Port and Port-related activities, especially in the highest impacted areas. Home, school, and community center mitigation strategies could include retrofitting buildings with HEPA filtration systems and installing double pane windows and blackout curtains.	Overall		X			X		X	
12	Submit applications to add selected San Pedro and Wilmington streets to the City of Los Angeles' Great Streets Initiative. Ensure that Gaffey Street's existing participation in the program considers this study's findings.	2. Road & Rail Mobility, Safety, & Infrastructure	X	X				X	X	<ul style="list-style-type: none"> http://lagreatstreets.org/gaffey

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13	Share the study’s walkability, collision, and access to schools and parks data with Safe Routes to School programs, Vision Zero, and Mobility 2035 staff to help implement policies, programs, and infrastructure investments for safer and better walking and bicycling collisions.	2. Road & Rail Mobility, Safety, & Infrastructure	X	X	X				X	X	<ul style="list-style-type: none"> • http://visionzero.lacity.org • https://planning.lacity.org/documents/policy/mobility-plnmemo.pdf • http://saferoutes.lacity.org
14	Work with law enforcement, transportation agencies, and the Port of Los Angeles to review and assess Wilmington and San Pedro’s truck routes to limit or ban truck access on certain streets.	2. Road & Rail Mobility, Safety, & Infrastructure	X		X						<ul style="list-style-type: none"> • California Department of Transportation, Los Angeles Department of Transportation
15	Improve the enforcement of and existing policies and regulations related to environmental pollution and public safety, such as truck idling, truck routes, truck parking, and enforcement of health and environmental regulations.	2. Road & Rail Mobility, Safety, & Infrastructure	X		X						<ul style="list-style-type: none"> • CARB, South Coast Air Quality Management District, Los Angeles Department of Health, Los Angeles Police Department
16	Invest in barriers, warning lights, and public safety signage for all at-grade rail crossings in San Pedro and Wilmington. A smaller number of sites should be prioritized for an overpass or underpass to avoid the most problematic intersections in high traffic areas near residential populations. Data on vehicle collisions and noise impacts could be used to inform prioritization process.	2. Road & Rail Mobility, Safety, & Infrastructure							X	X	<ul style="list-style-type: none"> • Federal Railroad Administration, California Department of Transportation, Los Angeles Department of Transportation

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17	Collaborate with local CBOs to conduct a more thorough analysis of commercial trucks (truck counts, parking, idling, etc.) on neighborhood streets (streets not designated as truck routes) using community residents and groundtruthing techniques. Share photos, resident narratives, and impact maps with local elected officials, Harbor Commissions, Neighborhood Councils, and transportation agencies for education/ engagement and enforcement purposes.	2. Road & Rail Mobility, Safety, & Infrastructure				X	X			
18	Designate at-grade railroad crossings in Wilmington and San Pedro as “Quiet Zones” to minimize noise impacts of surrounding nearby residential areas. In quiet zones, railroads have been directed to cease the routine sounding their horns when approaching public highway-rail grade crossings, except during emergency situations. Local jurisdictions desiring to establish a quiet zone are first required to mitigate increased risk caused by the absence of a train horn.	2. Road & Rail Mobility, Safety, & Infrastructure			X					<ul style="list-style-type: none"> More information on Quiet Zones from the Federal Railroad Administration: https://www.fra.dot.gov/Page/P0889 and https://www.fra.dot.gov/eLib/details/L04309
19	Prioritize areas for land use changes and other actions through the City’s Green Zone Initiative using the report’s data on mismatched land uses and hazardous and polluting sources and population density data and sensitive receptors.	3. Land Use		X	X					
20	Leverage funding from the Goods Movement Emissions Reduction program to reduce air pollution emissions and health risks from freight movement.	2. Road & Rail Mobility, Safety, & Infrastructure		X						<ul style="list-style-type: none"> https://www.arb.ca.gov/bonds/gmbond/gmbond.htm

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21	Institute positive change in current zoning code to better service the community by increasing health-supporting land uses and limiting unhealthy ones. For example, zoning code could be updated to limit the density and location of alcohol and tobacco outlets.	3. Land Use			X					
22	Update San Pedro and Wilmington-Harbor City Community Plans to address mismatches in land use and drive localized development patterns in the study area towards increasing access to neighborhood goods and resources.	3. Land Use			X			X		
23	Conduct further quantitative analysis of and engage the residents living in the “residential islands” that are mostly surrounded by heavy industrial uses. Assess risks of living there and identify and implement mitigations.	3. Land Use				X	X			
24	Share this analysis and these data files with the Los Angeles County Assessor and the City of Los Angeles’ Planning Department so they can reconcile mismatches.	3. Land Use				X				
25	Work with the Port and City to confirm the location and status of abandoned buildings and vacant property and ensure they are all registered.	3. Land Use	X			X				
26	Identify (safe/not-contaminated) vacant buildings or properties that can be used for community pop-up events or temporary public spaces (pop-up parks, container community garden, etc.)	3. Land Use		X			X	X		

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27	Work with County Public Health, LA Dept. of City Planning, and local businesses to reduce the impact of storage yards on residents (i.e., shut down illegal operations, implement safer and more respectful operations practices.	3. Land Use	X	X			X	X		
28	Work with the Port to identify ways to improve the water quality at Cabrillo Beach for the safety of humans and sea/beach animals.	4. Hazardous and Polluting Land Uses	X			X	X		X	
29	Encourage decision makers to use the combined data showing hazardous and polluting land uses to inform future development/land use/permitting decisions.	4. Hazardous and Polluting Land Uses	X			X				
30	Work with sensitive land uses (Senior Services, Recreation Programs & Facilities, Schools, Child Care Facilities, and Health Care Facilities to identify and implement creative exposure mitigations.	4. Hazardous and Polluting Land Uses					X	X		
31	Prevent future sensitive land uses from locating near hazardous and polluting sites.	4. Hazardous and Polluting Land Uses	X	X		X				
32	Share this study/data with the Los Angeles Food Policy Council.	4. Hazardous and Polluting Land Uses				X	X			
33	Increase the number of recreation programs and facilities in Wilmington.	4. Hazardous and Polluting Land Uses								

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34	Increase access to healthy foods (including community gardens and farmers' markets) through multiple policy and programmatic fronts, such as Healthy Corner Store Initiative or changes to the City's zoning code.	5. Access to Neighborhood Goods & Services		X	X					
35	Increase the number of and access too medical facilities and health care clinics.	5. Access to Neighborhood Goods & Services		X				X	X	
36	Support the creation of additional licensed child care facilities in the study area.	5. Access to Neighborhood Goods & Services		X				X	X	
37	Conduct a more detailed and robust analysis of real estate and property value impacts in the study area due to proximity to the Port and/or hazards polluting land uses. Separate analysis will need to be conducted for San Pedro and Wilmington as these most likely experience different types and degrees of impacts from Port and Port-related activities.	6. Employment & Real Estate				X				<ul style="list-style-type: none"> Obtain updated/accurate sales data from the County Assessor for this analysis.

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38	Classify truck drivers as employees of the Port of Los Angeles or of port-related businesses. In addition to greater worker protections and increased wages and benefits to the drivers, the trucks will become the responsibility of the Port to maintain. These will ultimately improve compliance with environmental regulations, truck routes, and street parking, which will hopefully result in decreased impacts from trucks in San Pedro and Wilmington.	6. Employment & Real Estate		X						X	<ul style="list-style-type: none"> • www.JusticeForPortDrivers.org • http://www.cluejustice.org/campaigns_ports • https://changetowinn.app.box.com/s/2kgbbx5e4f9wok-50gl5z
39	Ensure implementation and enforcement of local hire minimums. The Port of Los Angeles Project Labor Agreement outlines the hiring minimums of local resident workers and disadvantaged workers.	6. Employment & Real Estate	X	X							<ul style="list-style-type: none"> • https://www.portoflosangeles.org/business/pla.asp