



CITY OF

Huntington Park

GENERAL PLAN

CITY OF HUNTINGTON PARK

CITY COUNCIL

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Mayor Pro Tem Jack W. Parks
Councilman William P. Cunningham
Councilman Luis M. Hernandez
Councilman Raul R. Perez

PLANNING COMMISSION

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Vice Chairman Lucille Mears
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Commissioner Fred W. Wanke, Jr.

CITY STAFF

Donald Jeffers, City Manager
Jack L. Wong, Director of Community Development

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Patrick Fu, Assistant City Engineer

CONSULTANTS TO THE CITY IN PREPARATION OF THE GENERAL PLAN

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Urban and Environmental Planning
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Parsons Brinckerhoff Quade & Douglas
Gast and Hillmer, AIA
Mestre Greve Associates

Circulation
Urban Design
Noise

FEBRUARY 19, 1991

RESOLUTION NO. 91- 7

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE HOUSING, CIRCULATION AND LAND USE ELEMENTS OF THE HUNTINGTON PARK GENERAL PLAN, AND ADOPTING SAID GENERAL PLAN ELEMENTS.

WHEREAS, on January 28, 1991, after conducting a duly noticed public hearing in full compliance with all applicable laws, the Planning Commission of the City of Huntington Park adopted its Resolution No. 1353; and

WHEREAS, Planning Commission Resolution No. 1353 recommended that the City Council certify the Final Environmental Impact Report ("EIR") for the Housing, Circulation and Land Use Elements of the Huntington Park General Plan; and

WHEREAS, Planning Commission Resolution No. 1353 further recommended that the City Council adopt the Housing, Circulation and Land Use Elements of the Huntington Park General Plan; and

WHEREAS, the City Council, after notice duly given as required by law, held a public hearing on Monday, January 28, 1991, at 5:00 p.m., in the City Hall, 6550 Miles Avenue, Huntington Park, California, to consider the certification of the final EIR for the Housing, Circulation and Land Use Elements and to consider the adoption of the Housing, Circulation and Land Use Elements of the Huntington Park General Plan; and

WHEREAS, all persons were given the opportunity to be heard; and

///

(3) to provide a central source of current information for use in preparing individual EIRs and Negative Declarations;

(4) to be referenced and summarized to EIRs and Negative Declarations;

(5) to assist in identifying long range, areawide, and cumulative impacts of individual projects proposed in the area covered by the assessment;

(6) to assist in formulating a general plan or any element of such a plan by identifying environmental characteristics and constraints that need to be addressed in the general plan; and

(7) to serve as a reference document to assist in reviewing other environmental documents dealing with activities in the area covered by the assessment; and

WHEREAS, the CEQA Guidelines additionally state that:

"No public agency shall approve or carry out a project for which an Environmental Impact Report has been completed and which identified one or more significant effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." (Section 15091);
and

"Where the decision of the public agency allows

SECTION 5: The City Council hereby certifies the Final EIR and MEA as accurate, complete and in compliance with CEQA, in the form set forth in Exhibit "A", attached hereto.

SECTION 6: The City Council hereby directs that MEA be used as a planning and environmental assessment document for the purposes set forth in CEQA Guidelines Section 15169(d).

SECTION 7: The City Council hereby adopts the Housing, Circulation and Land Use elements of the Huntington Park General Plan, in the forms set forth as Exhibits "B", "C" and "D", respectively, attached hereto.

SECTION 8: The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 19th day of February 1991.

Thomas E. Jackson

Mayor of the City of Huntington Park

ATTEST:

Marilyn A. Boyette

City Clerk
(Seal)

hpres\eir.rpt

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THE GENERAL PLAN

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City of Huntington Park General Plan

Introduction



CITY OF HUNTINGTON PARK GENERAL PLAN

INTRODUCTION

FEBRUARY 19, 1991

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INTRODUCTION TO THE GENERAL PLAN

The City of Huntington Park, incorporated in 1906, is an older, highly urbanized community located approximately five miles south of downtown Los Angeles (Figure I-1). Huntington Park is relatively small in area - three square miles - but has one of the highest population densities in Los Angeles County with approximately 64 persons per net residential acre. The City's land use pattern is well established and contains virtually no remaining vacant land suitable for development.

PLANNING FOR THE FUTURE

As a completely built-out community, planning in Huntington Park relates to guiding future changes in land uses which occur as a result of recycling and redevelopment activities. To prepare for these future land use changes, the City of Huntington Park has prepared a General Plan which provides a long-term approach for maintaining and improving the community's natural and man-made resources. The Plan serves as a tool and frame of reference for use by City officials and citizens, as well as other public agencies that are responsible for determining the required capacity and location of public facilities and services needed to serve the City's population.

PURPOSE OF THE GENERAL PLAN

State law requires that each city and county prepare and adopt a comprehensive, long-range plan to serve as a guide for the physical development of that jurisdiction. The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures addressing seven issue areas (land use, circulation, housing, noise, safety, conservation, and open space). The State Legislature in Government Code Section 65302 identifies the required components of each of the seven

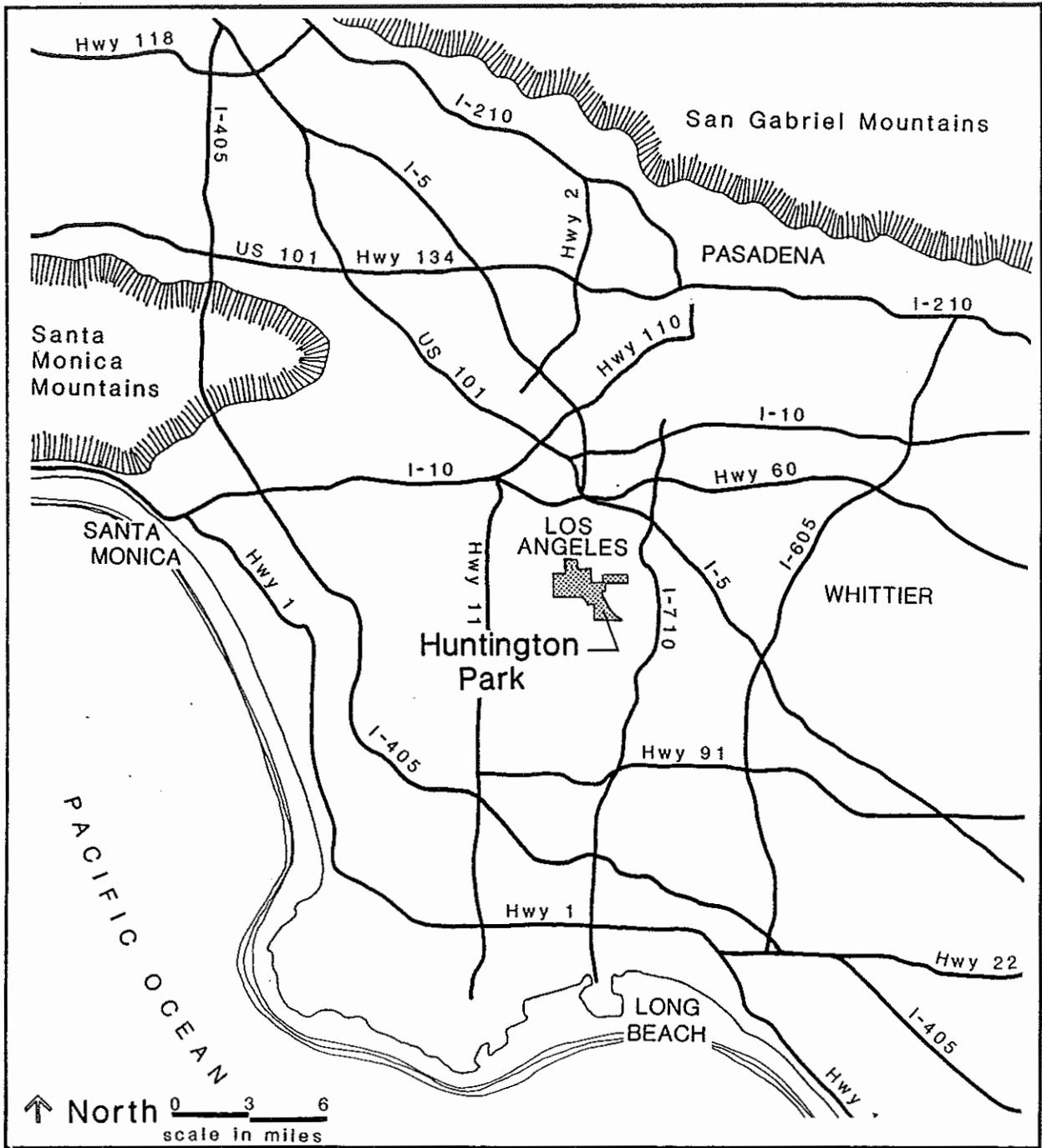


Figure I-1
Regional Vicinity Map
February 19, 1991



elements that every county and city must include in its general plan. The following descriptions summarize the requirements outlined in the State General Plan Guidelines:

Land Use Element

The land use element must designate the general location, distribution, and extent of the various land uses proposed for that particular jurisdiction. The element must clearly identify standards for population density and building intensity for each land use category. The land use element must also identify those areas that may be prone to flooding.

Circulation Element

The circulation element must identify the general location and the extent of the existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities.

Housing Element

The housing element must identify the existing and projected housing needs and establish goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet the needs of all economic sectors of the community.

Conservation Element

The conservation element provides for the conservation, development, and use of natural resources including water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.

Open Space Element

The open space element details plans and measures for the preservation of open space as well as the preservation and management of natural resources, outdoor recreation, and public health and safety.

Noise Element

The noise element examines noise sources and provides information which may be used in setting land use policies to encourage noise-compatible uses and to aid in the establishment and subsequent enforcement of a local noise ordinance.

Safety Element

The safety element establishes standards and plans for the protection of the community from a variety of hazards, including fire and geologic. In 1985 the Legislature eliminated the requirement for a separate seismic safety element. The statute now requires components of the seismic safety element to be incorporated into the safety element.

In addition, the general plan may also cover topics of special or unique interest to a community, such as urban design or public facilities. The State law provides some flexibility in the preparation of the plan, allowing for the combining of elements so long as the content requirements for the mandatory elements are met.

ORGANIZATION OF THE GENERAL PLAN

The Huntington Park General Plan consists of the following eight elements, or chapters, which together fulfill the State requirements for a general plan. The eight elements are: Land Use, Housing, Circulation, Conservation/Open Space, Noise, Safety, Public Facilities, and Urban Design. The 1990 update of the General Plan involves the first three of these elements (Land Use, Housing, and Circulation), with updates to the three other State-required elements (Conservation/ Open Space, Noise, and Safety), and development of two optional elements (Urban Design and Public Facilities) proceeding in 1991. Table I-1 illustrates the relationship between the General Plan's eight elements and the seven State-mandated elements.

**TABLE I-1
RELATIONSHIP OF HUNTINGTON PARK GENERAL PLAN
TO STATE-MANDATED ELEMENTS**

| GENERAL PLAN ELEMENTS | STATE-MANDATED GENERAL PLAN ELEMENTS | | | | | | |
|--------------------------------------|--------------------------------------|---------------------|-----------------|----------------------|--------------------|----------------|---------------|
| | Land Use Element | Circulation Element | Housing Element | Conservation Element | Open Space Element | Safety Element | Noise Element |
| Land Use Element | X | | | | | | |
| Circulation Element | | X | | | | | |
| Housing Element | | | X | | | | |
| Conservation/Open Space Element | | | | X | X | | |
| Safety Element | | | | | | X | |
| Noise Element | | | | | | | X |
| Public Facilities Element (optional) | | | | | | | |
| Urban Design Element (optional) | | | | | | | |

General Plan Organization

The General Plan for the City of Huntington Park consists of text and maps. Several supporting documents prepared during the course of preparation of the General Plan include the Master Environmental Assessment, the Housing and Circulation technical reports, and the General Plan Environmental Impact Report (EIR). These documents provide substantial background for the General Plan. The General Plan provides direction for the City's growth and development.

The Master Environmental Assessment (MEA), which describes the existing environmental setting in the City, serves as a reference document for future development which occurs within the City. The subject areas of the MEA follow the format prescribed by the California Environmental Quality Act (CEQA) Guidelines.

The preparation of each General Plan element was preceded by the identification of issues and constraints (i.e., existing conditions, infrastructure constraints, funding considerations) which were used to guide the formulation of General Plan policy.

The General Plan Environmental Impact Report (EIR) analyzes the potential environmental impacts of the policies and programs contained in the General Plan. The General Plan EIR differs from the MEA in that it focuses upon the specific impacts of the proposed policies, rather than the general environmental conditions existing in the City.

Element Organization

Each of the 1990 General Plan elements is comprised of three sections--the Introduction, the Goals and Policies, and the Plan. The Introduction describes the purpose and focus of the Relationship of Huntington Park General Plan to State-Mandated Elements element and also introduces other plans and programs outside of the General Plan which may be used to achieve specific General Plan goals.

The Goals and Policies section presents the City's long-term objectives for the subject area of each element. The goals and policies are arranged by issue or subject, and a brief description

of philosophy or basis behind those objectives precedes each group of goals and policies.

For general reference, goals and policies may be defined as follows:

GOAL: A goal is a broad statement of purpose and/or direction.

Policy: A policy describes a more definitive course of action supporting the achievement of a goal.

Some generality and flexibility should be maintained in the statements of goals and policies. By allowing for various options and implementation measures which may be devised as Huntington Park develops according to land use policy, the City can respond most effectively to changing environmental and economic conditions.

The third section of each element consists of the "plan," or the further definition of programs to be used to implement General Plan policy. For example, the Land Use Element contains a "Land Use Plan" which indicates the types and intensities of land use permitted citywide. The "Circulation Plan" in the Circulation Element includes a Master Circulation Plan showing existing streets and intersections to be improved and new infrastructure provided to meet the circulation needs of City residents and those employed in or visiting the City. Wherever possible, each element contains maps, diagrams, and tables to illustrate General Plan policy.

CITIZEN PARTICIPATION

Citizen participation played an important role in the update of the Huntington Park Land Use, Housing, and Circulation elements. A Community Attitude Survey was conducted at the beginning of the planning program to solicit resident response to planning issues, constraints, and opportunities to be addressed in the General Plan. Questionnaires were mailed to a random sample of 6,000 households and included both multi-family and single-family residents. Each questionnaire was printed in both Spanish and English to encourage participation among all

members of the sample group. A total of 770 completed questionnaires were received and tabulated, representing a 13 percent response rate. The results of the questionnaire have provided direction in the formulation of General Plan goals and policies, as well as providing current demographic and household information for the Housing Element.

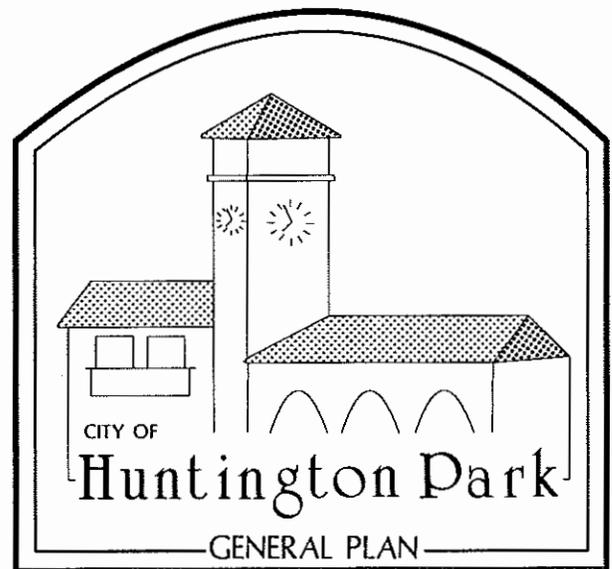
Public participation was also provided through an open house workshop in which the public was invited to review the Draft General Plan elements and to provide comments or ask questions of City staff and the General Plan consultants.

Three study sessions were conducted with the Huntington Park City Council and Planning Commission to receive input at key stages in the planning program. Preliminary goals and policies were provided to the City Council/Planning Commission for review prior to incorporation into the General Plan. The Council and Commission also had an opportunity to review and comment on the Draft General Plan prior to conducting public hearings on the document.

Copies of the public hearing Draft General Plan were distributed to interested agencies and individuals, and copies were available for review or purchase at City Hall. The Draft General Plan underwent additional review at public hearing held before the Planning Commission and City Council.

City of Huntington Park General Plan

Land Use Element



RESOLUTION NO. 96-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK APPROVING AN AMENDMENT TO VARIOUS LAND USE AREAS OF THE CITY OF HUNTINGTON PARK'S GENERAL PLAN.

WHEREAS, a public hearing was held by the City Council of the City of Huntington Park, in the City Hall, 6550 Miles Avenue, Huntington Park, California, on Monday April 1, 1996 at 7:00 p.m., pursuant to the notice published and posted as required by law in accordance with the provisions of the City of Huntington Park Municipal Code; and

WHEREAS, the Planning Commission of the City of Huntington Park, after noticed and continued public hearings on January 3, February 7, and March 6, 1996, adopted its Resolution No. 1604, making certain findings and recommending that the City Council approve an amendment to various land use areas of the Huntington Park General Plan, as set forth in Exhibit "A", attached hereto, which exhibit is incorporated by reference as though set forth fully herein; and

WHEREAS, the amendment will provide beneficial socioeconomic conditions with improved residential and commercial development options appropriately catering to the needs of the public and improving compatibility with the surrounding land use designations; and

WHEREAS, all persons appearing for or against the approval of the Resolution were given the opportunity to be heard in connection with said matter; and

WHEREAS, the City Council hereby adopts by reference the findings and other contents in said Planning Commission Resolution,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES RESOLVE AS FOLLOWS:

SECTION 1: The City Council hereby approves an amendment to the Land Use and Housing Elements of the Huntington Park General Plan, as set forth herein.

SECTION 2: The City Council determines upon evidence or public comments received that the proposed General Plan Amendment will not have a significant effect on the environment and hereby adopts an Environmental Negative Declaration in accordance with the California Environmental Quality Act (Public Resources Code Section 21000, et seq.).

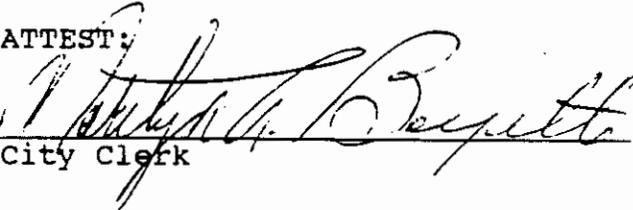
SECTION 3: The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED THIS 1st day of April, 1996.



Mayor of the City of Huntington Park

ATTEST:



City Clerk

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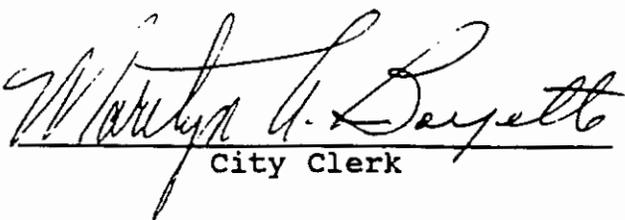
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STATE OF CALIFORNIA)
) SS.
COUNTY OF LOS ANGELES)

I, MARILYN A. BOYETTE, CITY CLERK OF THE CITY OF HUNTINGTON PARK, DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 93-43, was passed and adopted by the City Council of the City of Huntington Park, signed by the Mayor of said City, and attested by the City Clerk, all at a regular meeting of the City Council held on the 6th day of July, 1993, and that the same was passed and adopted by the following vote, to wit:

- AYES: Councilmen - Perez, Cunningham, Jackson, Hernandez, Loya
- NOES: Councilmen - None
- ABSENT: Councilmen - None



City Clerk

1 RESOLUTION NO. 93- 43

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK
3 APPROVING AN AMENDMENT TO THE LAND USE ELEMENT OF THE HUNTINGTON
4 PARK GENERAL PLAN.

5 WHEREAS, on May 19, 1993, following a public hearing, the
6 Planning Commission of the City of Huntington Park adopted its
7 Resolution No. 1532-GPA, recommending that the City Council
8 approve an amendment to the Land Use Element of the Huntington
9 Park General Plan; and

10 WHEREAS, on July 6, 1993, at 7:30 p.m., the City Council
11 held a public hearing in accordance with legally published
12 notice, upon the question of following the Planning Commission's
13 recommendation in Resolution No. 1532-GPA by adopting a General
14 Plan Amendment to change the general plan land use designation
15 from General Commercial to Industrial Manufacturing in the
16 General Manufacturing (M-2) Zone on the following described
17 property:

18 Assessor's Parcel No. 6310-017-001, also known as 2863
19 East Slauson Avenue, Huntington Park,

20 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON
21 PARK DOES RESOLVE AS FOLLOWS:

22 SECTION 1: The City Council approves and certifies all
23 of the findings and determinations made by the Planning
24 Commission in Resolution No. 1532-GPA.

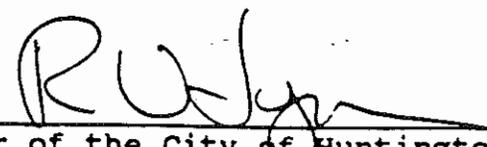
25 SECTION 2: The general plan land use designation of the
26 property described above is hereby changed from General
27 Commercial to Industrial Manufacturing.

28 SECTION 3: The City Clerk shall certify to the adoption
of this Resolution.

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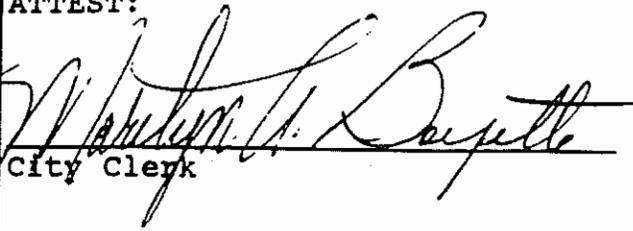
PASSED, APPROVED AND ADOPTED this 6th day of July

1993.



Mayor of the City of Huntington Park

ATTEST:


City Clerk

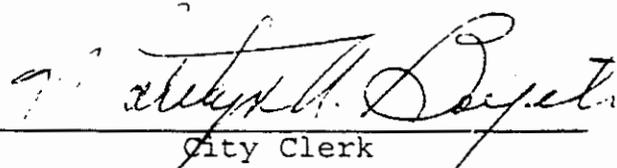
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STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

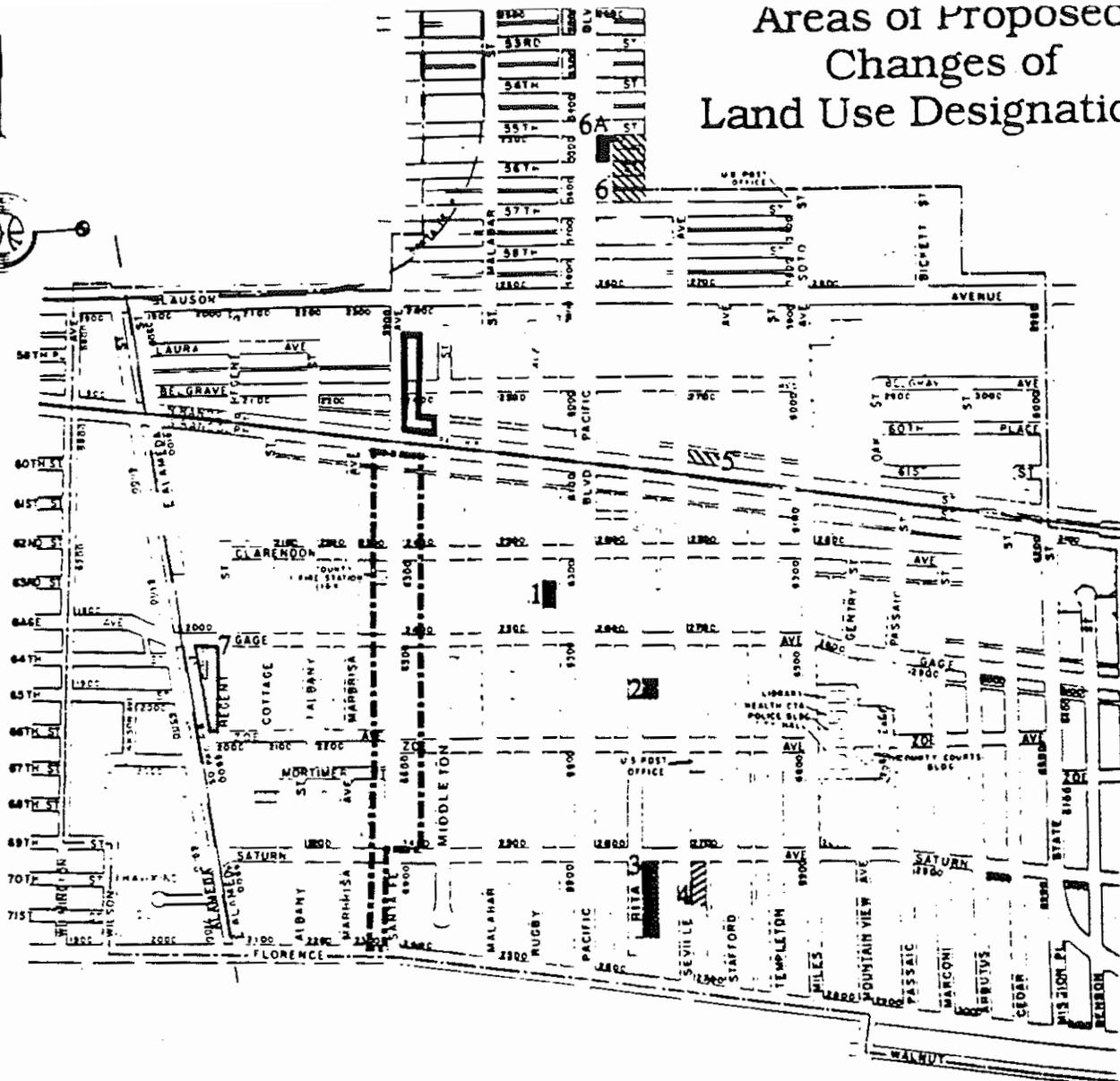
I, MARILYN A. BOYETTE, CITY CLERK OF THE CITY OF HUNTINGTON PARK, DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 96-15, was passed and adopted by the City Council of the City of Huntington Park, signed by the Mayor of said City, and attested by the City Clerk, all at a regular meeting of the City Council held on the 1st day of April, 1996, and that the same was passed and adopted by the following vote, to wit:

- AYES: Councilmembers - Perez, Maes, Loya, Jackson
- NOES: Councilmembers - None
- ABSENT: Councilmembers - Marin



City Clerk

Areas of Proposed Changes of Land Use Designations



A



Area nos. 1. & 2 are proposed to be changed from Senior Citizen Housing to Central Business District/Residential with an Overlay District for Senior Citizen Housing. Area no. 3 is proposed to be changed from Senior Citizen Housing to Central Business District/Residential.



Area no. 4 is proposed to be changed from Senior Citizen Housing to High Density Residential with an Overlay District for Senior Citizen Housing.



Area nos. 5 & 6 are proposed to be changed from Senior Citizen Housing to Medium Density Residential with an Overlay District for Senior Citizen Housing.



Area no. 6a is proposed to establish an Overlay District for Senior Citizen Housing over the existing General Commercial Land Use designation as an extension to the proposed adjacent Overlay District for Senior Citizen Housing.



Area no. 7 is proposed to be changed from Senior Citizen Housing to Light Industry.



Overlay district to allow Medium Density Residential development in addition to the land uses provided for under the current General Commercial Land Use designation where property to the south of Clarendon Avenue would be limited to either commercial uses or vertically oriented mixed use development (i.e. commercial/residential with only non-residential uses on the ground level) and where property located north of Clarendon Avenue would allow commercial uses, mixed uses, or solely residential use, and where residential or mixed use densities would be allowed to a maximum of 17.4 dwelling units per acre, but where the maximum allowable commercial floor area ratio ("F.A.R.") intensity standard would remain the same.



Overlay district to allow Mixed Use development of Commercial uses together with Single Room Occupancy Residential in addition to the uses provided for under the current General Commercial land use designation and where residential densities would be allowed to a maximum of 400 single room occupancy dwelling units per acre, but where the maximum allowable commercial floor area ratio intensity standard would remain the same.

**CITY OF HUNTINGTON PARK GENERAL PLAN
LAND USE ELEMENT**

**FEBRUARY 19, 1991
AS AMENDED, 1996**

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INTRODUCTION TO THE LAND USE ELEMENT

The Land Use Element is concerned with the physical development and appearance of the City. This Element designates future land use patterns and specifies the appropriate density and intensity of development. The Land Use Element is the central element of the General Plan, and the goals and policies it contains have a common link to the other elements. The Land Use Policy Map provides a graphic depiction of the General Plan's development policies and indicates the land use designations for which pertinent policies have been developed.

PURPOSE OF THE LAND USE ELEMENT

Huntington Park is an older City with its land use patterns well-established and virtually no remaining vacant land suitable for development. As such, changes in land use will occur gradually through the recycling of existing uses. As a means of guiding future changes in land use consistent with community objectives, the City intends to implement the goals and policies contained in this Land Use Element. These objectives include:

- Provide for a mix of land uses which meets the diverse needs of all Huntington Park residents, offers a variety of employment opportunities, and allows for the capture of regional growth.
- Identify and rectify inconsistencies between current land use designations under the Huntington Park General Plan, existing land use, and zoning.
- Provide for compatible neighboring land uses and acceptable transitions between residential, commercial, industrial, public, and transportation uses.
- Ensure that new development is coordinated with the provision of infrastructure and public services including, but not limited to, water, sewers, police, fire protection, and schools.

- Preserve those existing single-family neighborhoods in Huntington Park which are predominately intact, while allowing other neighborhoods where substantial multi-family infill has occurred to recycle to higher densities.
- Provide for expanded residential development opportunities in the City's Central Business District, including residences above municipal parking lots, senior citizen housing overlays, and mixed use overlays.
- Upgrade deteriorated land uses through aggressive residential and commercial rehabilitation programs.
- Attract new industry in order to expand the City's economic base.
- Provide for additional parking in commercial areas where parking is currently inadequate, particularly along Gage Avenue and Florence Avenue.
- Create consistent urban design in Huntington Park which includes development that is both architecturally and functionally compatible, and neighborhoods and commercial districts which are uniquely identifiable.
- Develop and promote a distinctive visual identity for Huntington Park which capitalizes on the City's regional and local historic character.

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for future development. An important feature of this Element is the Land Use Policy Map. This map, a copy of which is contained in the final section of the Element, indicates the location, density, and intensity of development for all land uses citywide. Finally, the goals and policies contained in this Element establish a constitutional framework for future land use planning and decision making in Huntington Park.

RELATED PLANS, PROGRAMS, AND OTHER PUBLIC POLICIES

The scope and content of the Land Use Element are primarily governed by the State of California General Plan Guidelines and the Planning, Zoning, and Development Laws for the state. In addition, other plans, programs, and public policies are considered in the formulation, adoption, and implementation of land use policy. Relevant plans and programs are described below.

City Ordinances

The City's Title 9 of the Municipal Code provides additional development and performance standards for development of land uses and related activities. The City intends to adopt a revised Planning and Zoning Code, Title 9, following adoption of the General Plan Update. The revised Zoning Code will include the creation of additional zoning categories to correspond to the Land Use Element's land use designations. The revised Zoning Code will serve as the primary implementation tool for the Land Use Element and the goals and policies it contains. A revised Zoning Map, consistent with the General Plan Land Use Policy Map, will also be adopted to identify the zoning categories applied to each parcel of land within the City. Together, the Zoning Code and Map are used to identify the specific types of use, intensity, and development standards applicable to given parcels or areas of land.

Regional Plans

The Southern California Association of Governments (SCAG) is responsible for much of the regional planning in Southern California. SCAG has been preparing long-range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air, and water) for the region. The population totals and growth distribution are used in

planning the future capacity of highways and transit systems, quantity and location of housing, water supply, and siting and sizing of sewage treatment systems.

The most recent SCAG Growth Management Plan (adopted February 1989) forecasts a population increase of approximately 12 percent from the years 1984 to 2010 for the Central Los Angeles Subregion. This subregion includes all of Huntington Park plus all or portions of the following cities: Bell, Bell Gardens, Beverly Hills, Carson, Commerce, Compton, Cudahy, Culver City, Los Angeles, Lynwood, Maywood, Montebello, Monterey Park, Paramount, South Gate, Vernon, and West Hollywood, as well as Los Angeles County unincorporated areas.

From 1984 to 2010, population in the subregion is expected to increase from approximately 2,102,000 to 2,354,500, for an increase of 252,500 (12 percent). Within the same time period, total subregional employment is forecasted to increase from approximately 1,435,300 to 1,634,500, for an increase of almost 200,000 (14 percent). The year 2010 housing forecast for the subregion is 898,100, which is an addition of 121,000 dwelling units, or almost 16 percent, over the 1984 level.

Another regional plan that will affect the future of Huntington Park is the South Coast Air Basin Air Quality Management Plan (AQMP), which was adopted on August 15, 1989 by the California Air Resources Board (CARB). This plan includes several specific measures regarding vehicle trip reduction and traffic flow improvement to meet its goals of reducing vehicle-related emissions.

Railroad operations in Los Angeles County, including Huntington Park, are expected to change in the future. Increased rail traffic along Alameda Street is expected due to the expansion of the ports of Long Beach and Los Angeles. The anticipated 120 trains per day along the Alameda rail right-of-way could cause extreme congestion in Huntington Park. The City is planning to depress the railroad through Huntington Park, thereby allowing traffic to flow without train interruptions along Slauson, Florence, Gage, and Randolph.

The Land Use Element must anticipate, and be compatible with, the above-mentioned regional plans.

SCOPE AND CONTENT OF THE ELEMENT

The Land Use Element consists of both text and diagrams. The following section of this Element titled "Land Use Element Goals and Policies" presents the City's general goals for the long-term growth and development of the community. These goals are defined further in the third section, the "Land Use Plan." The Land Use Plan consists of: 1) the General Plan Land Use Policy Map; 2) land use policy considerations; 3) the descriptions of land use designations indicated on the policy map; and 4) a discussion of the implications of the Land Use Plan.

LAND USE ELEMENT GOALS AND POLICIES

The goals and policies contained in this Element have been developed in response to issues identified as part of the extensive background research conducted for the General Plan, as well as issues identified by City staff, the Planning Commission, City Council, and City residents as reflected in the community questionnaire. These goals and policies address preservation of major areas of the City, revitalization of selected areas, and guidance of new development in those portions of the City presently undeveloped. The Land Use Element goals and policies focus on maintaining a balance between residential, commercial, and industrial land use, promoting high-quality development, and minimizing existing and potential land use conflicts.

BALANCED DEVELOPMENT IN HUNTINGTON PARK

By providing a broad range of residential, commercial, industrial, and public land uses, a balanced community that responds to all residents' needs can be achieved. Through designation of a range of uses, the City can achieve a balance of housing that meets the needs of all income groups, a stable employment and tax base, and suitable shopping, recreational, and cultural activities for all residents.

Huntington Park is an urbanized and densely developed city whose land use patterns were established by the 1930s. The City's built environment is characterized by a grid street system with commercial strips along the major arterials, concentrated areas of industrial development, and a predominance of older, single-family residential neighborhoods. The City's Central Business District focuses on Pacific Boulevard, which serves as a regional shopping district for East Central Los Angeles. Redevelopment activities over the past several years have resulted in new retail and office centers along Pacific. Through the creation of the Industrial Redevelopment Project Area in 1987, the City has been able to provide for the upgrading of many existing manufacturing facilities, as well as attract new industrial employers.

Future development opportunities in Huntington Park will be primarily related to commercial and industrial redevelopment, the introduction of residential uses in the Central Business District, and the recycling of existing residential uses to higher densities in identified areas where substantial changes have already taken place. Existing single-family neighborhoods and public parks are proposed to remain intact.

GOAL 1.0: Provide for a mix of land uses which meets the diverse needs of all Huntington Park residents, offers a variety of employment opportunities, and allows for the capture of regional growth.

Policy 1.1: Preserve the low-density quality of the City's existing single-family residential areas while permitting compatible multi-family development in appropriate areas to meet regional housing needs.

Policy 1.2: Encourage community-oriented retail in Huntington Park while continuing to revitalize Pacific Boulevard as a regional retail destination.

Policy 1.3: Improve existing industry and provide for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise.

Policy 1.4: Encourage mixed-use developments of residential, retail, and commercial uses in various land use areas as defined in the Land Use Policy Map:

- Along portions of Pacific Boulevard, allow for the development of residential uses on the upper floors of commercial structures.
- Along portions of Rugby, Rita, and Seville avenues, allow the development of multi-family residential structures of up to 70 units/acre adjacent to commercial/retail uses. Permit the integration of ground-floor commercial uses in these residential projects.
- Permit residential units above, but not in place of, municipal parking lots in the CBD/Residential area.
- Overlay district along Santa Fe Avenue between Randolph Street and Florence Avenue allowing Medium Density Residen-

tial development in addition to the land uses provided for under the current General Commercial Land Use Designation. Property to the south of Clarendon Avenue would be limited to either commercial uses or vertically oriented mixed use development (i.e. commercial/ residential with only nonresidential uses on the ground level). Property located north of Clarendon Avenue would allow commercial uses, mixed uses, or solely residential use. Residential or mixed use densities would be allowed to a maximum of 17.4 dwelling units per acre. The maximum allowable commercial floor area ratio ("F.A.R.") intensity is 1:1.

- Overlay district along a portion of the east side of Santa Fe Avenue north of Randolph Street allowing mixed use development of commercial uses together with single room occupancy ("SRO") residential in addition to the uses provided for under the current General Commercial Land Use Designation. Residential densities would be allowed to a maximum of 400 single room occupancy dwelling units per acre. The maximum allowable commercial floor area ratio intensity is 1:1.
- Require private, secured parking for residences in the CBD / Residential area.

Policy 1.5: Encourage senior citizen residential development in locations with convenient access to commercial and retail uses, and to public transportation. Sites designated as Senior Citizen Housing overlays on the Land Use Policy Map may be developed at densities up to 225 units per acre.

Policy 1.6: Permit Single Room Occupancy Hotels (SROs) in Senior Citizen Housing areas, Central Business District and SRO/Commercial Mixed Use Overlay, to assist in addressing the needs of the homeless and other very low-income individuals.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

Huntington Park, as an urbanized environment, does not contain expanses of open space separating different land uses. Opposite sides of the same street often contain different land uses (e.g., residences v. stores), or one city block may contain several uses, including industry backing onto residences. Single-family houses

and apartment complexes often exist side-by-side. The City does exhibit some physical continuity, however, in that it is densely developed with low-rise structures, almost all of which are less than four stories high. The continuous store fronts along Pacific Boulevard maintain a sense of functional and physical unity, although in some locations courtyard-style commercial plazas extend to the interior of a block.

Development that substantially and abruptly alters the land use patterns or physical continuity of a street, block, or neighborhood is often disorienting, annoying, and potentially dangerous to the health and safety of residents. Traffic, noise, and pollution from industrial and commercial activities should not disrupt residential neighborhoods. Privacy for residential uses is important, and multi-story structures should not look onto the backyards of single-story residences. Setbacks, buffers, and transitions in land uses are ways to create and maintain the compatible, complementary development envisioned in the Land Use Element.

GOAL 2.0 Accommodate new development that is compatible with and complements existing land uses.

Policy 2.1: Require that multi-family development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent single-family residential uses so as to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.2: Require that commercial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent residential uses so as to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.3: Require that industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent residential and commercial uses so as to prevent impacts due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.4: Require that external lighting of commercial and industrial properties be isolated to the site and not adversely impact adjacent land uses with light spillover or glare.

Policy 2.5: Require that automobile and truck access to commercial and industrial properties sited adjacent to residential parcels be located the maximum practical distance from the residential parcel.

Policy 2.6: Establish standards in the Zoning Code to ensure that all functional, noise, and other impacts associated with the development of residential units on an upper floor of any commercial structure be mitigated.

Policy 2.7: Develop and implement an amortization program to require legal non-conforming uses to meet General Plan and zoning requirements through time. Permit residential uses to be replaced at existing densities if destroyed by fire or disaster.

REVITALIZATION OF DETERIORATING USES AND PROPERTIES

Due to a complex combination of local, regional, and national economic trends over time, Huntington Park has suffered the deterioration of many residential, commercial, and industrial properties. In order to revitalize the community, effective redevelopment and rehabilitation programs must be continued and, when feasible, expanded. The adequate maintenance of properties must be assured through vigorous code enforcement. As well, Huntington Park is home to many properties of architectural and historical interest; the restoration and rehabilitation of such properties can result in economic, aesthetic, and cultural advantages to the entire community.

GOAL 3.0: Provide for the revitalization of deteriorating land uses and properties.

Policy 3.1: Encourage and continue the use of redevelopment activities, including the provision of incentives for private development, joint public-private partnerships, and public improvements, in those redevelopment areas designated in Huntington Park.

Policy 3.2: Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance.

Policy 3.3: Continue to provide financial, administrative, and design assistance for eligible properties through residential and commercial rehabilitation programs.

Policy 3.4: Encourage the restoration and rehabilitation of properties eligible for inclusion on the National Register of Historic Places according to the rehabilitation guidelines and tax credit incentives of the National Trust for Historic Preservation.

DEVELOPMENT COORDINATED WITH INFRASTRUCTURE AND PUBLIC SERVICES

New development will place added demands on the City's infrastructure (water lines, sewer lines, storm drains, and utility systems) and public services (fire protection, law enforcement, educational facilities, and hospitals). In order to accommodate future demands with minimal environmental impact, the City must be able to anticipate infrastructure and public service needs based on land use policy while establishing feasible methods to finance needed improvements.

GOAL 4.0: Accommodate new development that is coordinated with the provision of infrastructure and public services.

Policy 4.1: Permit development at densities and land use intensities no higher than the City's ability to provide the necessary public services, utilities, street capacities, and recreational opportunities required for the areas affected by development.

Policy 4.2: Establish a Parking Overlay zone and designate it on the Land Use Policy Map to facilitate the development of parking facilities through such methods as alley vacation and lot consolidation.

Policy 4.3: Review the personnel and equipment needs of the Huntington Park Police Department in order to maintain adequate levels of protection and service. Any additional needs, as determined by the City, will be funded through the General Fund or other available and allowable sources.

Policy 4.4: Coordinate efforts with Los Angeles County in reviewing the personnel and equipment needs of fire protection services.

Policy 4.5: Apply impact fees for new development where necessary, appropriate, and permitted under California State law.

Policy 4.6: Pursue alternative uses of the Southern Pacific Railroad right-of-way on Randolph Street, such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

ECONOMIC EXPANSION AND DIVERSIFICATION

Through expansion of the City's economy and diversification of economic activity, Huntington Park can achieve a stable employment and tax base. Employment opportunities will benefit local residents, and a stable tax base will help the City provide adequate infrastructure improvements and public services.

Policies related to economic expansion and diversification are intended to encourage the growth of existing firms in Huntington Park and attract new firms to the City. Two examples of economic opportunity are Pacific Boulevard and the industrial areas in Huntington Park. The Central Business District focuses on Pacific Boulevard, which serves as a regional shopping district for East Central Los Angeles. Redevelopment activities over the past several years have resulted in new retail and office centers along Pacific. Through the creation of the Industrial Redevelopment Project Area in 1987, the City has been able to provide for the upgrading of many existing manufacturing facilities, as well as attract new industrial employers.

GOAL 5.0: Promote expansion of the City's economic base and diversification of economic activity.

Policy 5.1: Encourage the growth and expansion of local firms through:

- Streamlined permit approval processes;
- The consolidation of industrially zoned properties; and
- The provision of technical assistance such as financing, marketing, and business programs.

Policy 5.2: Encourage non-local firms to locate in Huntington Park through:

- Streamlined permit approval processes;
- The consolidation of industrially zoned properties; and
- The provision of financial incentives.

Policy 5.3: Research and document the advantages and disadvantages of locating a business in Huntington Park.

Policy 5.4: Review with industrial brokers which industries have expressed the most interest in Huntington Park.

Policy 5.5: Maintain an analysis and inventory of targeted industries to identify those industries for which Huntington Park might have a competitive advantage.

Policy 5.6: Coordinate efforts between the City's Redevelopment Agency and Chamber of Commerce to actively market Huntington Park to prospective industries.

Policy 5.7: Maintain, market, and further develop Pacific Boulevard as a regional retail destination.

URBAN DESIGN ISSUES

As part of the early metropolitan Los Angeles core, Huntington Park's physical layout has been established since the 1930s. As the City developed over time, new buildings and landscaping focused on the individual development at hand, not on an overall visual identity for the City. Huntington Park includes original and substantially intact examples of several architectural styles - including the Art Deco Warner Brothers Theatre (1930), Streamline Moderne office and industrial buildings (e.g., W.W. Henry Company), and houses in many historical styles (e.g., Queen Anne, Classical and Colonial Revival, Craftsman Bungalow, Spanish Colonial Revival, and Tudor). Also, Huntington Park has played a significant role in the transportation and industrial history of the Los Angeles area. Such architectural and historical resources can help define neighborhood and community identity.

A comprehensive program of historic preservation, sensitive new design, landscaping, signage, and urban design guidelines can result in an architecturally and functionally compatible environment, as well as neighborhoods and commercial districts which are uniquely identifiable.

GOAL 6.0: Improve urban design in Huntington Park to ensure development that is both architecturally and functionally compatible, and to create uniquely identifiable neighborhoods and commercial districts.

Policy 6.1: Require that residential, commercial, and light industrial development adjacent to pedestrian and recreational amenities:

- Focus on these amenities;
- Provide direct access;
- In the case of commercial development, provide visual penetration at ground level;
- Incorporate pedestrian-oriented ground-floor uses; and
- Isolate on-site parking away from pedestrian-oriented areas.

Policy 6.2: Reflect community concerns for urban design in Huntington Park by preparing an Urban Design Element, design guidelines, and other plans and programs to improve urban design in the City.

Policy 6.3: Capitalize on the City's historic character by undertaking a historic resources survey and developing a local historic preservation ordinance.

Policy 6.4: Provide for the consistent use of street trees along all sidewalks and property frontages.

Policy 6.5 Establish a consistent design vocabulary for all public signage, including fixture type, lettering, colors, symbols, and logos.

Policy 6.6: Locate distinctive public signage and landscaping which identifies Huntington Park at key entry points into the City, including Pacific Boulevard, Florence Avenue, Slauson Avenue, Soto Street, State Street, Gage Avenue, and Randolph Street.

Policy 6.7: Require that signage on commercial structures be compatible and integrated with the structures' architecture and visible from pedestrian-oriented areas.

THE LAND USE PLAN

The Land Use Element describes the location and extent of future development in Huntington Park and identifies standards for that development. The geographic locations of land uses are presented on the Land Use Policy Map which is a part of this Element. The Element focuses on specific characteristics of the City:

- 1) Existing development within the City and its long-term maintenance and preservation;
- 2) Revitalization or redevelopment of existing development within the City where rehabilitation is necessary and/or desired; and
- 3) Vacant parcels available for new development.

LAND USE POLICY CONSIDERATIONS

A wide range of natural and built environmental factors is considered in the formulation of land use policy. Areas of special environmental significance, potential safety hazards, limitations of existing infrastructure, and the nature and character of existing development all influence land use policy.

Land Use Constraints and Resources

Huntington Park is a densely developed urban environment. The objectives noted previously in this Land Use Element recognize both the benefits and disadvantages of the City's past and present development patterns. Land use policy under the General Plan does not propose drastic, large-scale changes to the City's built environment. Rather, the long-range goals and policies in the Element are intended to create and maintain compatible, complementary development based on the positive aspects of historical and existing land use patterns.

Huntington Park is relatively free of natural land use constraints and hazards. No known active faults traverse the City, nor is the City exposed to hazards associated with hillside development, such as wildfires and landslides. Portions of Huntington Park may be exposed to shallow flooding during a 100-year flood if the Los Angeles River channel were unable to contain the flow, although life-threatening flooding is not expected. Shallow flooding currently is a problem within parts of the City during heavy rainstorms, and will be addressed in the City's Safety Element. The potential for liquefaction has been identified in two small, specific areas: in the southwest corner of Municipal Park, and immediately west of West Side Park. The City of Huntington Park Master Environmental Assessment (MEA), which has been prepared as part of this General Plan Update, details existing environmental and physical constraints in the City.

Man-made constraints and hazards impose the greatest constraint on land use in Huntington Park. The transitions between residential, commercial, and industrial areas need special attention when land use decisions are made. Buffer zones and innovative site plans can reduce noise levels, and an efficient circulation system can reduce traffic on residential streets.

Industrial sites pose a further constraint with the production and storage of hazardous materials. The City streets are used to transport such materials both locally and through Huntington Park, particularly because the City experiences heavy through-traffic from neighboring industrial communities. The accidental release of hazardous materials could significantly affect human health. The Circulation and Safety elements include goals and policies specifically designed to ensure the continued safety of all residents. Land use policy is consistent with the goals and policies of all the other General Plan elements.

LAND USE DESIGNATIONS

Land use designations are necessary to identify the type of development that is allowed in a given location. While terms like "residential," "commercial," and "industrial" are generally understood, State general plan law requires a clear and concise description of the land use categories shown on the land use policy map.

The City of Huntington Park Land Use Element provides for 12 land use designations plus a designation for streets. Three of these designations are established for residential development, ranging from low-density to high-density development. Two commercial, one Central Business District(CBD)/Residential mixed use, two industrial, one Parks and Recreation, one Schools, and one Public Facilities category are designated. Four overlay districts are designated in addition to certain underlying land use designations. These overlays are Senior Citizen Housing, Mixed Use (Commercial and Residential), Single Room Occupancy and Parking. Railroad mainlines are included in the Rail Transportation Corridor Category.

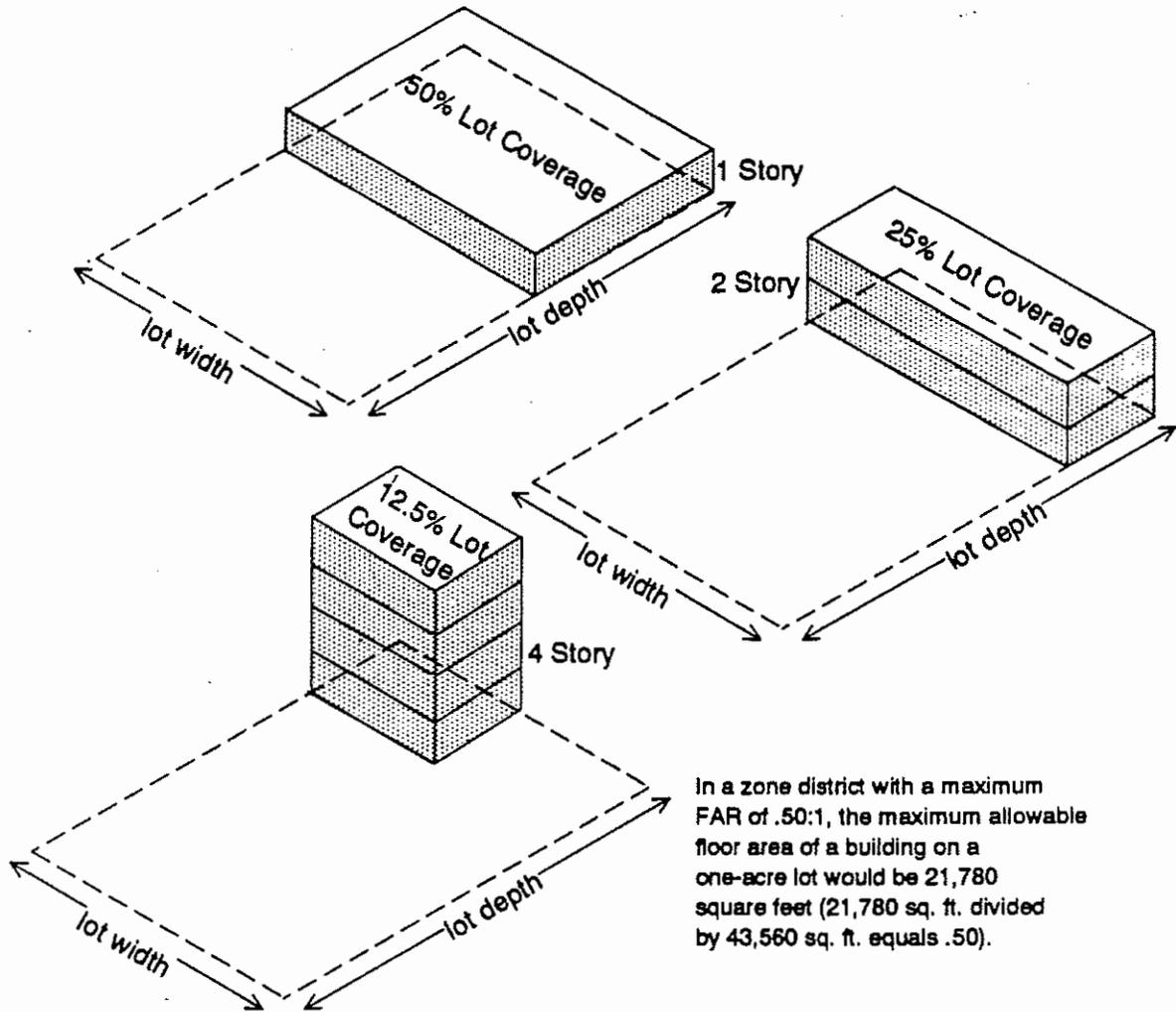
Land Use Intensity/Density

The land use designations, or categories, in this Element are described in terms of intensity and density. The term "intensity" refers to the physical characteristics of a building - such as height, bulk, floor-area ratio and/or percent of lot coverage - and the building's proportional relationship to the land on which it is situated. Intensity is most often used to describe non-residential development levels, but in a broader sense, is used to express overall levels of all development types within a planning area.

For most non-residential development categories (e.g., commercial and industrial), the measure of intensity known as "floor-area ratio" (FAR) provides the most convenient method of describing development levels. Simply stated, the floor-area ratio is the relationship of total gross floor area of all buildings on a lot to the total land area of that lot. For example, a 21,780 square-foot building on a 43,560 square-foot lot (one acre) yields an FAR of 0.5:1 as illustrated in Figure LU-1. As shown, a 0.5:1 FAR can yield a building of one story in height covering one-half of the lot area, or a taller building which covers less of the lot and provides for more open space around the building.

The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is explained either in terms of number of dwelling units per acre (du/ac) or persons per acre and is usually described as a range (e.g., 4-7 du/ac) or maximum (e.g., up to 8.7 du/ac). For example, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/ac.

Possible Building Configurations for 0.50:1 FAR



In a zone district with a maximum FAR of .50:1, the maximum allowable floor area of a building on a one-acre lot would be 21,780 square feet (21,780 sq. ft. divided by 43,560 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$



Figure LU-1
 Illustration of Floor-Area Ratio
 February 19, 1991



Floor-area ratio often is used in calculations of development potential because the ratio can be applied more uniformly citywide than can other factors; however, FAR typically is not the variable analyzed in the evaluation of maximum allowable building intensity for a particular parcel of land. Variables analyzed may include parking and loading requirements, setbacks, fire department emergency access, height limits, and other factors applied directly to the project site. The application of such factors usually precludes the development of a site at maximum allowable FAR.

Floor-area ratio can be applied in two ways: 1) as a maximum allowable intensity on a parcel of land, and 2) as an overall level of development on a citywide basis (average intensity), accounting for the fact that not every parcel will be developed at maximum intensity. In accordance with State general plan law, this Land Use Element and the Land Use Policy Map provide the maximum density/intensity permitted on a parcel of land within a given land use designation. Table LU-1 lists each of the land use designations for the City and provides its corresponding measure of maximum density/intensity.

In order to forecast the probable changes in commercial and industrial land uses citywide in Huntington Park under General Plan land use policy, an average density/intensity has been estimated based on existing development, vacant parcels available for new development (approximately 22 acres), and the site-specific factors discussed above. Table LU-1 includes the average dwelling unit densities and commercial and industrial FARs used to forecast General Plan buildout in Huntington Park.

Much of Huntington Park is already developed at residential densities higher than those permitted under the Plan, and the Land Use Element does not anticipate the recycling of all residential uses citywide at General Plan densities in the near future. Therefore, the average citywide residential density corresponds with the maximum development density to best forecast residential buildout. Regarding the average FAR for the Central Business District (CBD)/Residential area, the two FARs in Table LU-1 depict intensities only for commercial uses. The residential potential of the CBD is defined below under "Residential Designations" and "Effect of Land Use Policy."

**TABLE LU-1
LAND USE DESIGNATIONS/OVERLAYS**

| LAND USE | MAXIMUM DEVELOPMENT DENSITY/INTENSITY (a) | AVERAGE DENSITY/INTENSITY (b) |
|--|---|---|
| RESIDENTIAL Low-Density Residential Medium-Density Residential High-Density Residential Senior Citizen Housing Overlay Single Room Occupancy Overlay | Up to 8.7 du/ac (c) Up to 17.4 du/ac Up to 20 du/ac Up to 225 du/ac Up to 400 du/ac | 8.7 du/ac 17.4 du/ac 20 du/ac 225 du/ac 400 du/ac |
| CENTRAL BUSINESS DISTRICT CBD/Residential | 4:1 FAR on Pacific Boulevard (d) 2:1 FAR elsewhere | 1:1 to 1.75:1 FAR (e) |
| COMMERCIAL General Commercial Professional Commercial | 1:1 FAR 1:1 FAR | 0.5:1 FAR 0.8:1 FAR |
| INDUSTRIAL Light Industry Industrial Manufacturing | 1:1 FAR 1:1 FAR | 0.4:1 FAR 0.4:1 FAR |
| PUBLIC Parks and Recreation Schools Public Facilities | (f) | (f) |
| TRANSPORTATION Streets Rail Transportation Corridor | Not Applicable Not Applicable | Not Applicable Not Applicable |

- (a) Maximum allowable development on a parcel of land.
- (b) Projected overall levels of development on a citywide basis at General Plan buildout. Because much of the City is already developed at residential densities higher than permitted under the Plan, the average residential density corresponds with Maximum Development Density.
- (c) du/ac = dwelling units per acre. Fractions take into account typical residential lot sizes in Huntington Park.
- (d) FAR = floor-area ratio. See Figure LU-1 in Land Use Element.
- (e) See accompanying text for mixed use development potential.
- (f) Due to the open space component and/or site-specific nature of this type of development, maximum and average development intensities have not been assigned.

Table LU-2 compares, by acreage, existing land uses in Huntington Park (in a June 1990 survey) with those proposed under this Land Use Element. Existing land uses have been grouped into categories so they can be compared with the Land Use Plan. Existing mixed use parcels were not identified in the land use survey because current examples in Huntington Park are too few to define a separate category for analysis.

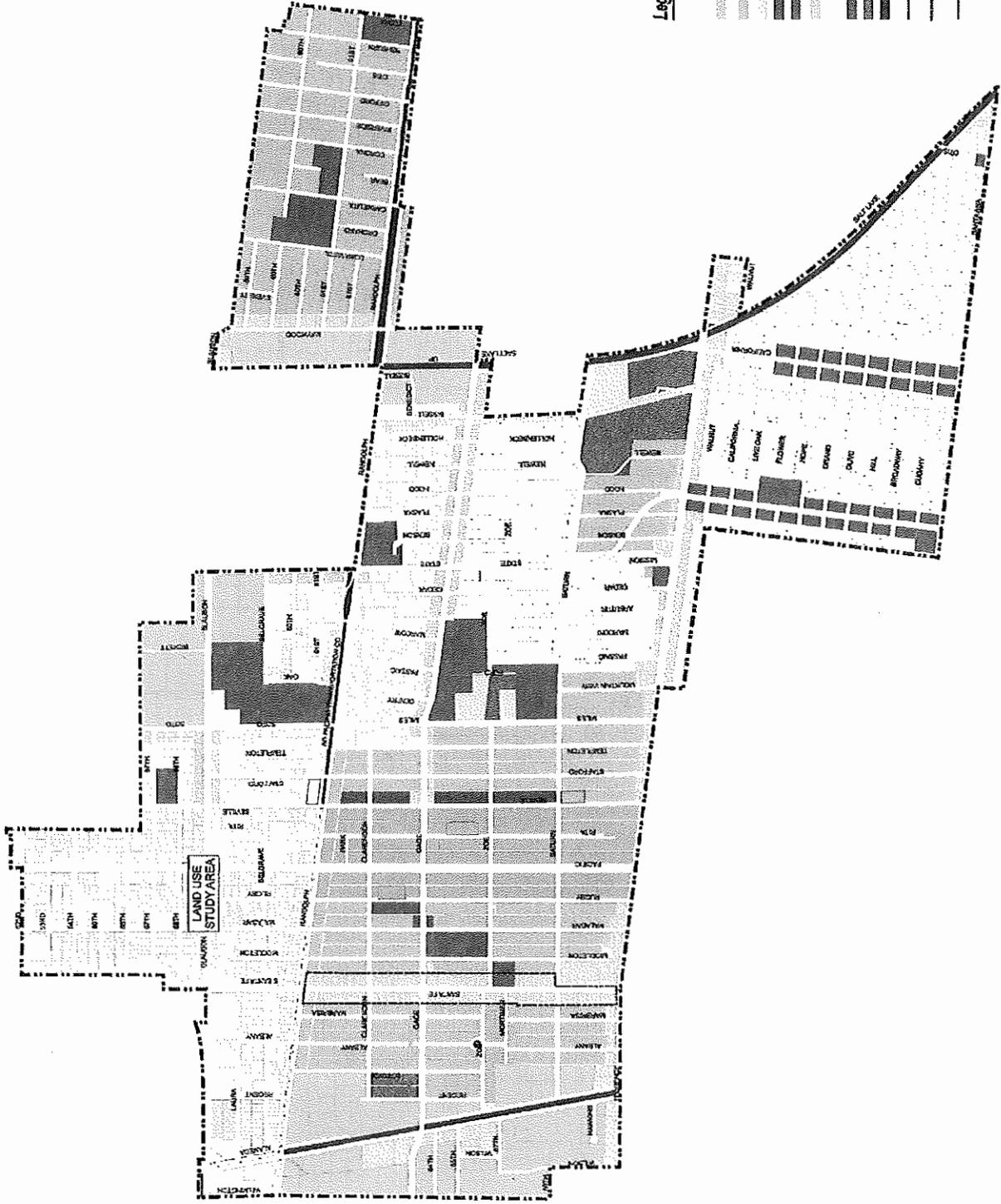
Land use designation descriptions, shown on the Land Use Policy Map, identify the general types of uses allowed and their corresponding maximum densities or intensities. These use descriptions will be defined further as specific uses within the City's Zoning Code.

Residential Designations

Low Density Residential: This designation permits residential dwelling units up to 8.7 units per acre. Residences in this category are usually single-family, detached houses with private yards. Manufactured homes on permanent foundations are also permitted. Other uses, such as day care, schools, churches, and utility uses, are also allowed if the uses are shown to be compatible with, and serving the needs of, Low Density Residential areas.

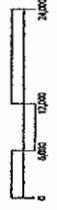
Medium-Density Residential: This designation permits residential units up to 17.4 units per acre. These residences can include townhouses, small-lot single-family dwellings (e.g., zero lot line houses), two-and three-family housing arrangements, and low-rise apartment buildings. Other uses, such as rest homes, child-care facilities, and churches, are permitted if the uses are shown to be compatible with, and serving the needs of, Medium-Density Residential areas.

High-Density Residential: This residential category permits up to 20 dwelling units per acre. Dwellings are typically within apartment or condominium complexes with shared open space. Other uses, such as rest homes, child care facilities, and churches, are allowed if the uses are shown to be compatible with, and serving the needs of, High-Density Residential areas.



Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Central Business District Residential
- General Commercial
- Professional Commercial
- Neighborhood Commercial
- Manufacturing Planned Development
- Public Facilities
- Schools
- Parks and Recreation
- Rail Transportation Corridor
- Senior Citizen Housing Overlay (up to 225 units)
- Medium Density Overlay (up to 17.4 units)
- Single Room Occupancy Overlay (up to 400 units)



HUNTINGTON PARK GENERAL PLAN MAP

**TABLE LU-2
EXISTING LAND USE AND GENERAL PLAN LAND USE POLICY
IN HUNTINGTON PARK**

| Land Use Designation | Existing Acres (June 1990) | General Plan Acres |
|---|----------------------------|--------------------|
| Low-Density Residential (up to 8.7 du/ac) (1) | 277 | 276 |
| Medium-Density Residential (up to 17.4 du/ac) | 289 | 160 |
| High-Density Residential (up to 20 du/ac) | 238 | 321 |
| Central Business District (CBD)/Residential | — | 85 |
| General Commercial | 198 | 208 |
| Professional Commercial | 16 | 10 |
| Light Industry | | 124 |
| | 271 total | |
| Industrial Manufacturing | | 131 |
| Parks and Recreation (2) | 51 | 46 |
| Schools | 70 | 82 |
| Public Facilities (3) | 36 | 25 |
| Streets | 470 | 470 |
| Rail Transportation Corridor | 37 | 37 |
| Vacant | 22 | 0 |
| TOTAL | <u>1,975</u> | <u>1,975</u> |

- (1) du/ac = dwelling units per acre
- (2) Parks and Recreation acreage appears to be reduced under the General Plan; this is due only to the redefining of the Civic Center buildings and the DWP right-of-way as "Public Facilities." No reduction in park acreage is proposed.
- (3) The existing land use survey included churches and water storage tanks in the Public Facilities category. Land use policy permits churches in all residential and commercial designations. Properties containing water storage tanks have been designated in the Plan for other land uses in the event any of the properties become available for other uses in the future. These circumstances account for the different acreage totals.

Source: Cotton/Beland/Associates, Inc.

City of Huntington Park Department of Community Development

Central Business District(CBD)/Residential: This designation is defined by use and specific location. Along portions of Pacific Boulevard, General Commercial and Professional Commercial uses are required on the ground floor, with either commercial or residential uses allowed on the upper floors. The maximum permitted floor-area ratio (FAR) for a Central Business District (CBD)/Residential designation on Pacific Boulevard is 4:1.

Along portions of Rita, Rugby, and Seville avenues, residential and commercial uses are permitted to exist side by side. Multi-family residential development is allowed up to 70 units per acre without a requirement for commercial uses, and commercial development is allowed up to an FAR of 2:1 without a requirement for residential uses. However, General Commercial and Professional Commercial uses are permitted on the lower floors of an otherwise residential building. If a site on Rita, Rugby, or Seville includes both residential and commercial uses, 70 units per acre plus maximum allowable FAR commercial uses are permitted.

Single Room Occupancy Hotels (SROs) are also permitted under the CBD/Residential designation.

All residences in the CBD/Residential area are required to have private, secured parking.

Senior Citizen Housing Overlay: This category corresponds with sites identified by City staff as suitable for senior citizen housing. The designation allows these residences up to 225 units per acre, which are generally located in high-rise developments with shared open space, meeting facilities, and lower parking requirements. Single Room Occupancy Hotels (SROs) are also permitted under this designation up to 400 units per acre.

General Commercial: Permitted uses in this designation include a wide range of neighborhood and general retail and service establishments, such as stores and repair shops, to accommodate the surrounding community. Permitted uses include, among others, household appliance stores, auto repair shops, cafes, drugstores, and newsstands. The maximum permitted FAR is 1:1.

Professional Commercial: Allowable uses include business and professional offices and services, legal services, and related uses in or near the Central Business District and served by public transportation, where their locations are conveniently accessible. Typical uses include attorneys' offices, banks, beauty shops, medical offices, and travel agencies, among others. Institutional uses are also conditionally permitted in areas designated for Professional Commercial. The maximum permitted FAR is 1:1.

Light Industry: Permitted uses include light manufacturing, light processing, warehousing, distribution, wholesaling, service operations, and related developments. Some of the allowable uses in this designation are cloth manufacturing, electric appliance assembly, and trade schools. The maximum permitted FAR is 1:1.

Industrial Manufacturing: Allowable uses include manufacturing, processing, warehousing, distribution, wholesaling, and related developments of a more intense nature than those uses permitted in the Light Industry category. For example, brick manufacturing, lumber yards, and tool and die shops are permitted in this designation. The maximum permitted FAR is 0.5:1.

Parks and Recreation: This category includes all the public parks in Huntington Park, including their structures and facilities.

Schools: This designation includes all the public schools in Huntington Park, including their playground areas.

Public Facilities: This designation includes all federal, state, and local government properties - such as post offices, the Civic Center, and fire stations. Public Facilities also include hospitals and the Los Angeles Department of Water and Power utility easement that traverses the City near California Avenue and Muni Park. This category permits other land uses (such as nurseries) which are compatible with adjacent uses and which provide an economic return on the land.

Rail Transportation Corridor: This designation includes three rail corridors that traverse Huntington Park: 1) Southern Pacific Railroad on Alameda Street; 2) Southern Pacific Railroad on Randolph Street; and 3) Union Pacific Railroad on Salt Lake Avenue.

Mixed Use Overlay: The Mixed Use Overlay designation allows residential development to occur in an area designated for another

land use. The area along Santa Fe Avenue between Randolph Street and Florence Avenue will allow Medium Density Residential Development in addition to the land uses provided for under the current General Commercial Land Use designation, and property to the south of Clarendon Avenue will be limited to either commercial uses or vertically oriented mixed use development (i.e commercial/residential with only nonresidential uses on the ground level). Property located north of Clarendon Avenue will allow commercial uses, mixed uses, or solely residential use. Residential densities will be allowed to a maximum of 17.4 dwelling units per acre. The maximum allowable commercial floor area ratio ("F.A.R. ") intensity standard would remain at 1:1.

Single Room Occupancy ("SRO") Overlay: The SRO Overlay designation allows mixed use development of commercial uses together with single room occupancy hotels. The overlay area is located on the east side of Santa Fe Avenue north of Randolph Street. The density is permitted up to 400 units per acre in addition to the uses provided for under the current General Commercial Land Use designation at a maximum FAR of 1:1.

Parking Overlay: A Parking Overlay designation can exist in addition to the underlying land use designation. This overlay identifies areas where private owners or the City are encouraged to acquire property for parking facilities in order to alleviate parking shortages, for example, on portions of Gage and Florence avenues. The Parking Overlay areas are shown on the Land Use Policy Map.

EFFECT OF LAND USE POLICY

The distribution of planned citywide land uses is described in Table LU-3, which identifies each land use designation, its associated land acreage, and the total land acreage for all planned land uses in the City. The table also provides estimates of the total number of residential dwelling units planned and the resulting population. For commercial and industrial land uses, estimates of building square footage at General Plan buildout are included. The estimates are based on the Average Density/ Intensity factors listed previously in Table LU-1.

The City of Huntington Park Land Use Policy Map is presented in Figure LU-2. A large-scale version of this map can be referenced

at City Hall. The map depicts graphically the Plan's land use policies and indicates the land use designations which will help to accomplish the goals established in the General Plan. A major goal of Huntington Park's land use policy is to provide a mix of land uses that are functionally and physically compatible.

The Element provides a range of residential densities that are generally compatible with existing developed densities; however, many older residential properties in Huntington Park were constructed at densities higher than those permitted currently and in the recent past. The Element also permits new residential units in the Central Business District (CBD) in an effort to reduce reliance on the automobile and provide housing that is convenient to shopping and employment opportunities. In keeping with land use policy, low-density single-family neighborhoods which are predominately intact will be preserved under the Land Use Element.

**TABLE LU-3
GENERAL PLAN LAND USE DISTRIBUTION**

| LAND USE DESIGNATION | NET ACRES (ac) | POTENTIAL DWELLING UNITS (du) | POPULATION FORECAST (a) | POTENTIAL SQUARE FOOTAGE (sq. ft.) |
|----------------------------------|-------------------|-------------------------------------|----------------------------|--|
| RESIDENTIAL | | | | |
| Low-Density Residential | 276 | 2,400 | 7,920 | |
| Medium-Density Residential | 160 | 2,785 | 9,191 | |
| High-Density Residential | 321 | 6,420 | 21,186 | |
| Senior Citizen Housing (b) | (f) | 1,875 | 6,187 | |
| CENTRAL BUSINESS DISTRICT | | | | |
| CBD/Residential | 85 | 1,380 | 4,554 | 4,056,300 |
| COMMERCIAL | | | | |
| General Commercial | 208 (e) | 183 (g) | 604 | 4,530,240 |
| Professional Commercial | 10 | | | 348,480 |
| INDUSTRIAL | | | | |
| Light Industry | 124 | | | 2,160,580 |
| Industrial Manufacturing | 131 | | | 2,282,540 |
| PUBLIC | | | | |
| Parks and Recreation | 46 | | | (c) |
| Schools | 82 | | | |
| Public Facilities | 25 | | | |
| TRANSPORTATION | | | | |
| Streets | 470 | | | |
| Rail Transportation Corridor | 37 | | | |
| TOTAL | 1,975 | 15,043 (d) | 49,642 (d) | 13,378,140 |

- (a) Based on State Department of Finance estimate of 3.30 persons per dwelling unit in Huntington Park.
- (b) Potential Senior Citizen Housing buildout accounts for two existing developments totaling 388 units on 2.4 acres. The combined density of these existing developments (162 du/ac) is lower than permitted under the General Plan.
- (c) Due to the open space component and/or site-specific nature of this type of development, potential square footage has not been assigned.
- (d) Based on citywide General Plan potential buildout expected to occur beyond the 20-year time frame of this Land Use Element. Incremental changes in residential development will result in short-term increases in dwelling units and population over existing conditions. Long-term buildout is expected to result in an overall decrease in total dwelling units and population (see accompanying text).
- (e) Includes an overlay of 21 acres of Medium Density Residential in the Mixed Use Area on Santa Fe Avenue.
- (f) Senior Citizen Housing Overlay areas encompass 9 acres within other land use designations.
- (g) Based on potential 20 year buildout to match the General Commercial areas, i.e. .5:1 FAR or 50%.

The maximum residential densities allowed under the General Plan are not guaranteed by right for any land use category, but rather represent the maximum densities permitted after specific performance standards are met. The following criteria will be used to help determine the maximum residential density permitted on any particular property:

- Compatibility with surrounding land uses;
- Adequacy of public infrastructure (i.e., water lines, sewer lines, storm drains, and utility systems) and public services (i.e., fire protection, law enforcement, educational facilities, and hospitals);
- Proximity to commercial areas;
- Access and proximity to major streets;
- Adequacy of parking;
- Adequacy of neighborhood-serving open space and recreation; and
- Mitigation of negative environmental impacts, such as noise, traffic, and light and glare.

The Land Use Policy Map allows for the consolidation of similar land uses where piecemeal development currently exists. For example, the length of State Street is designated for General Commercial uses, as is the eastern portion of Maywood Avenue within Huntington Park. Commercial uses will remain predominantly on major streets, and industrial uses will remain on the northern, eastern, and western edges of the City adjacent to the industrial areas of neighboring communities. Such groupings of similar uses allow for the compatibility of neighboring uses and acceptable transitions that the Land Use Element envisions.

Huntington Park, as a densely developed urban environment, has no sizable undeveloped lands. The potential for new parkland is severely limited; however, all existing public parks will be retained under the General Plan.

Table LU-3 depicts the quantitative results of the Land Use Policy Map based on potential buildout. Each land use designation is listed with its associated net acres. Each residential land use

designation also includes a maximum potential population based on an average of 3.3 persons per dwelling unit, which is the State Department of Finance's 1989 estimate for Huntington Park. Although some residential uses (such as Senior Citizen Housing) are expected to average fewer persons per household, other uses (such as Low-Density Residential) are expected to average more persons per household, resulting in the most accurate available citywide estimate of 3.3 persons per dwelling unit.

Residential buildout at densities prescribed under the City's General Plan would result in 15,043 dwelling units, with an associated population of 49,642 residents. While the Plan provides for several major residential development opportunity areas, the Plan's 15,043 dwelling-unit buildout represents approximately 487 fewer dwelling units citywide than currently exist (1989 State Department of Finance estimates for the City show an existing total of 15,530 units). This difference in existing and potential residential totals is due primarily to two circumstances: 1) Huntington Park's rapid growth in the first half of the century at densities higher than those currently permitted, and 2) the existence of units added illegally to properties designated for low-density development, such as room or garage conversions in single-family homes. The General Plan anticipates the eventual recycling of properties currently developed at higher than allowable densities, while providing new areas for residential development, such as in the CBD and above municipal parking lots, and in the Mixed Use Overlay.

Huntington Park has been developing for almost 100 years, and the recycling and redevelopment of property is an incremental process that occurs over a long period of time. This Land Use Element covers a time frame of 20 years. Applicable goals and policies are intended to be continually implemented well into the future in subsequent updates of the Land Use Element. Therefore, citywide buildout under this Element's land use policy is not expected to occur within the next 20 years. Many properties that are currently developed at higher than allowable densities will remain intact during this Element's time frame; other properties will be recycled and redeveloped at lower densities in accordance with land use policy.

Over the short term and depending on residential construction activity, Huntington Park may experience a citywide increase in total residential units. Some properties may be developed according to land use policy at higher densities than existing land use, while other high-density properties planned for lower densities may remain

intact. Therefore, the citywide decrease of 487 dwelling units under this General Plan's land use policy is expected to occur over a period longer than 20 years.

The City contains many legal nonconforming structures, which are structures built in the past under the legal regulations in effect at the time, but which no longer conform to existing planning and zoning regulations. In order to achieve consistency with the comprehensive plan envisioned for Huntington Park, General Plan policy calls for the development of an amortization program which will eventually require legal nonconforming structures and uses to meet General Plan and zoning requirements. The General Plan permits legal nonconforming residential units to be replaced at existing densities if destroyed by fire or disaster. Any new development undertaken by choice must meet density/intensity requirements.

Illegally constructed units will be required to meet General Plan policies as defined in the Element and other City codes before attaining legal status. Illegal units destroyed by fire or disaster cannot be replaced at existing densities.

The General Plan accommodates growth in the commercial sector over existing conditions within the Central Business District (CBD)/Residential and other commercial areas citywide. Based on existing conditions and land potentially suitable for development, the Land Use Element anticipates the development of the CBD/Residential area as follows: 1) 20 percent of the area will be developed with residential uses averaging 2:1 FAR on Pacific Boulevard and 800 square feet per unit, and on Rita, Rugby, and Seville avenues at 70 dwelling units per acre; and 2) 80 percent of Pacific will be developed with commercial uses averaging 1.75:1 FAR, 20 percent of Pacific will be developed with commercial uses averaging 1:1 commercial FAR to accommodate upper-floor residential units, and 80 percent of Rita, Rugby, and Seville will be developed with commercial uses averaging 1:1 FAR. Development under this scenario would result in approximately 1,380 dwelling units and 4 million square feet of commercial development. Overall commercial area under the General Plan increases from 213 existing acres to 289 planned acres, including 71 net acres of commercial development in the CBD/Residential area.

Industrial area under the General Plan decreases slightly over existing conditions, from 271 acres to 255 acres, due primarily to the consolidation of industrial uses into large, distinct locations where such uses are more compatible with each other.

City of Huntington Park General Plan

Circulation Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
CIRCULATION ELEMENT**

FEBRUARY 19, 1991

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INTRODUCTION TO THE CIRCULATION ELEMENT

The Circulation Element is one of seven mandated elements of a General Plan and is intended to guide the development of the City's circulation system in a manner compatible with the General Plan's Land Use Element. Due to the importance of a well planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level of development by the year 2010, as identified in the Land Use Element, will generate increased levels of traffic and place additional demands on the City's circulation system. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

PURPOSE OF THE CIRCULATION ELEMENT

The intent of the Circulation Element is to provide a circulation system which is safe, sensible and provides efficient movement of people and goods throughout Huntington Park. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan."

To satisfy these objectives, locations in the circulation system which require improvements due to anticipated land uses are identified. In an effort to alleviate traffic congestion, potential demand management strategies and transit opportunities have been identified. The corresponding goals and policies have been adopted to ensure that all components of the circulation system will satisfy the transportation needs of the City of Huntington Park.

RELATED GENERAL PLAN ELEMENTS

The Circulation and Land Use Elements of the General Plan are mutually affected by changes to the other. The type and intensity of land developed will cause impacts to circulation patterns in Huntington Park, while the ability of circulation facilities to accommodate future traffic volumes will be a factor in determining the most beneficial type of land uses. Additionally, land uses and policies of the Circulation Element also have a direct relationship with the housing, open-space, noise and safety elements.

SCOPE AND CONTENT OF THE ELEMENT

This element is comprised of seven sections which address the major components which make up the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence the circulation in Huntington Park, and the goal and policy statements corresponding to each component. Following these sections, noteworthy characteristics of each component of the system are discussed and displayed in the associated figures. Detailed information pertaining to existing conditions are documented in the Master Environmental Assessment, and forecasted conditions are analyzed in detail in the Circulation Element Technical Report Memorandum 2. Utilities and transmission facilities are to be addressed in the City's Public Facilities Element, which is currently being updated.

CIRCULATION ELEMENT GOALS AND POLICIES

The Circulation Element is based on a set of circulation related goals which reflect and are designed to support the citywide objectives of the General Plan.

The goals acknowledge the economic, social and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections: 1) Local Thoroughfares and Transportation Routes; 2) Intercity and Regional Transportation; 3) Transportation System Management and Transportation Demand Management; 4) Public Transportation; 5) Bicycle and Pedestrian Facilities; 6) Parking; and 7) Truck Routes.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

An effective street system facilitates the movement of vehicles and provides safe and convenient access to properties within the City as well as to locations in surrounding communities.

Three classifications of streets are included in the circulation system:

Arterial streets: Streets which primarily serve through traffic, and provide access to abutting properties as a secondary function. Arterials can be further classified into two sub-groups based on distinctions in geometric characteristics and primary function:

Major arterials: Roadways comprising four or more travel lanes with a raised or painted median divider. Major arterials generally carry high traffic volumes and are the main travel routes through the City as well as providing links between adjacent communities.

Secondary arterials: Roadways which are composed of two to four travel lanes without a median. These arterials are also used as through streets, but typically carry lower traffic volumes than the major arterials.

Collector streets: Streets which provide property access and traffic circulation within residential, commercial, and industrial areas.

Local streets: Streets which only provide property access. Huntington Park's street system was laid out in a grid pattern between the railroad lines passing through the City. Because no freeways pass through the City, the arterial street system carries a significant volume of traffic which passes through Huntington Park to reach a freeway, or uses the arterial street system to bypass freeway congestion.

GOAL 1.0: Provide a system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the City.

Policy 1.1: Design each arterial with sufficient capacity to accommodate anticipated traffic volumes based on intensity of existing and planned land use.

Policy 1.2: Design and employ traffic control measures to ensure City streets and roads function with safety and efficiency.

Policy 1.3: Provide for safe operations of traffic by adhering to national standards and uniform practices.

Policy 1.4: Coordinate street system improvements and signalization with regional transportation efforts.

Policy 1.5: Design local, collector, and residential streets to discourage their use as through traffic routes.

Policy 1.6: Maintain at least a level of service d on arterial streets wherever possible.

Policy 1.7: Regulate the intensity and stages of development so that traffic on any arterial remains in balance with roadway capacity.

Policy 1.8: Require that proposals for major new developments include a traffic impact analysis which identifies measures to mitigate the traffic impacts of new developments.

Policy 1.9: Locate new development and its access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development or its parking.

Policy 1.10: As new development or redevelopment occurs, limit driveway access onto arterial streets wherever possible to enhance the quality of traffic flow.

Policy 1.11: Provide bus turnouts where appropriate along heavily traveled arterials or where impedance is noticeably detrimental to traffic flow.

Policy 1.12: Allow for the conversion of Rugby Avenue and Rita Avenue from the current one way operation to two way traffic flows to provide more direct access to downtown businesses.

Policy 1.13: Identify rail lines which are expected to carry significant volumes of future rail traffic, and work with the California Public Utilities Commission, Los Angeles County Transportation Commission, and Consolidated Transportation Corridor Joint Power Authority to depress rail lines which cross heavily-traveled arterial streets.

Policy 1.14: Implement a roadway maintenance program to periodically inspect and repair roadway pavement.

REGIONAL AND INTERCITY TRANSPORTATION

The City of Huntington Park is not served directly by the regional highway system. The Long Beach, Harbor and Santa Monica Freeways are the closest facilities providing regional access to the vicinity of Huntington Park.

The arterial street system provides access to the freeways, and carries through traffic which cannot be efficiently served by the freeways or uses arterials to avoid congested freeway traffic.

The east-west arterials passing through Huntington Park include Slauson Avenue, Gage Avenue, and Florence Avenue. North-south arterials include Alameda Street, Santa Fe Avenue, Pacific Boulevard, State Street and California Avenue.

Even though the freeways do not directly impact the City, improvements to the regional freeway system will help to minimize the need for capacity improvements on the arterial street system by providing capacity for regional trips on freeways.

GOAL 2.0: Support development of a network of regional roadway facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate regional travel demands.

Policy 2.1: Support completion of planned improvements to the Harbor Freeway.

Policy 2.2: Coordinate the development of arterial streets with the Los Angeles County Highway Plan to assure that arterial streets will be compatible with those of neighboring jurisdictions.

TRANSPORTATION SYSTEM MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT

To maximize the utility of the circulation system, and to help minimize the need for major capital investments, all practical efforts should be made to maximize the person-carrying capacity of the entire transportation system. This involves two types of actions: system management and demand management.

Transportation system management (TSM) maximizes the carrying capacity of the existing system through measures such as traffic signal coordination or low-cost capital improvements (such as restriping or spot widening) which will increase roadway capacity.

Transportation demand management (TDM) involves programs to reduce the number of vehicles using the roadway system, particularly during peak periods. TDM programs are mandatory for work sites with at least 100 employees as part of the Air Quality Management Plan for the South Coast Air Basin.

GOAL 3.0: Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

Policy 3.1: Implement traffic signal coordination on City arterial streets to the maximum extent practical, and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy 3.2: Implement intersection capacity improvements where feasible and justified by traffic demands.

Policy 3.3: Support the implementation of employer TDM requirements included in the Southern California Air Quality Management District's Regulation 15 of the Air Quality Management Plan.

Policy 3.4: Require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions.

Policy 3.5: Promote ridesharing through publicity and provision of information to the public.

Policy 3.6: Encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as apportioning preferred parking for ridesharing.

PUBLIC TRANSPORTATION

Public transportation ensures the mobility of all residents, regardless of automobile ownership, and provides an alternate means of travel for those who choose to leave their cars at home. The Southern California Rapid Transit District (RTD) is the transit supplier for Huntington Park, offering fixed route service on local and express routes. Huntington Park offers door-to-door service within the City boundaries through its dial-a-ride system. Current usage of public transportation in Huntington Park is good, but improvements in regional transit services are an important element in providing alternatives to single-occupant automobile travel.

GOAL 4.0: To support the use of the public transportation system to provide mobility to all City residents and encourage use of public transportation as an alternate to automobile travel.

Policy 4.1: Continue provision of dial-a-ride service to ensure mobility within the City for residents of Huntington Park.

Policy 4.2: Work with the Southern California Rapid Transit District to coordinate connections to the light rail Blue Line running from Long Beach to Los Angeles west of Huntington Park.

Policy 4.3: Work with the Southern California Rapid Transit District to identify needs for additional local and express bus service to Huntington Park.

Policy 4.4: Ensure accessibility of elderly and disabled persons to public transportation.

Policy 4.5: Require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary.

Policy 4.6: Encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes.

BICYCLE AND PEDESTRIAN FACILITIES

Huntington Park provides for pedestrian circulation, an important element of the City's transportation system, primarily through sidewalks. In the Central Business District, signalized pedestrian crosswalks are provided along Pacific Avenue to facilitate safe midblock pedestrian crossings in the pedestrian-orientated commercial area. These pedestrian facilities help to encourage non-automobile circulation and to provide a safe environment for pedestrians.

There are currently no off-street bike paths or on-street bike lanes in the City. The presence of on-street parking and relatively narrow street widths make bicycle riding difficult. The City is interested in pursuing the addition of designated bicycle lanes in its jurisdiction.

GOAL 5.0: To protect and encourage non-motorized transportation such as bicycle and pedestrian travel.

Policy 5.1: Provide for safety of pedestrians and bicycles by adhering to national standards and uniform practices.

Policy 5.2: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways to adjacent developments.

Policy 5.3: Ensure accessibility of pedestrian facilities to the elderly and disabled.

Policy 5.4: Work with adjacent jurisdictions and the Los Angeles County Transportation Commission to develop a network of on-street bike lanes or off-street bike paths where they can be implemented consistently with other circulation and land use policies.

Policy 5.5: Encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.

Policy 5.6: Encourage provision of bicycle racks or storage facilities at areas of public forum.

Policy 5.7: Pursue alternative uses of the Southern Pacific Railroad right-of-way on Randolph Street, such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

PARKING

Provision of adequate, convenient parking is an essential element in an effective circulation system. Many developments within the City currently depend on the availability of on-street parking to ensure an adequate parking supply. In the Central Business District, 1,320 parking spaces are available in municipal and private parking lots in addition to on-street parking.

As arterial traffic volumes increase, on-street parking becomes more hazardous, and uses roadway area which might otherwise be utilized to maximize the efficiency of traffic flows. In the long term, it is therefore desirable to develop a parking system which is less dependent on the availability of on-street parking.

GOAL 6.0: Provide an adequate supply of convenient parking for all developments in the City, in a manner which is consistent with the goals of managing transportation demand and providing efficient arterial traffic flows.

Policy 6.1: Review zoning code parking requirements, and revise as necessary to conform to actual parking demands.

Policy 6.2: Require all new developments to provide off-street parking in compliance with the City's Zoning Code.

Policy 6.3: Encourage employers to include parking provisions in transportation demand management plans.

Policy 6.4: Joint use of parking facilities may be granted as part of an area plan or site plan, depending on the peak parking generation of the permitted uses in the planning area.

Policy 6.5: Establish a parking overlay zone and designate appropriate areas of the Land Use Plan Map to facilitate the development of parking facilities through such methods as alley vacation and lot consolidation.

Policy 6.6: Coordinate with businesses along Slauson Avenue and Florence Avenue to implement phased restriction during peak periods in peak directions, and eventual elimination of on-street parking along these two major arterials.

TRUCK ROUTES

Circulation of trucks through Huntington Park is an important concern for the residential population. Truck routes are to be designed and located so that overall traffic flow through the City remains at acceptable levels. Additionally, the truck routes passing near residential neighborhoods should be minimized while providing the most efficient transportation of goods through the City.

GOAL 7.0: Develop a truck circulation pattern through the City to provide efficient transportation of commodities while maintaining safety and harmony in residential neighborhoods.

Policy 7.1: Limit primary truck routes to major arterials to lessen the impacts to residential developments.

Policy 7.2: Maintain truck routes to appropriate design standards to safely accommodate truck volumes.

Policy 7.3: Minimize noise impacts to sensitive land uses with the development of barriers and other physical separations.

Policy 7.4: Allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.

THE CIRCULATION PLAN

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards for those facilities. Both existing and planned circulation facilities are described.

MASTER PLAN OF STREETS

Planned expansion of the arterial street system is near completion. The planned system is presented in Figure C-1 and includes major and secondary arterials to be part of the roadway network. Major arterials, specifically Slauson and Florence Avenues, which continue through adjacent communities, are built to their planned widths. Additional widening of these arterials by Los Angeles County and cities bordering Huntington Park is not planned. The classification of Huntington Park roadways is consistent with those of adjacent communities. Typical cross-section dimensions are listed in Table C-1 for the arterial street classifications. The range of right-of-way widths provides an opportunity for roadways to carry maximum traffic volumes as well as protect land for future roadway improvements.

**TABLE C-1
CITY OF HUNTINGTON PARK
ROADWAY CLASSIFICATION STANDARDS**

Major Arterial Roadway

| | |
|---------------------------------|---------------|
| Right-of-Way | 100-110 feet |
| Curb-to-Curb Width | 84 feet |
| Number of Through Traffic Lanes | 4-6 |
| Type of Roadway | Divided |
| Parking Lanes | 0-2 |
| ADT Volumes | 25,000-50,000 |

Secondary Arterial Roadway

| | |
|---------------------------------|----------------------|
| Right-of-Way | 80-88 feet |
| Curb-to-Curb Width | 64 feet |
| Number of Through Traffic Lanes | 4 |
| Type of Roadway | Divided or Undivided |
| Parking Lanes | 0 or 2 |
| ADT Volumes | 10,000-25,000 |

Collector Streets

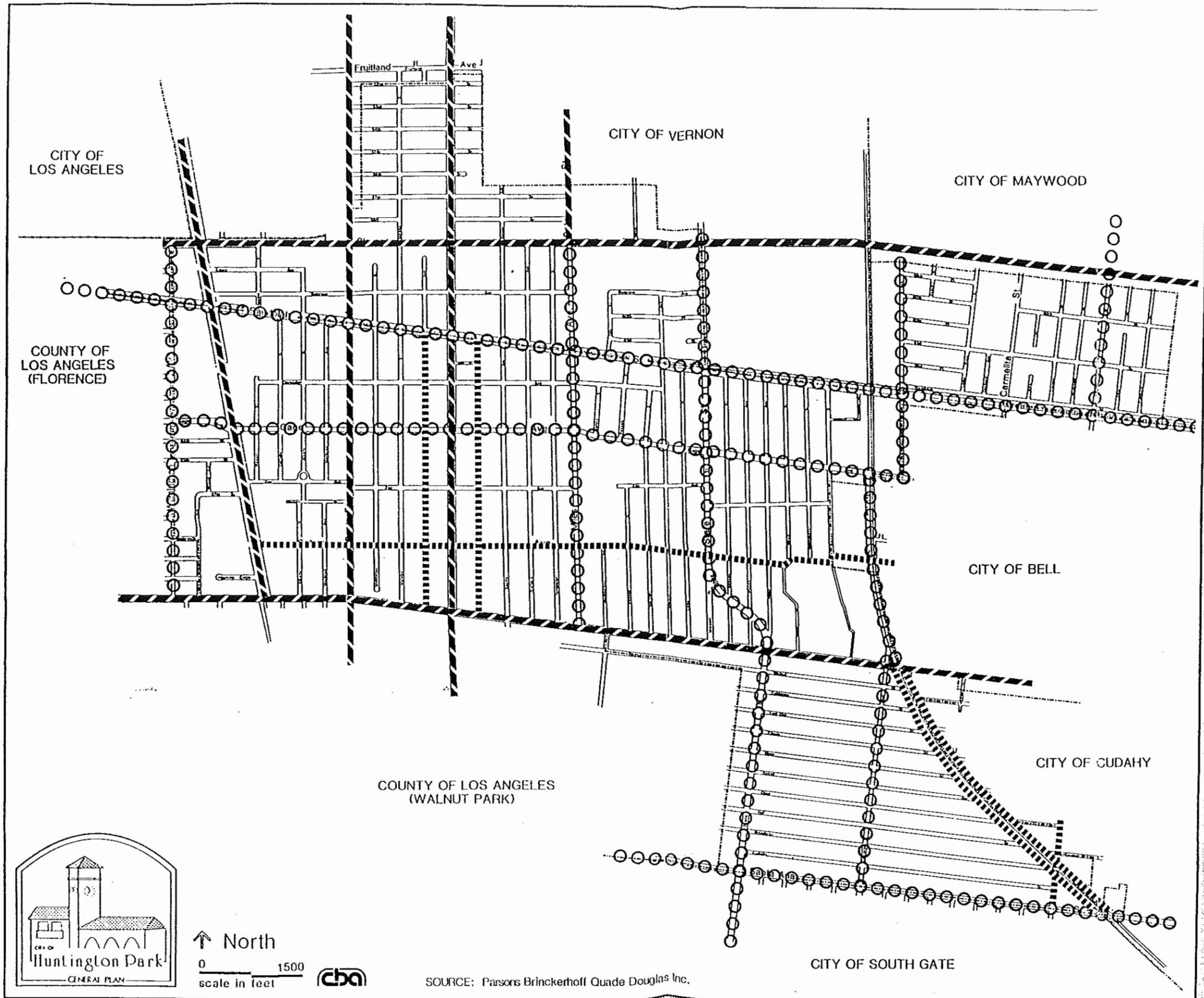
| | |
|---------------------------------|--------------|
| Right-of-Way | 60-66 feet |
| Curb-to-Curb Width | 40 feet |
| Number of Through Traffic Lanes | 2 |
| Type of Roadway | Undivided |
| Parking Lanes | 0 or 2 |
| ADT Volumes | 2,500-10,000 |

PUBLIC TRANSPORTATION PLAN

The City of Huntington Park is a well established community served by 11 bus routes which provide service along the City's major arterials. In addition, the City's own Dial-A-Ride program provides access to all points within Huntington Park. Figure C-2 identifies the local bus routes which currently serve the City.

Continuing development under the City's Land Use Element is expected to focus additional activity primarily in the Central Business District (CBD), which is already the focus of transit service. Therefore the current combination of fixed-route and dial-a-ride service is expected to continue to meet the public transit needs of the community.

The City will coordinate with RTD to monitor the demands and levels of service on public transit, in order that shifts in demand may be accommodated by appropriate changes in the transit service. In addition, the City will support increased use of public transportation by encouraging employers to provide incentives (such as reduced rate passes) to potential transit users, and by identifying locations where improvements such as bus turnouts and bus shelters would improve operations and security.



Street Classification
 Major Arterial 
 Secondary Arterial 
 Collector Streets 

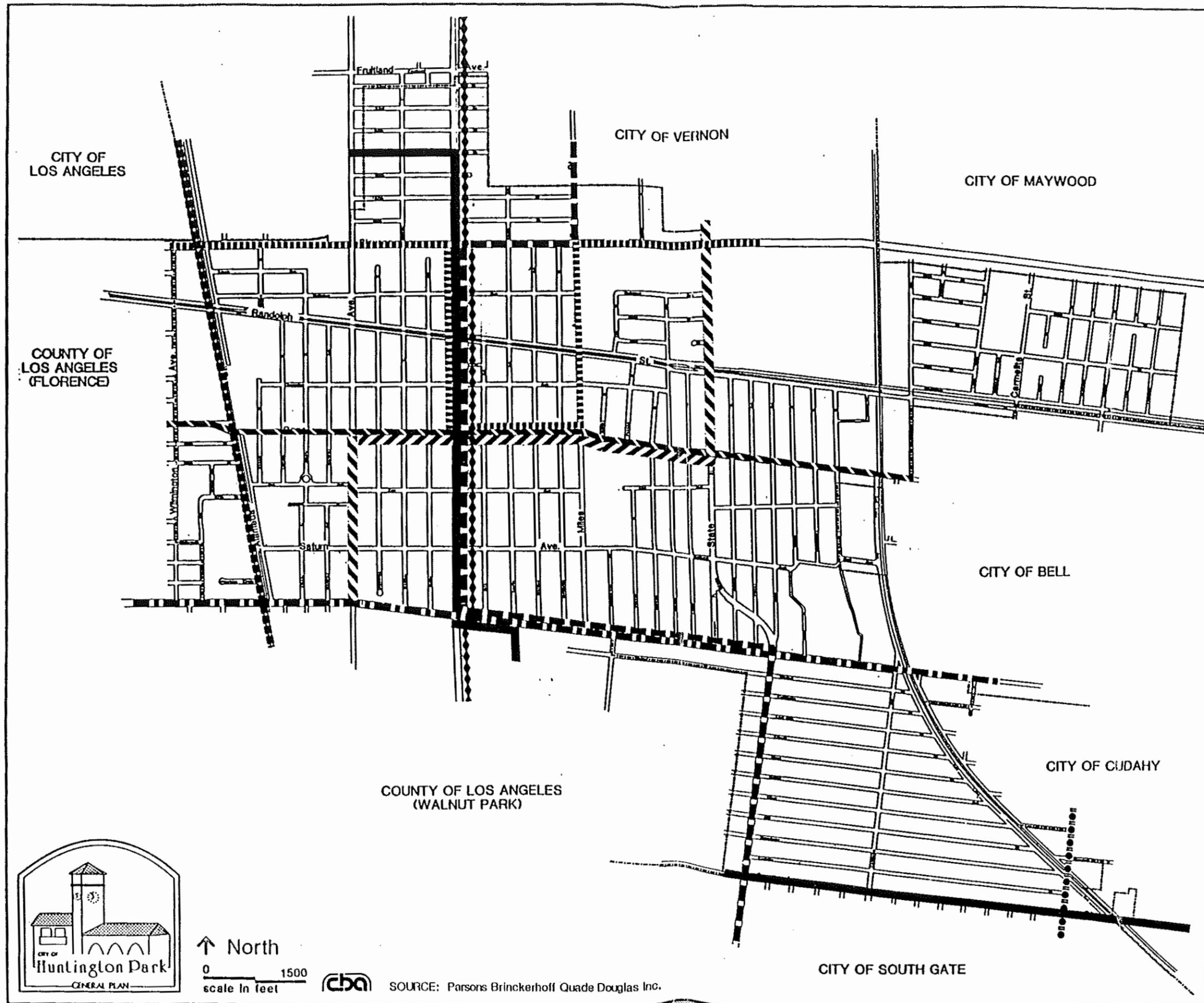


↑ North
 0 1500
 scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-1
 Master Plan of
 Streets
 February 19, 1991



LEGEND

- ◆◆◆◆ Route 60,360
- ▬ Route 107
- ⋯⋯⋯ Route 108
- ▨▨▨▨ Route 110
- ▬▬▬▬ Route 111
- Route 112
- ▬▬▬▬ Routes 251, 252
- ▨▨▨▨ Route 254
- ▬▬▬▬ Route 358



↑ North
 0 1500
 scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-2
 Public Transportation
 Plan
 February 19, 1991

TRUCK ROUTE PLAN

Truck routes through the City are shown in Figure C-3. The routes are designed to serve industrial areas within Huntington Park and surrounding communities. Major arterials are also included since they provide access to the regional freeway system. The routes are located away from residential streets to minimize noise, pollution and safety impacts on those areas. Pacific Boulevard is not a designated truck route due to the concentration of pedestrians in the business district.

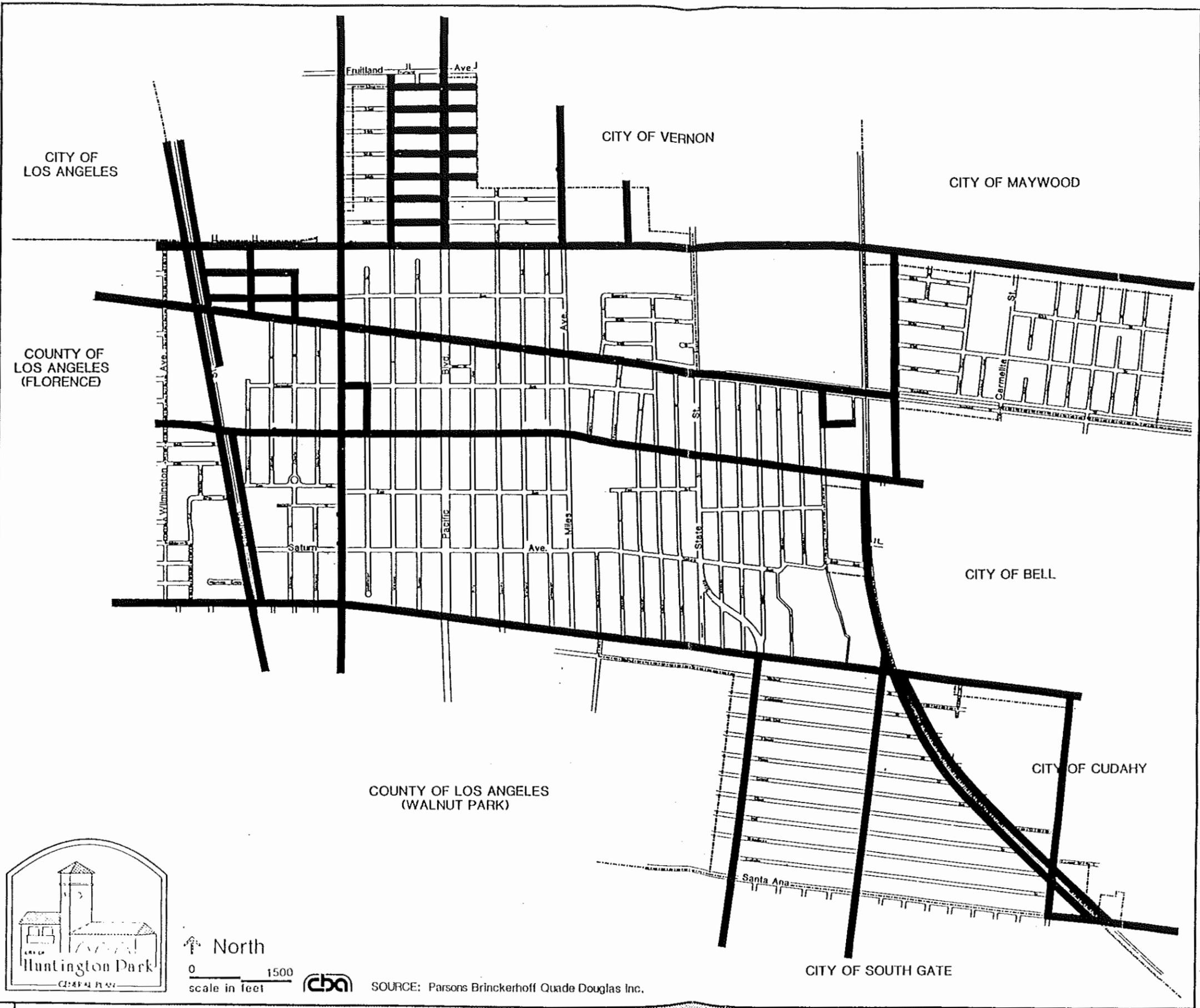
The City will monitor truck traffic and accident frequency to ensure that truck routes are safe and efficient. Route changes will be marked and publicized so that a safe level of operation can be maintained. Truck route designations should be enforced in the interest of public safety.

BICYCLE FACILITIES PLAN

Bicycle facilities have not been incorporated into the current Huntington Park community. The presence of on-street parking and relatively narrow street width discourages potential bicycle riders. The potential for on-street bicycle lanes is limited due to the need to use streets for travel lanes and parking.

The potential for development of a bicycle path exists along Randolph Street if the rail right-of-way is abandoned. The City of Bell has a bicycle path along Randolph Street which could link with a path through Huntington Park. This path could also connect to a potential trail along the Los Angeles River being considered by Los Angeles County. Another connection to the Randolph Street bicycle path could be developed along the Public Facility easement parallel to Salt Lake Avenue and California Avenue through Muir Park and extending to Santa Ana Street.

The City will coordinate plans for new bicycle facilities with adjacent jurisdictions to ensure continuity.



North
0 1500
scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-3
Truck Route Plan
February 19, 1991

PEDESTRIAN FACILITIES PLAN

The primary facilities for pedestrians in the City are sidewalks within the street right-of-way and two signal controlled crossings of Pacific Boulevard in the Central Business District. For future expansion of the CBD, provision should be made for an additional controlled pedestrian crossing of Pacific Boulevard between Florence Avenue and Saturn Avenue. This additional crosswalk would reduce walking distances for safe pedestrian crossing in the southern portion of the CBD.

Pedestrian facilities are also required to satisfy the needs of the disabled and elderly. Curb cuts and access ramps at intersections are installed throughout the Central Business District and 80 percent of the City. Efforts should continue to equip the entire City with ramp access curb cuts, primarily in areas where pedestrian traffic is heavy. As funds become available the City should complete the installation of curb cuts throughout the City.

PARKING PLAN

On-street parking provides the majority of available parking in Huntington Park. On-street parking in the Central Business District is augmented by off-street parking and is adequate for current land uses. As redevelopment occurs, parking supplies should be evaluated so that future total parking supplies are adequate for the demand.

The Circulation Element establishes policy to gradually restrict on-street parking along heavily traveled arterials (particularly Slauson Avenue and Florence Avenue) to enable peak hour traffic volumes to utilize the available pavement width. Redevelopment projects along these arterials will through time provide off-street parking so that on-street parking can be gradually eliminated. The initial stage in implementing on-street parking restrictions will be to prohibit parking during peak hours for peak direction traffic. These restrictions will remain in effect until the available off-street parking allowed for restrictions in both directions, or during both peak periods, followed by eventual elimination of on-street parking on both sides of the street.

City of Huntington Park General Plan

Open Space and Conservation Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
OPEN SPACE AND CONSERVATION ELEMENT**

FEBRUARY 18, 1992

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INTRODUCTION TO THE OPEN SPACE AND CONSERVATION ELEMENT

California state planning law requires that every general plan include a conservation element (Government Code Section 65302(d)) and an open space element (Section 65302(e)). The conservation element serves to protect and maintain California's natural resources and to prevent their wasteful use and destruction. The open space element must identify goals, policies, and specific measures for managing the community's open space and recreational areas. The City of Huntington Park Open Space and Conservation Element incorporates in one document the required components of both the conservation and open space element. In an urban environment such as Huntington Park, natural and recreational resources are usually closely linked because the most visible concentrations of natural resources are located in public parks.

The issues analyzed in this Element include air quality, groundwater, energy conservation, open space, parks, and recreation. Flood control, which is related to both conservation and public safety, is discussed in the Safety Element. Urban design issues related to citywide landscaping and private open space are included primarily in the Urban Design Element with summary information in the Land Use Element. As required by state law, all the General Plan elements comprise an integrated and internally consistent set of goals and policies. Therefore, many issues are interrelated and discussed or referenced in various General Plan elements.

The City of Huntington Park Master Environmental Assessment (MEA) describes existing conditions that may change in the future. In fact, the Element discusses some ongoing and potential recreational improvements in the City to help define Open Space and Conservation goals and policies. Periodic updating of the MEA can record new improvements as they are completed in response to the Element's goals and policies without requiring alterations to the Element itself. If new Open Space and Conservation goals or policies are required, the Element is formatted to allow for easy updating.

PURPOSE OF THE OPEN SPACE AND CONSERVATION ELEMENT

Huntington Park is an urban environment that is almost completely built out. Existing and potential natural resources and open space are limited. Many of the conservation concerns relevant in less-developed cities are not applicable to Huntington

Park. The City does not contain any forests, bodies of water, or agricultural land, nor is it home to substantial plant or wildlife habitats. Urbanization and construction have over time replaced and disturbed soils. Mineral deposits do not exist. Therefore, conservation issues are restricted primarily to air quality, water resources, and energy conservation.

Open space issues focus on improving and maintaining what is already present. The public parks in Huntington Park are heavily used. Opportunities for providing new public open space are limited but might be realized as properties - including school sites, vacant lots, and railroad right-of-ways - are redeveloped. Also, as described in the Urban Design Element, design guidelines requiring private and common usable open space in multi-family courtyards and complexes can lessen the burden on the City's public parks. Private open space, however, cannot completely substitute for the communal amenities of City and neighborhood parks.

As a means of guiding the conservation of natural resources and the creation and maintenance of open space in Huntington Park, the City intends to implement the goals and policies contained in this Open Space and Conservation Element. The objectives listed below provide the foundation for the Element's goals and policies:

- Implement the Open Space and Conservation goals and policies consistent with the other General Plan elements and the Land Use Policy Map.
- Improve regional and local air quality by implementing transportation programs and strategies identified in the Circulation Element.
- Conserve and protect groundwater and imported water resources.
- Conserve energy resources through the use of available technology and conservation practices.
- Enhance Huntington Park's environmental quality through the preservation, improvement, maintenance, and creation of open space areas.

- Create new open space through design guidelines requiring private and common usable open space in new multi-family development.

RELATED PLANS, PROGRAMS, AND OTHER PUBLIC POLICIES

There are several existing plans and programs which apply directly to the goals and policies of the Open Space and Conservation Element. These plans and programs were enacted through federal, state, and local legislation and are administered by agencies or special districts authorized to enforce applicable laws. The Open Space and Conservation Element is coordinated with the other Huntington Park General Plan elements; the Land Use Element is highlighted below as an example of this internal consistency. The following plans and programs are directly related to the Open Space and Conservation Element:

California Environmental Quality Act (CEQA) Law and Guidelines

CEQA was adopted by the State legislature in response to a public mandate calling for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedures, and analysis of effects are described in the CEQA Law and Guidelines as amended in 1986. Pertaining to the Huntington Park Open Space and Conservation Element, proposed projects subject to CEQA must be evaluated for their potential effects on air quality, groundwater, water use, plant and animal life, energy consumption, and recreation. Other areas of environmental concern under CEQA, such as traffic and circulation, are closely linked with conservation issues (e.g., air quality). Goals and policies in this Element will be applied on a project-by-project basis in accordance with CEQA.

Air Quality Management Plan

A regional plan that applies to conservation in Huntington Park is the South Coast Air Basin Air Quality Management Plan (AQMP), which was adopted on August 15, 1989 by the California Air Resources Board (CARB). Regionally, the AQMP is administered by the Southern California Association of

Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). This plan includes several specific measures regarding trip reduction and traffic flow improvement to meet its goals of reducing vehicle-related emissions and improving regional air quality.

City of Huntington Park Land Use Element

The City's Land Use Element contains three land use designations that encompass open space by definition: Parks and Recreation, Schools, and Public Facilities. The Parks and Recreation land use designation includes all the public parks in Huntington Park, including their structures and facilities. The Schools category comprises all the City's public schools, including their playground areas. The Public Facilities designation contains all federal, state, and local government properties in the City. From an open space perspective, the Los Angeles Department of Water and Power (LADWP) utility easement that traverses the City near California Avenue and Muni Park is considered a public facility. The Public Facility category permits other land uses (such as nurseries) which are compatible with adjacent uses and which provide an economic return on the land. The Open Space and Conservation Element encourages use of portions of the easement for public open space.

The Rail Transportation land use designation includes the three rail corridors that traverse Huntington Park. The designation does not permit open spaces in conjunction with railroad uses. However, the Land Use Element does encourage alternative uses of the Southern Pacific Railroad right-of-way on Randolph Street, such as green space, parking areas, and bike paths, if the right-of-way is abandoned for rail use.

City of Huntington Park Water Conservation Ordinance

On March 18, 1991, the Huntington Park City Council passed Ordinance No. 484-NS which provides a mandatory water conservation plan during a water shortage emergency. The City Water Division will monitor and evaluate the projected supply and demand for water by its customers, and will recommend to the City Council the extent of the conservation required. The City Council, by resolution, may order that the appropriate phase of water conservation be implemented, modified, or rescinded in accordance with the provisions of the ordinance.

Water shortages are defined in three phases corresponding to supply shortages of 10, 10-20, and over 20 percent in water supply. For each shortage phase (I, II, or III), the ordinance defines precise water conservation measures and violation procedures. The overall intent of the ordinance is to conserve water during shortage emergencies without jeopardizing the public health and safety. The goals and policies of the Open Space and Conservation Element are consistent with the water conservation ordinance.

SCOPE AND CONTENT OF THE ELEMENT

In addition to this Introduction, the Open Space and Conservation Element includes two sections: 1) Open Space and Conservation Goals and Policies, 2) the Conservation Plan, and 3) the Open Space Plan. The goals and policies address those issues relevant to Huntington Park: air quality, water resources, energy conservation, open space, parks, and recreation. The Conservation Plan directs the City to conserve and protect natural resources and energy. The Open Space Plan guides the preservation, improvement, maintenance, and creation of open space and recreational areas in the City.

OPEN SPACE AND CONSERVATION GOALS AND POLICIES

Huntington Park is an urban environment that is almost completely built out. Conservation issues are restricted primarily to air quality, water resources, and energy conservation. Open space concerns focus on improving and maintaining existing parks and facilities while recognizing the potential for new open spaces. The goals and policies discussed below identify existing and potential conservation/open space issues in Huntington Park.

IMPROVED AIR QUALITY

Air pollution is a major regional problem in Southern California. Regional efforts to control air pollution, such as those under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG), will be supported by the City of Huntington Park. Through effective land use and transportation planning, air pollution can be reduced. Also, the City will reduce vehicular travel and emissions (the primary source of air pollution) by encouraging alternative modes of circulation, such as walking, bicycling, and public transit. For example, bike paths might result from the reuse of portions of abandoned railroad right-of-ways or the LADWP easement. The goals and policies of the Land Use and Circulation elements, in coordination with those listed below, will reduce air pollution.

GOAL 1.0: Reduce air pollution through land use, transportation, and energy use planning.

Policy 1.1: Endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.

Policy 1.2: Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3: Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.

Policy 1.4: Encourage neighborhood parks close to concentrations of residents to encourage pedestrian travel to public recreation facilities.

Policy 1.5: Provide commercial areas that are conducive to pedestrian and bicycle circulation.

Policy 1.6: Encourage bike paths and lanes to reduce vehicular travel and air pollution. Bike paths could be developed along portions of the LADWP utility easement and along the Southern Pacific Railroad right-of-way on Randolph Street, should the right-of-way be abandoned. On-street bike lanes are encouraged in accordance with national standards and uniform practices. Cooperate and coordinate such efforts with the property owners and responsible jurisdictions.

Policy 1.7: Encourage the improvement of existing, and the development of new, shuttle and transit systems to reduce vehicular trips and air pollution.

Policy 1.8: Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas use.

CONSERVATION AND PROTECTION OF WATER RESOURCES

Huntington Park is an urbanized community with little land available for new development. Future development opportunities in the City will be primarily related to commercial and industrial redevelopment, the introduction of residential uses in the Central Business District (CBD), and the recycling of existing residential uses to higher densities in identified areas where substantial changes have already taken place. Within Huntington Park are eight water wells that supply the City; water is also imported from the Metropolitan Water District (MWD). New development must not deplete the supplies or endanger the quality of Huntington Park's water. The intent of the City's water conservation ordinance will be maintained through the following goal and policies.

GOAL 2.0: Conserve and protect groundwater and imported water resources.

Policy 2.1: Protect groundwater resources from depletion and sources of pollution.

Policy 2.2: Conserve imported water by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible.

CONSERVATION OF ENERGY RESOURCES

As with many communities in Southern California, Huntington Park is facing increased energy impacts, both economically and environmentally. New development in the City will consume electricity and natural gas. The City will consider requirements to include solar energy systems in new developments. Development standards regarding building design and siting can also provide for efficient use of the sun.

GOAL 3.0: Conserve energy resources through the use of available technology and conservation practices.

Policy 3.1: Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 3.2: Maintain local legislation to establish, update, and implement energy performance building code requirements in accordance with State Title 24 energy regulations.

ADEQUATE AND BALANCED PARK SYSTEM

Huntington Park is a densely developed urban environment with no sizable undeveloped lands. The public parks are heavily used, yet the City does not have the space or the funds available to create new, large public parks. The City's multi-family neighborhoods exhibit the most critical need for open space. Although new full-scale parks are not anticipated, the potential exists for new pocket parks or small playgrounds on vacant lots, corners of school sites, abandoned railroad right-of-ways, and in redevelopment areas where older buildings are removed. Also, the proposed Alameda Street rail depression offers the opportunity to redesign the street and provide an open space corridor along the rail edge.

Considering both existing and potential conditions, the most vital open space concerns in Huntington Park focus on the design, maintenance, and activities of its public parks. With a limited existing total of approximately 69 acres of public parks and school playgrounds, recreational space and facilities must be designed efficiently, continually maintained in good working order, and provide activities for all segments of the population.

GOAL 4.0: Develop and maintain a balanced system of open space, public parks, and recreational facilities.

Policy 4.1: Provide active and passive park and recreational facilities, based on the distribution of population within the City, to serve the needs of residents of all ages, economic levels, and physical conditions.

Policy 4.2: Upgrade existing park facilities to improve park use and appearance.

Policy 4.3: Utilize opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad right-of-ways.

Policy 4.4: Pursue opportunities for the creation of additional open space and parkland whenever available.

Policy 4.5: Actively pursue all available sources of financing for parkland acquisition and maintenance.

Policy 4.6: Encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities.

Policy 4.7: Develop and maintain a public parkland master plan which identifies City open space and recreational needs.

Policy 4.8: Increase access to all City open space and recreational areas, including for the disabled and those who depend on public transit.

Policy 4.9: Coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands.

THE CONSERVATION PLAN

Conservation of air, water, and energy resources is important at all levels (e.g., individual, citywide, regional) because these resources are shared by all, not just the residents of Huntington Park. The preservation and protection activities of individual localities and jurisdictions can combine to benefit an entire region. Regional plans and policies offer realistic means for achieving far-reaching conservation goals. Huntington Park should continue to cooperate with state and regional agencies in efforts to improve the environment and to prolong the life of vital, nonrenewable resources.

CONSERVATION CONSIDERATIONS

Air Quality

The South Coast Air Quality Management District (SCAQMD) continues to design and implement plans and programs for improving air quality. Several strategies rely on technologically advanced methods and instruments to reduce point source emissions. In order to utilize advanced technology and comply with stricter emissions regulations, many industries will need to install new pollution control devices. Other industries will be encouraged to use cleaner burning fuels, such as natural gas and methanol. Through zoning regulations and development standards, Huntington Park can help ensure that industries comply with SCAQMD regulations.

Motor vehicles account for the highest proportion of emissions throughout the South Coast Air Basin. A reduction in total vehicle miles traveled will benefit local and regional air quality. Regional air quality plans, such as the Air Quality Management Plan (AQMP) adopted in 1989, recommend several means for eliminating some vehicle trips. Some of these measures include public transportation (including Metro Rail), transportation management systems, staggered work hours for large employers, and efficient, sensible land use planning. In December 1987 SCAQMD adopted Regulation XV which requires trip reduction and ridesharing programs for all employers who employ 100 or more persons. SCAQMD is currently designing programs that will strengthen even more the mandate of Regulation XV and

significantly reduce the number of commuting vehicles in the region.

Goals and policies in the Huntington Park Open Space and Conservation, Land Use, and Circulation elements are intended to ensure the City's cooperation and compliance with air quality plans and programs.

Water Resources

On March 18, 1991, the Huntington Park City Council passed Ordinance No. 484-NS which provides a mandatory water conservation plan during a water shortage emergency, as described earlier in the Related Plans section of this Element. Even without a water shortage emergency, water conservation should be a continual effort. Water purveyors recommend the use of drought-resistant landscaping and water-saving irrigation, and the City encourages water conservation measures for new construction. Suggested measures include, among others, low-flow shower heads and toilets, flow restrictors, and drip irrigation. The City will continue to implement local programs consistent with regional water conservation programs.

As for groundwater quality control, Huntington Park will continue to work with water purveyors and other responsible agencies to help ensure a clean, safe supply of water to all residents.

Energy Conservation

Huntington Park is a highly urbanized area. Mineral deposits do not exist, and energy sources (electricity and natural gas) are provided by regional suppliers (Southern California Edison and Southern California Gas). Existing and future development in the City should be committed to preserving and protecting the mineral and energy resources which are utilized as part of their operations. Requirements under Title 24 of the California State Code pertain to building insulation (such as caulking, double-glazed windows, and weather stripping), to conserve energy. The City will continue to implement these requirements and other state and federal energy conservation standards.

THE OPEN SPACE PLAN

The public parks and recreational facilities in Huntington Park are vital to the community, especially since the City has no vast open space areas and much of the high-density residential development does not provide adequate play areas. The objectives, goals, and policies in the Open Space and Conservation Element recognize the importance of maintaining and upgrading existing facilities, as well as continually investigating new open space possibilities.

The lack of adequate public park space near multi-family neighborhoods has resulted in the City encouraging the development of common and private open space and recreational facilities within multi-family developments. Common open space could include gardens, courtyards, patios, open landscaped areas, and playgrounds. Private open space could be comprised of individual gardens, courtyards, terraces, or roof decks. Residential neighborhoods with major open space needs include the northeast portion of the City and those areas near the Central Business District.

The various functions of parks are largely determined by physical factors such as acreage, facilities, and location. However, the manner in which residents use a park, regardless of its physical description, will help define that park for the community. For example, is the park usually used by families for picnics? Is it used primarily by teenagers after school, or by workers on their lunch break? Over time, parks establish these patterns of activity that are not necessarily directly related to their physical characteristics. It is equally important to consider the human factors in both describing a park's functions and analyzing the need for improvements.

According to National Recreation and Parks Association (NRPA) standards, Huntington Park has a shortfall of almost 250 acres of public open space. Meeting the NRPA acreage recommendations seems infeasible, if not physically and financially impossible for the City. Therefore, the design, maintenance, facilities, and activities of Huntington Park's public open space are vital to future planning.

The Quimby Act (Government Code Section 66477) states that a city may require the dedication of land or impose fees for the purpose of acquiring new neighborhood and community parkland as a condition of approval for a tentative map or parcel map. Although the potential for new parkland is limited in Huntington Park, the Quimby Act is one viable method for creating new recreational opportunities.

As of spring 1991, the City was engaged in a rigorous program of applying for government grants to upgrade the public parks. Some of these grant sources include the California Wildlife Coastal Parkland Conservation Act, Roberti/Z'berg-Harris grants, Community Development Block Grant (CDBG) program, and Community Parklands Act. All of these are state-funded except the federal CDGB program. A recently completed improvement (March 1991) was the replacement of basketball court surfaces at Corona Park. Approved and ongoing work includes renovations to play apparatus citywide and field lights, improved ball diamonds, new and renovated restrooms, and new picnic tables at Muni Park. Goals for the City, for which grant applications have been filed, include lights at West Side Park and an expansion and improvements to the Recreation Center at Muni Park. These and other needed improvements are continually monitored by the Huntington Park Recreation Department.

School playgrounds of the Los Angeles Unified School District contribute approximately one-third of Huntington Park's parkland area (23.2 of a total 69 acres). The playgrounds are available to the public after school hours and on weekends. New school sites and expansions expected by 1995 will add approximately eight acres of playgrounds.

A small triangle of land near Salt Lake Avenue and Otis Avenue contains picnic facilities and is identified on the Land Use Policy Map as Parks and Recreation land. The Recreation Department, however, does not maintain the area or include it in the City parks inventory.

Land use policy under the General Plan maintains all existing City parks and school sites. The City encourages alternative uses of abandoned railroad right-of-ways and the LADWP utility easement to accommodate green space and bike paths.

Table OS-1 describes public parks and playgrounds in Huntington Park, including planned school playground expansions and potential open space areas as described in this Element. Figure OS-1 identifies these areas on a map keyed to the table. The maintenance, improvement, and, if available, future acquisition of these open space resources are the focus of the City of Huntington Park Open Space and Conservation Element.

**TABLE OS-1
PUBLIC PARKS AND PLAYGROUNDS
IN HUNTINGTON PARK**

| NAME | LOCATION | ACREAGE | FACILITIES |
|---|--|---------|--|
| City Parks: | | | |
| 1. Municipal Park (also known as Muni or Salt Lake) | Bounded by Saturn, Newell, Florence, & Salt Lake | 20.90 | Lighted softball diamonds (3); lighted baseball diamond; junior soccer fields (2); senior soccer field; amphitheatre; wading pool; lighted courts: tennis (5), basketball (4), handball/racquetball (3), volleyball (2); play apparatus; horseshoe court; picnic areas; picnic shelter; rest rooms. Recreation Center with gym, fitness room, locker rooms, showers, saunas, lounge, rest rooms, club rooms (2), photo dark room, kitchen, & social hall. |
| 2. Bonelli Park | 6925 Salt Lake (beside Muni Park) | 15.24 | Bonelli Center with senior hall, senior lounge, kitchen, rest rooms, meeting rooms (2), & lounge. Picnic shelter & carillon; horseshoe courts; shuffleboard courts; picnic tables; BBQs; rest rooms. |
| 3. Civic Center Park | 6542 Miles | 4.00 | Picnic tables; BBQs; play apparatus; rest rooms; handball wall; equipment storage room; snack stand. |
| 4. West Side Park | 2000 Gage | 3.90 | Basketball courts; play apparatus; picnic tables; rest rooms; social hall. |

**TABLE OS-1
(continued)**

| | NAME | LOCATION | ACREAGE | FACILITIES |
|--|-------------------------|----------------|--------------|--|
| 5. | Corona Park | 6051 Corona | 1.57 | Social hall; craft room; kitchen; rest rooms; softball field; basketball courts (2); volleyball court; handball court; picnic areas. |
| 6. | Albany Circle | Albany & Zoe | 0.20 | Play apparatus; picnic tables; BBQs. |
| TOTAL EXISTING PUBLIC PARKS | | | 45.81 | |
| School Playgrounds (acreages for playgrounds only): | | | | |
| 7. | Huntington Park High | 6020 Miles | 8.5 | Basketball courts (22); handball courts (4); softball diamonds (4); volleyball courts (10); football/soccer field w/ bleachers; shot put slab; oval track. |
| 8. | Nimitz Junior High | 6021 Carmelita | 4.2 | Basketball courts (20); handball courts (10); softball diamonds (4); volleyball courts (8); football/soccer field; apparatus area w/ chinning bars. |
| 9. | Gage Junior High | 2880 Gage | 3.2 | Basketball courts (18); handball courts (10); softball diamonds (4); volleyball courts (10). |
| 10. | Miles Avenue Elementary | 6720 Miles | 3.1 | Basketball courts (6); handball courts (4); softball diamonds (4); tetherball courts (12); volleyball courts (4). |

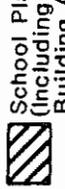
**TABLE OS-1
(continued)**

| | NAME | LOCATION | ACREAGE | FACILITIES |
|---|-----------------------------------|--------------------|--------------|---|
| 11. | Middleton Street Elementary | 6537 Malabar | 2.7 | Basketball courts (4); handball courts (4); softball diamonds (4); tetherball courts (15); volleyball courts (4). |
| 12. | State Street Elementary | 3211 Santa Ana | 1.5 | Basketball courts (4); handball courts (2); softball diamonds (4); tetherball courts (12); volleyball courts (2). |
| TOTAL EXISTING SCHOOL PLAYGROUNDS | | | 23.2 | |
| TOTAL EXISTING PARKS & PLAYGROUNDS | | | 69.01 | |
| Current School District plans call for the following new school playgrounds in Huntington Park by 1995: | | | | |
| 13. | Huntington Park New Elementary | 57th at Seville | 2.0 | Basketball courts (4); handball courts (2); softball diamonds (4); tetherball courts (15); volleyball courts (2). |
| 14. | Huntington Park New Elementary | State at Randolph | 2.0 | Basketball courts (4); handball courts (2); softball diamonds (4); tetherball courts (12); volleyball courts (2). |
| 15. | Newell Street New Elementary | Newell at Florence | 1.5 | Basketball courts (4); handball courts (2); softball diamonds (4); tetherball courts (12); volleyball courts (2). |
| o | Gage Junior High Expansion | 2880 Gage | 2.7 | Basketball courts (5); softball diamonds (4); volleyball courts (4); football/soccer field. |

Source: City of Huntington Park Recreation Department; Los Angeles Unified School District.



City Park



School Playground (Including Building Area)



Potential Open Space



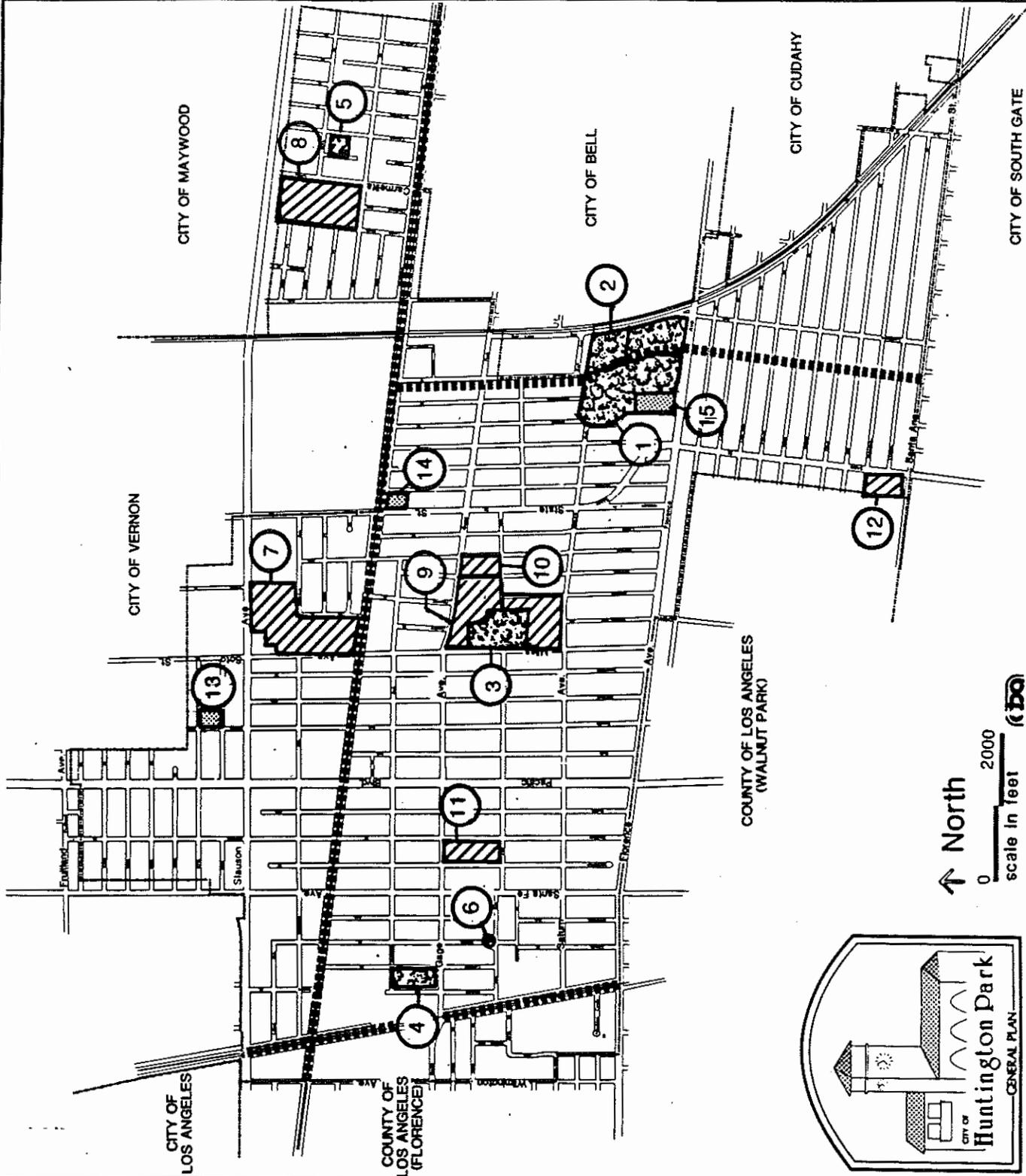
Planned School

Note: Numbers correspond to those in Table OS-1

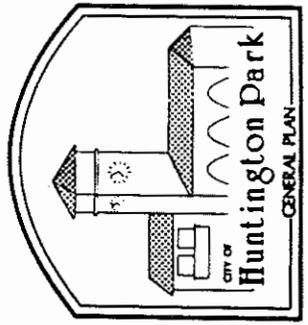
SOURCE: Huntington Park Recreation Department, Los Angeles Unified School District

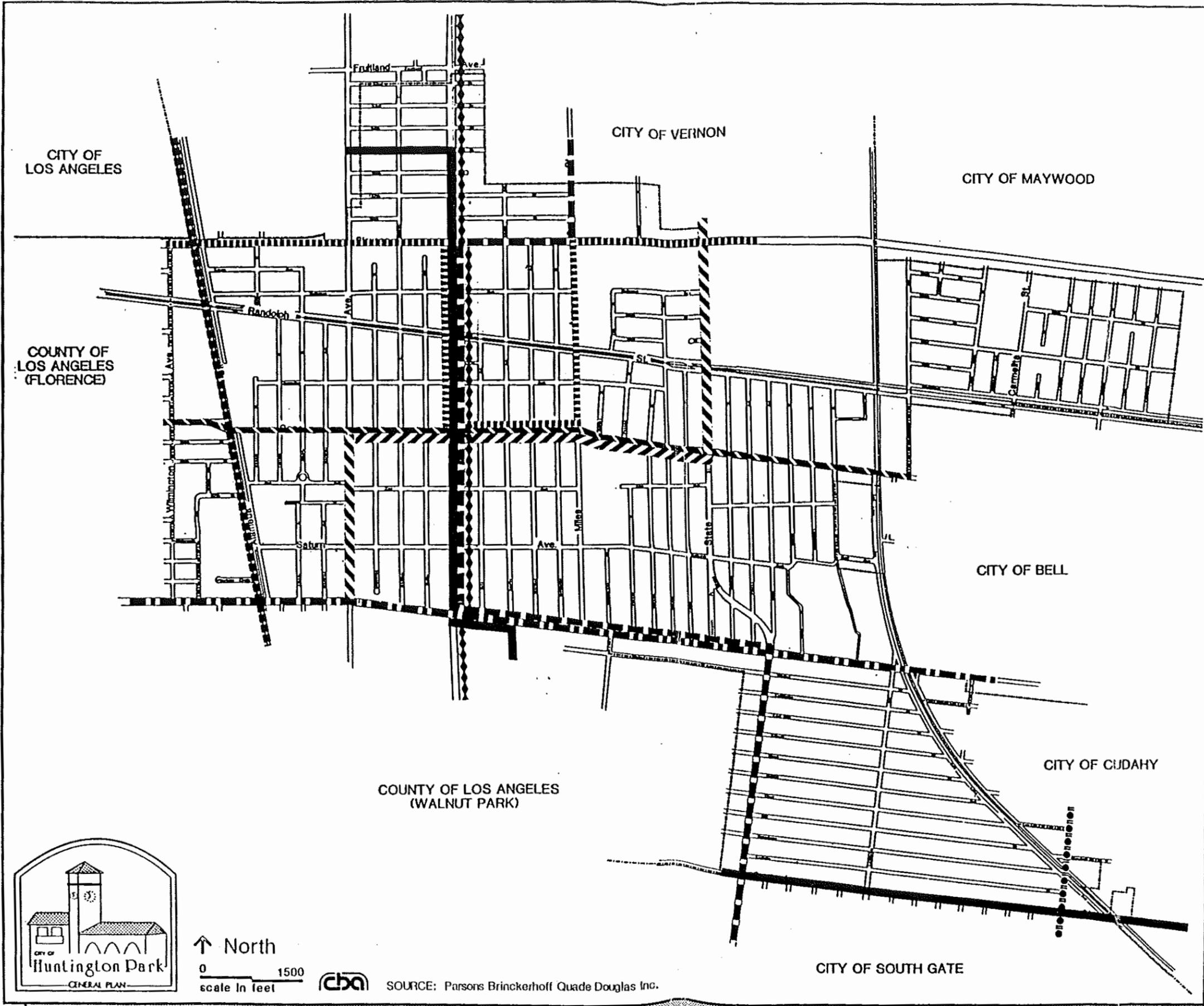
Figure OS-1 Open Space Plan

February 18, 1992



North ↑
 scale in feet 0 2000





LEGEND

- ◆◆◆◆ Route 60,360
- Route 107
- Route 108
- Route 110
- Route 111
- Route 112
- Routes 251, 252
- Route 254
- Route 358

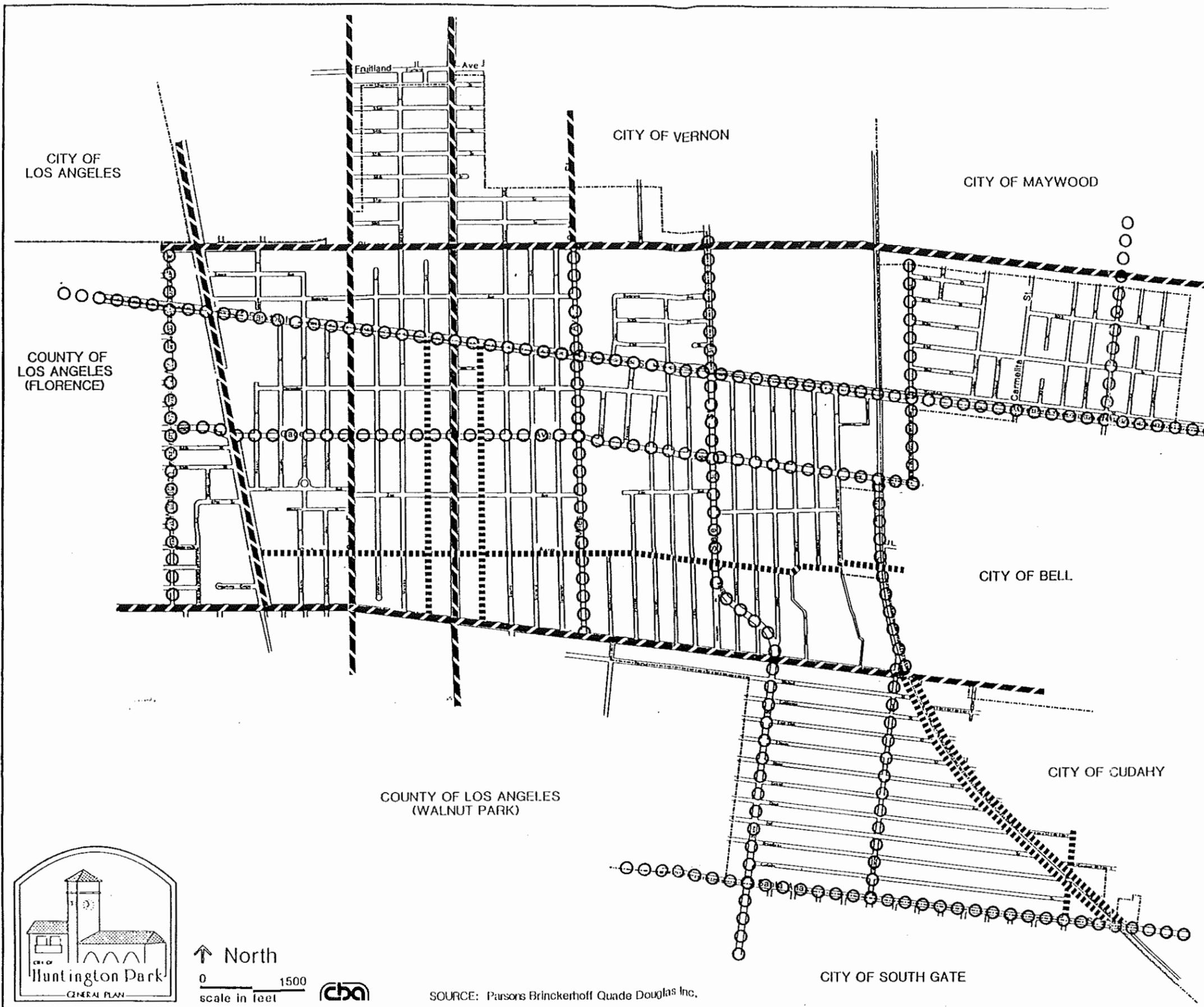


↑ North
 0 1500
 scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-2
 Public Transportation
 Plan
 February 19, 1991



Street Classification

- Major Arterial
- Secondary Arterial
- Collector Streets



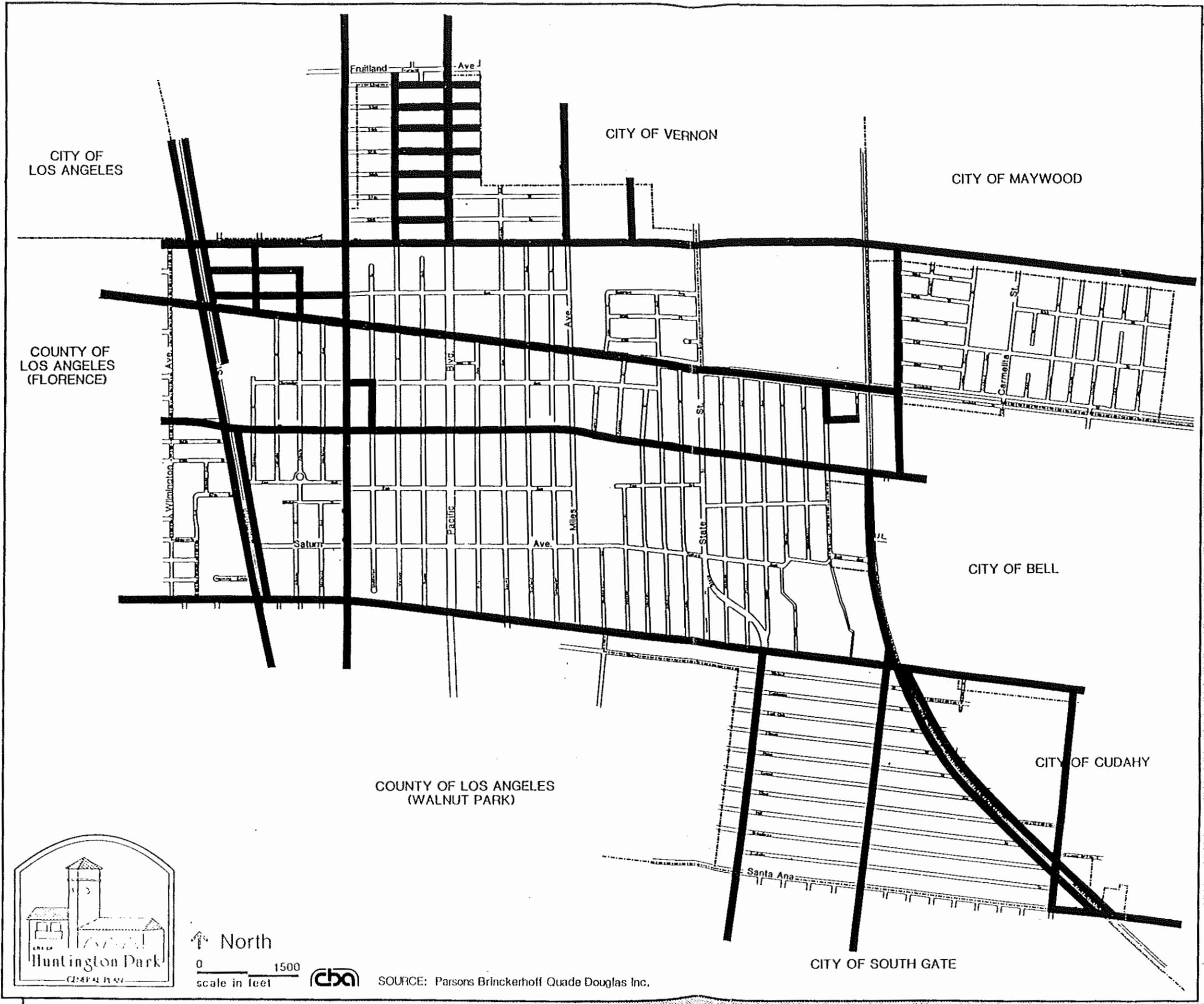
↑ North

0 1500
scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-1
Master Plan of
Streets
February 19, 1991



North
 0 1500
 scale in feet



SOURCE: Parsons Brinckerhoff Quade Douglas Inc.

Figure C-3
 Truck Route Plan
 February 19, 1991

City of Huntington Park General Plan

Safety Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
SAFETY ELEMENT**

FEBRUARY 18, 1992

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INTRODUCTION TO THE SAFETY ELEMENT

A city cannot fully serve its residents unless it ensures their safety. The urban environment of Huntington Park contains a number of hazards, both natural and man-made, which require special consideration in the land use planning and development process.

PURPOSE OF THE SAFETY ELEMENT

The purpose of the Safety Element is to describe these hazards and their severity, and to establish policies to minimize the danger to residents, workers, and visitors. In addition, the Element identifies actions needed to deal with a crisis, and the manner in which Huntington Park's emergency response agencies cooperate with one another and with other jurisdictions.

Much of the background information necessary to formulate public safety goals and policies is included in the Master Environmental Assessment (MEA). This report describes in detail the hazards that might affect Huntington Park, as well as the resources that are available to respond in the event of an emergency.

Issues Overview

The Safety Element is a State-mandated component of a General Plan. Government Code Section 65302(g) sets forth a list of hazards that the element must cover, if they pertain to the city. These hazards are:

- seismically induced conditions, including surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure;
- slope instability leading to mudslides and landslides;
- subsidence and other geologic hazards;
- flooding; and

- wildland and urban fires.

State law permits cities to add issues to this listing and to delete issues which are not pertinent. Because of concern about storage, transportation and disposal of toxics, the following additional issues are addressed in the Huntington Park Safety Element:

- hazardous materials; and
- underground hazards (pipelines, storage tanks, and septic tanks).

All potential safety issues were researched and documented for preparation of the Master Environmental Assessment. Because the MEA found that the potential danger in Huntington Park from surface rupture, tsunamis, seiches, slope instability, dam failures, and wildland fires is low or non-existent, these issues are not covered in the Safety Element.

RELATED GENERAL PLAN ELEMENTS

This Element is closely related to the goals, policies, and programs in other General Plan elements. The Land Use Element contains policies that regulate the placement of sensitive uses in areas that may be subject to various hazards described in this Element. The efficiency of roadways in moving large numbers of people, a major focus of the Circulation Element, is even more important during an emergency. The Public Facilities Element deals with maintaining police and fire services, the two most crucial response agencies in time of emergency, and establishes fire flow water supply requirements and response times.

SCOPE AND CONTENT OF THE ELEMENT

This Element contains two additional sections: Safety Element Goals and Policies; and The Safety Plan. The goals and policies define objectives for Huntington Park in protecting its citizens and establish a decision making framework for City leaders in evaluating land use issues for their safety impact. Building on the Element's goals and policies and on the detailed description of local hazards from the Master Environmental Assessment, the

Safety Plan provides more detailed recommendations for hazard mitigation and ensures that adequate emergency response to identified hazards can be provided when needed.

SAFETY ELEMENT GOALS AND POLICIES

This section sets forth Huntington Park's objectives in dealing with safety issues. Goals and policies are grouped by issue areas affecting the City. All goals and related policies are preceded by a brief description of the issue to be addressed, summarized from the Master Environmental Assessment. Implementation will be further explored in the following section, The Safety Plan.

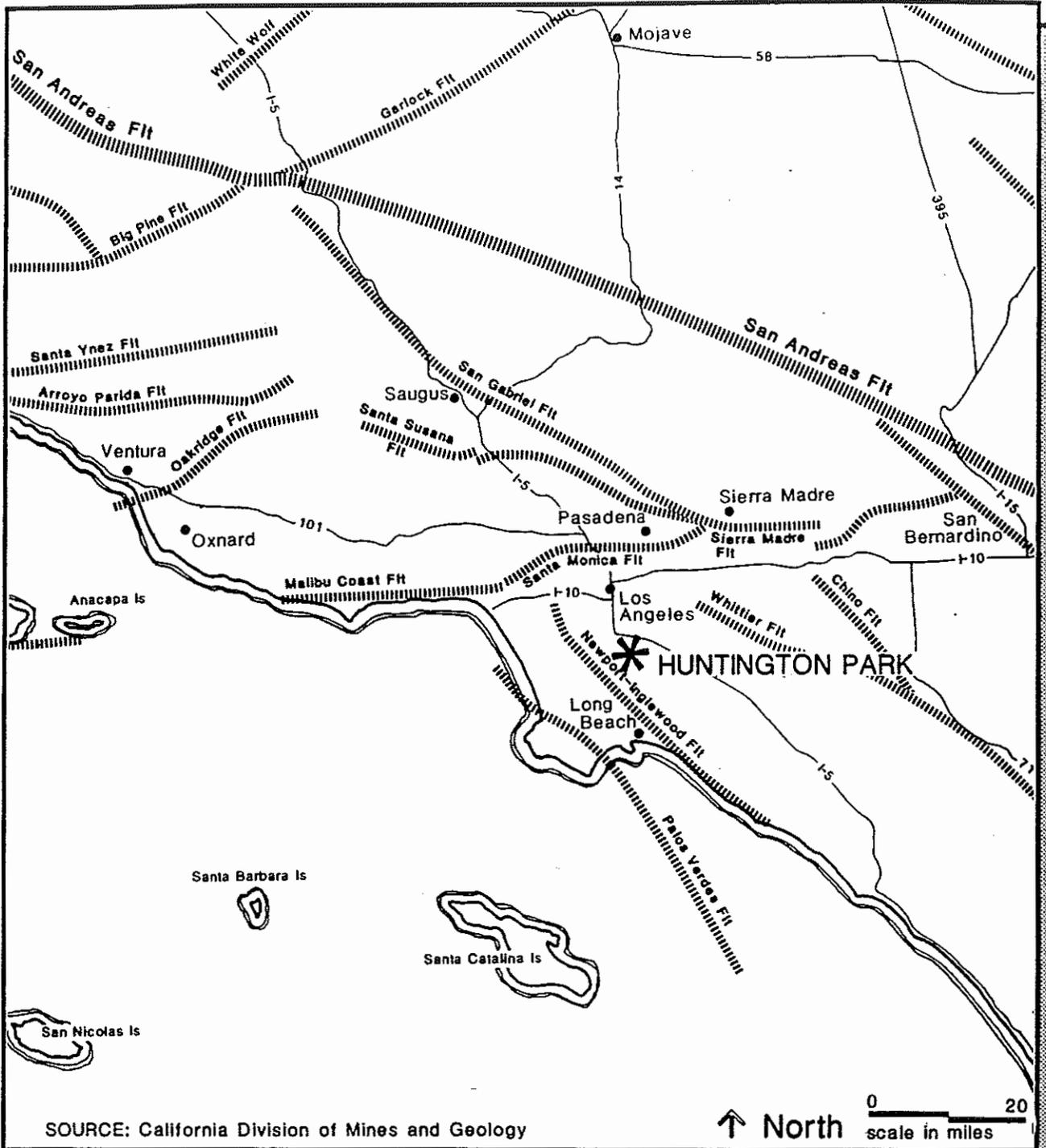
SEISMIC HAZARDS

Southern California is a seismically active region. No identified faults cross Huntington Park, and no Alquist-Priolo Special Studies Zones have been designated within the City. However, seismic activity on a number of active faults in the region, including the San Andreas, San Jacinto, Elsinore-Whittier, Newport-Inglewood, San Fernando, and Sierra Madre faults, would be felt in the City. A significant earthquake originating along any of these faults, shown in Figure SA-1, could cause injury as well as damage to buildings and infrastructure in Huntington Park. The two greatest potential threats to the City from seismic activity are ground shaking and liquefaction.

Ground Shaking

Quake movement along a fault releases seismic shock waves that move through the earth, and result in ground shaking at the surface. Although they are most intense near the epicenter, these waves can generate significant ground shaking damage miles away. Examples of groundshaking damage include fallen chimneys, cracked foundations, and broken pipes.

Throughout the entire Southern California area, older, unreinforced masonry buildings are the most vulnerable to earthquakes. As an older community, Huntington Park has a large number (nearly 90 in 1990) of unreinforced structures, with the largest concentration located downtown along Pacific Boulevard.



SOURCE: California Division of Mines and Geology

↑ North scale in miles 0 20



Figure SA-1
Regional Fault Zones

February 18, 1992



Huntington Park has initiated an earthquake hazard abatement program for these buildings. In response to the City's program, approximately two-thirds of all affected buildings now have retrofit plans. Improvements continue to be undertaken.

Liquefaction

During liquefaction, water-saturated sandy soils mix with shallow groundwater, causing soils to develop a consistency similar to quicksand. These soils lose their ability to support any structures. As a result, buildings constructed on top of them collapse. The most vivid recent example of seismically induced liquefaction damage is the collapse of apartment buildings built on bay fill in the Marina District of San Francisco during the October 1989 earthquake.

Liquefaction risk is greatest in areas where groundwater lies less than 50 feet below the surface. The water table underlying most of Huntington Park is at least 100 feet underground. Consequently, liquefaction potential in the City is generally low, with the exception of two areas: a portion of Salt Lake Park (Florence Avenue and Hewell Street), and an area just west of West Side Park (Gage Avenue and Regent Avenue, east of the railroad right-of-way). These areas are shown in Figure SA-2. If new construction is undertaken in these areas, special foundation design will be required.

GOAL 1.0: Protect the community from seismic hazards.

Policy 1.1: Adopt and maintain high standards for seismic performance of new buildings.

Policy 1.2: Continue to implement the City's successful seismic hazard abatement program for existing unreinforced buildings. Ensure that retrofit plans are carried out.

Policy 1.3: Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic safety.

Policy 1.4: In areas with liquefaction potential, require review of soils and geologic conditions, and if necessary on-site borings, to determine liquefaction susceptibility of the proposed site.

Policy 1.5: Maintain and periodically review emergency procedures for earthquakes in the City's Disaster Response Plan.

Policy 1.6: Promote earthquake preparedness within the community by participation in quake awareness programs, including distribution of brochure materials in Spanish and English. Encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, and implement other preventive measures.

FLOODING

Because the City contains no rivers, streams or other water-courses, the potential for flooding within Huntington Park is limited. The two rivers closest to Huntington Park, the Los Angeles and the Rio Hondo, were channelized in the late 1950s. The primary source of significant flood hazard to the City would be a 100 year flood event causing the Los Angeles River Channel to overflow. If this were to occur, portions of Huntington Park would be subject to shallow flooding. However, life-threatening waters would not be expected. The Army Corps of Engineers is presently studying a proposed capacity increase for both the Rio Hondo and Los Angeles River channels. If capacity improvements to these channels are constructed, flood hazard within the City would be further reduced.

Shallow flooding within localized portions of the City resulting from storm drain overflow is a problem during heavy rains. These areas are shown on Figure SA-2, the Hazards Summary Map. Local flooding conditions can be remedied through construction of new storm drains; however, these cannot be completed until downstream storm drains, which are currently at capacity, are replaced. The Los Angeles County Department of Public Works is studying flooding problems within Huntington Park and will recommend improvements to the drainage system to alleviate local flooding within the City.

GOAL 2.0: Protect Huntington Park inhabitants, workers, and visitors from flood hazard.

Policy 2.1: Work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to relieve local flooding problems in Huntington Park.

Policy 2.2: Support the Army Corps of Engineers and other regional authorities in programs to expand the capacity of the Rio Hondo and Los Angeles River channels.

Policy 2.3: Using the information from studies currently in progress, develop and maintain a master drainage plan.

Policy 2.4: Require local drainage-related improvements as part of new development approvals.

URBAN FIRES

The City of Huntington Park contracts with the Los Angeles County Fire Department for fire protection. In highly urbanized areas like Huntington Park, certain types of development pose more difficult fire protection problems than others, among them multi-story, wood frame, high density apartments; multi-story office buildings; large continuous developed areas with combustible roofing materials; and structures storing, handling, and using hazardous materials. Although these conditions can be found throughout Huntington Park, local fire stations staffed by the County Fire Department maintain equipment and personnel to deal with most fire situations, and can call on nearby firefighting units for assistance as required.

GOAL 3.0: Protect life and property in Huntington Park from urban fires.

Policy 3.1: Maintain building code requirements for new construction that ensure provision of adequate fire protection.

Policy 3.2: Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 3.3: Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings.

Policy 3.4: Maintain and periodically review procedures for dealing with fire emergencies in the City's Disaster Response Plan.

HAZARDOUS MATERIALS

Hazardous materials can be classified into four basic categories: toxics, corrosives, reactives, and ignitables. Toxics include a broad range of industrial chemicals and agricultural pesticides whose ingestion can cause serious illness or death. Through body contact rather than ingestion, corrosives can cause inflammation or destruction of living tissue. When mixed with other substances, reactives can cause damage from blast and flash fire. Ignitables pose the threat of combustion at low ignition temperatures and rapid burning. Records of the Toxic Substances Control Division of the State Department of Health Services identify three abandoned hazardous waste sites in Huntington Park; these sites are mapped in Figure SA-2.

Household cleaning products, dry cleaning, film processing, industrial solvents, and auto servicing all involve substances and waste materials which are to some degree hazardous. The manufacture of such common items as television sets, newspapers, plastic cups and computers generates hazardous wastes. Business establishments using and handling these materials are located throughout Huntington Park.

Hazardous materials are also moved through Huntington Park along the Southern Pacific rail line and on major arterial streets. The City has extremely limited authority to deal with hazardous materials transport. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards also are included in the California Code of Regulations. The California Health Services Department regulates haulers of hazardous waste, but not of all hazardous materials.

Increased use in recent years of hazardous materials in manufacturing processes, as well as in the home, has created new problems related to hazardous waste disposal. More waste is being generated, and fewer remote sites are available for waste treatment and disposal. In the interest of public safety, treatment and disposal sites should be distanced from urban centers in general and residential development in particular.

In response to these concerns and State legislation requiring that these issues be addressed by all jurisdictions (State Assembly Bill 2948), the Los Angeles County Department of Public Works, Waste Management Division, has coordinated preparation of the

Los Angeles County Hazardous Waste Management Plan. Huntington Park has adopted the County plan. The plan, which was adopted in November of 1989, contains policies and objectives as well as recommendations for hazardous waste minimization, recycling and reclaiming, treatment, and disposal. The plan identifies future hazardous waste treatment and disposal needs and establishes County-wide policy for waste treatment, transportation, and disposal. The plan also outlines criteria for choosing appropriate treatment and disposal sites. These criteria are discussed briefly in the "Safety Plan" section of this Element.

GOAL 4.0: Minimize risks to life and property associated with handling, transporting, treating, generating, and storage of hazardous materials.

Policy 4.1: Locate new and relocate existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be adversely affected by such activities.

Policy 4.2: Encourage and support the proper disposal of household waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Policy 4.3: Coordinate with Los Angeles County in sponsoring regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal.

Policy 4.4: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Huntington Park. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

Policy 4.5: Cooperate with the County in local implementation of applicable portions of the *Los Angeles Hazardous Waste Management Plan*.

Policy 4.6: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

UNDERGROUND HAZARDS (PIPELINES, STORAGE TANKS, AND SEPTIC TANKS)

Petroleum and Natural Gas Pipelines

Huntington Park is crisscrossed by numerous high-pressure natural gas and petroleum pipelines. Although these pipelines are generally well-constructed and maintained, construction and excavation in the vicinity of these lines creates a potential hazard if the lines are ruptured. Hazards include explosion, fire, spillage, and earth and groundwater contamination. The Office of Pipeline Safety of the U.S. Department of Transportation is the primary agency responsible for inspection and maintenance of pipelines running through the City. Although Huntington Park does not have regulatory mandate over these pipelines, the City can control land use within the areas most affected by them.

Storage Tanks

It is common for industrial users to store toxic materials, including gasoline and waste by-products from manufacturing, in underground storage containers. Overfilling storage tanks, leaking pipes, and leaking tanks can result in residual soil contamination. Huntington Park contains numerous underground tanks, some of which are in need of replacement and/or removal. The Los Angeles County Department of Public Works Waste Management Division conducts an underground tank program which monitors tank safety, including remediation plans to decontaminate soil in areas where leakage has occurred. In areas where tanks cannot be removed, they are filled in place.

The Huntington Park MEA, completed originally in October 1990, identifies tank leaks in Huntington Park as recorded by the State Water Resources Control Board. The underground tank program is an ongoing process, with continual monitoring and, where leaking tanks are discovered, remediation.

Septic Tanks

Most of Huntington Park's residential neighborhoods were originally served by on-site septic tanks. Although the entire City is now hooked up to the regional sewer system, many septic tanks still exist underground in single-family neighborhoods. Rupture of these tanks or disturbance of their leachfields could result in groundwater or soil contamination. The City requires

soil testing to detect the presence of underground septic tanks for all new development (with the exception of single-family homes whose building footprint does not extend beyond the original structure). If a septic tank is found, it must either be removed, filled, or circumvented by revision of the site plan.

GOAL 5.0: Minimize risks to life and property from underground hazards.

Policy 5.1: Consult with companies operating underground pipelines, as well as the Public Utilities Commission and Office of Pipeline Safety, to determine the likelihood of explosion or rupture in case of accident or earthquake.

Policy 5.2: Ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information about each line.

Policy 5.3: Ensure that the Disaster Response Plan includes procedures to deal with a pipeline accident.

Policy 5.4: Avoid locating of new residential development and other sensitive land uses in close proximity to major pipelines with a significant potential for explosion or fire.

Policy 5.5: Work with the County Department of Public Works to continue the underground storage tank abatement program.

Policy 5.6: Continue to require soil testing to detect the presence of old septic tanks and to implement the current septic tank removal and abatement program.

DISASTER PREPAREDNESS

The City of Huntington Park maintains a Disaster Response Plan which documents City policies to respond to major emergencies which threaten life, safety, and property. The Plan establishes a chain of command and outlines the responsibilities of various City departments in the event of an emergency. The Plan is further discussed in the following section.

GOAL 6.0: Protect residents, visitors, and workers, and ensure the continuity of vital services and functions in an emergency.

Policy 6.1: Maintain and regularly update the City's Disaster Response Plan.

Policy 6.2: Maintain implementing actions or procedures within the Plan for rescue efforts, medical efforts, emergency shelters, and provision of supplies.

Policy 6.3: Periodically inspect emergency shelters to ensure that equipment and supplies are available and operational.

Policy 6.4: Sponsor and support bilingual public education programs on emergency preparedness and disaster response. Distribute information about emergency planning to community groups, schools, churches, and business associations. Hold emergency drills to test the effectiveness of emergency preparedness plans.

THE SAFETY PLAN

This section of the Safety Element discusses emergency preparedness planning needed both to provide everyday safety and emergency services, and to respond to major disasters.

DISASTER RESPONSE PLAN

Huntington Park maintains a Disaster Response Plan (DRP) which was last updated in 1989. It is intended to minimize the loss of life and property, assist in responding to needs of households affected by disaster, and to provide for the rapid recovery of City services, utilities, schools, commerce, and industry. In the event of a disaster, the DRP will be the guidebook which City officials will use to restore normal conditions as quickly as possible.

Five hazards are presently covered by the DRP: earthquake, fire, communication systems failure, toxic and hazardous chemicals incident, and airplane crash.

AGENCY RESPONSIBILITIES AND COORDINATION

The City of Huntington Park contracts with the Los Angeles County Fire Department for fire and paramedic services, but maintains its own Police Department. (Goals and policies concerning law enforcement and fire protection are contained in the Public Facilities Element.) The Disaster Response Plan sets forth the assignments to be carried out by City and County departments in time of emergency. In addition to its normal law enforcement assignment, the Police Department has primary responsibility for the Emergency Operations Center, supported by the City Manager's Office. The Police Department is also jointly responsible for emergency communications, together with the Fire Department. Over and above its fire prevention and communications roles, the Fire Department is responsible for rescue operations. The Recreation Department is assigned the task of establishing shelters. The American Red Cross will

support Recreation Department staff at shelters and will have primary responsibility for emergency medical services, supported by paramedic units from the Fire Department. If the disaster is epidemic or threatens to spread by contaminated air or water, the Los Angeles County Public Health Department becomes the primary agency in dealing with this aspect of the emergency.

EMERGENCY SHELTERS IN TIME OF DISASTER

Responsibility for emergency care and shelter has been assigned to the City Recreation Department. Their role will be to assist the Red Cross, supporting them with personnel and facilities if needed. One or more mass care centers will be activated by the Red Cross as soon as possible after disaster strikes.

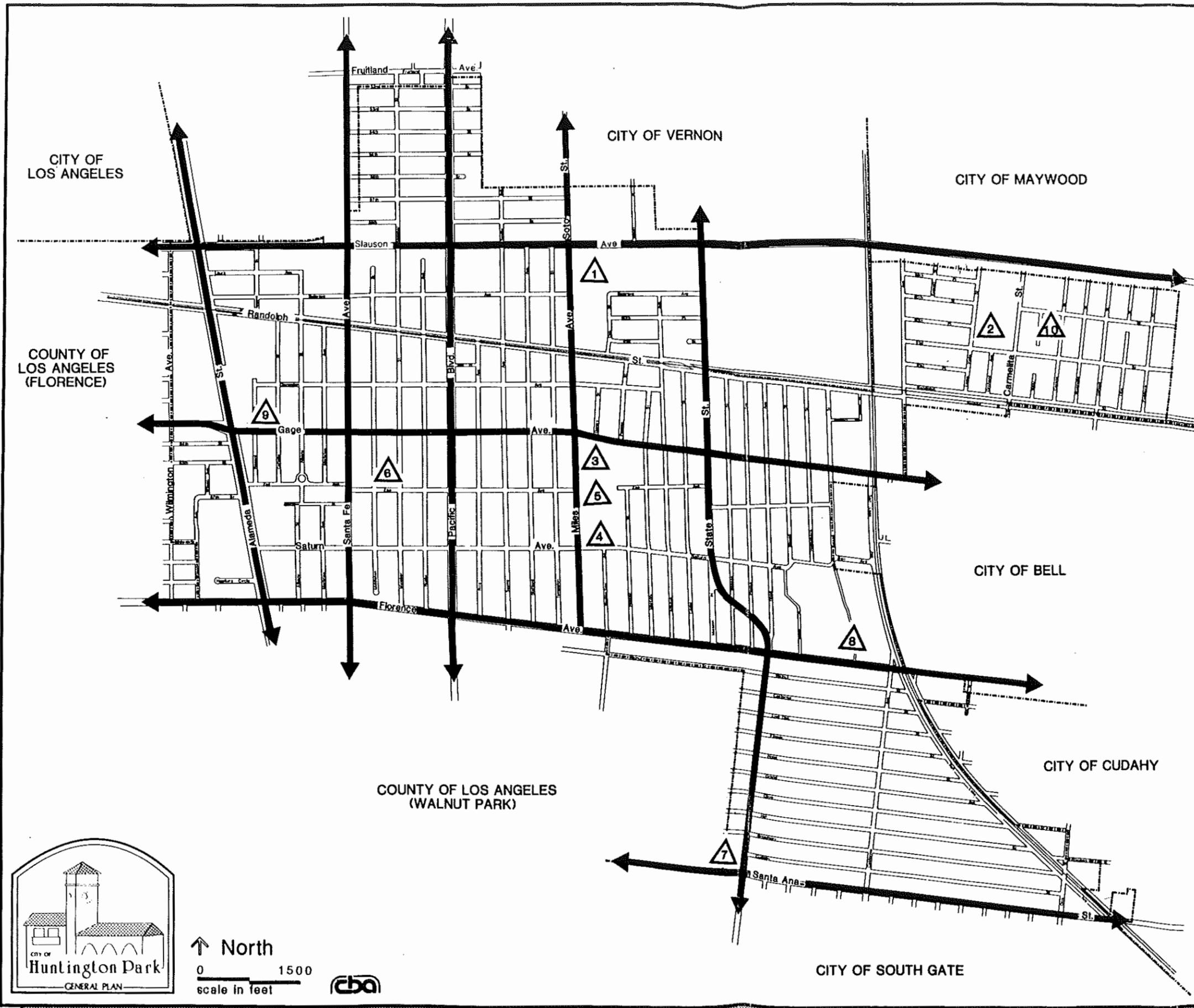
Mass care centers will be located at local schools and parks, as shown on Figure SA-3. The high school and junior high schools would be the first shelters activated by the Red Cross in case of emergency.

EVACUATION ROUTES

State guidelines require that the General Plan designate evacuation routes for the City. Definition of evacuation routes is dependent on the nature and extent of the disaster; the Disaster Response Plan does not establish them. Generalized evacuation routes are shown on Figure SA-3. Not all routes are likely to be open or passable in the event of a major catastrophe. Residents and workers should proceed as directed by public officials.

HAZARDOUS WASTE MANAGEMENT PLAN

The City of Huntington Park has adopted the *Los Angeles County Hazardous Waste Management Plan*, which establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined in the County plan



➔ Evacuation Routes *

△ Emergency Shelters

1. Huntington Park High School
2. Nimitz Junior High School
3. Gage Junior High School
4. Miles Avenue Elementary
5. Civic Center Park
6. Middleton Street Elementary
7. State Street Elementary
8. Municipal Park (Salt Lake)/ Bonelli Park ▲
9. West Side Park ▲
10. Corona Park

* Note: Evacuation routes to be used will depend on the type of emergency. These routes are generalized..

▲ Note: In the event of an earthquake, Municipal Park/ Bonelli Park (▲) and West Side Park (▲) would not be used, due to liquefaction potential.



↑ North
0 1500
scale in feet



Figure SA-3
Evacuation Routes
and Emergency
Shelters
February 18, 1992

will be used to review all proposals for such treatment and disposal facilities. A general description of the County's siting factors, objectives, and criteria is presented in Table SA-1.

Businesses using or producing hazardous materials shall be concentrated in the areas designated Industrial on the General Plan Land Use Policy Map. Through the environmental review process, the City will ensure such uses are removed from residential development, schools, and other sensitive land uses.

**TABLE SA-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS**

| OBJECTIVE | SITING CRITERIA |
|---|--|
| 1. Protect residents | <ul style="list-style-type: none"> ◦ Consider proximity to populations (minimum distance from residences of 2,000 feet). ◦ Consider proximity to immobile populations. |
| 2. Ensure the structural stability and safety of the facility | <p>Avoid locating facility near:</p> <ul style="list-style-type: none"> ◦ Floor hazard areas/floodplains; ◦ Areas subject to tsunamis, seiches and storm surges; ◦ Dam failure inundation areas; and ◦ Active or potentially active faults (minimum distance of 200 feet). <p>Require engineered design safety features for:</p> <ul style="list-style-type: none"> ◦ Slope stability (unstable soils); and ◦ Subsidence/liquefaction. |
| 3. Protect surface water | <p>Avoid locations near aqueducts and reservoirs.</p> <ul style="list-style-type: none"> ◦ Proximity to supply wells and well fields should be outside the cone of depression created by pumping a well or well field. |
| 4. Protect groundwater | <ul style="list-style-type: none"> ◦ Avoid facility location near major aquifer recharge areas. |
| 5. Protect air quality | <ul style="list-style-type: none"> ◦ Consider avoiding PSD air areas. ◦ Consider avoiding nonattainment air areas. |

**TABLE SA-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)**

| OBJECTIVE | SITING CRITERIA |
|---|---|
| 6. Protect environmentally sensitive areas | <p>Avoid facility location in:</p> <ul style="list-style-type: none"> o Wetlands; o Close proximity to habitats of threatened and endangered species; o Prime agricultural areas; o Recreational, cultural, and aesthetic resource areas; o Close proximity to public facilities; and o Areas of potential mineral deposits/resources. <p>Permitted on case-by-case basis:</p> <ul style="list-style-type: none"> o Federal and State lands. |
| 7. Ensure safe transportation of hazardous waste | <ul style="list-style-type: none"> o Consider proximity to areas of waste generation (waste generation stream). o Locate close distance to waste generation source, except for residuals repositories. o Road networks should not utilize local residential streets. o Follow highways with low to average AADT and accident rates. o Consider capacity vs. AADT of access route. |
| 8. Protect social and economic development goals of the community | <ul style="list-style-type: none"> o Facilities should locate in industrial, commercial and specially zoned lands. o Potential changes in real property values require independent study. o Potential changes in employment require independent study. |

Source: Los Angeles County Hazardous Waste Management Plan, 1989
 Abbreviations: PSD = Prevention of Significant Deterioration
 AADT = Average Annual Daily Traffic

City of Huntington Park General Plan

Noise Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
NOISE ELEMENT**

FEBRUARY 18, 1992

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INTRODUCTION TO THE NOISE ELEMENT

The control of noise is an important part of preserving the quality of a community. The development of effective strategies to reduce excessive noise is essential to creating a safe and compatible living and working environment. Since 1971, the noise element has been one of the seven mandatory elements of a general plan.

PURPOSE OF THE NOISE ELEMENT

The noise element of a general plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. A noise element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. This Noise Element establishes goals, policies, and programs to ensure that Huntington Park residents will be protected from excessive noise.

SCOPE AND CONTENT OF THE ELEMENT

The Noise Element follows guidelines in the State Government Code Section 65301(f) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near- and long-term levels of growth and noise-generating activity. The information will become a guideline for the development of goals and policies to achieve noise compatible land uses. This information also identifies baseline noise levels and sources for the identification of local noise ordinance enforcement. The Element is divided into three sections as follows:

Introduction - including a description of the Purpose and Scope of the Element, a description of current and projected noise conditions, and Issues Identification presenting the noise issues in the City that are to be addressed within the Noise Element.

Goals and Policies - defining the goals of the Noise Element and the City's general approach to achieve stated goals.

The Noise Plan - defining strategies that the City will implement to achieve the goals of the Element.

RELATED PLANS AND PROGRAMS

Several local and State laws regulate point source noise and establish standards to protect community residents from excessive noise.

Huntington Park Municipal Code

The City of Huntington Park has adopted several noise ordinances into its Municipal Code which set standards for noise levels citywide and provide the means to enforce the reduction of obnoxious or offensive noises. Ordinance # 459-NS regulates vehicle radios, # 472-NS regulates parties or assemblages, # 1251 regulates noise nuisances, and # 952 regulates radios, stereos, and musical instruments during evening hours.

State Noise Insulation Standards

Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

CURRENT AND PROJECTED NOISE CONDITIONS

This section describes the current and projected noise environments within the City of Huntington Park. These descriptions are based on an identification of noise sources and noise-sensitive land uses, a survey of existing noise in the community, noise contour maps, and projections of the noise environment at full implementation of the General Plan.

Sources of Noise

The sources of noise in Huntington Park fall into four basic categories. These are:

- o major and minor arterial roadways;
- o trains (from the two Southern Pacific rail lines and one Union Pacific rail line);
- o aircraft overflights; and
- o stationary sources (such as leaf blowers, construction activity, delivery trucks, and street sweepers).

Each noise source and its impacts on the noise environment of Huntington Park are summarized in the following paragraphs.

Major and Minor Arterial Roadways: Traffic noise on surface streets is a significant source of noise within the community. The major roadways in the City include: Slauson Avenue, Randolph Street, Gage Avenue, Florence Avenue, Alameda Street, Santa Fe Avenue, Pacific Boulevard, Soto Street/Miles Avenue, State Street, and Salt Lake Avenue.

Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic, and gradient of the roadway. In general, most of the land uses along the major roadways are commercial, open space, and industrial. However, there are some single-family and multi-family areas, as well as public facilities, that are located along many of these roadways.

Train Operations: The City is crossed by three major railroad lines. Train traffic on the two Southern Pacific rail lines that run along the west and north edge of the City is a significant source of noise within the community. The Union Pacific rail line that runs along the eastern border of the City is also a significant source of noise. These three lines are used by freight trains.

The railroad lines traverse both commercial and residential property, and generate significant noise levels. Any residential developments located along these railroad lines will require substantial sound insulation to mitigate noise to an acceptable level.

Aircraft Operations: There are no airports located in Huntington Park, nor are there any specific flight corridors that overfly the City. As with most municipalities located near or in an urban area, the community is subject to occasional single-event noise intrusions from aircraft. However, these occur only occasionally and are not considered a major source of noise in Huntington Park.

Stationary Sources: Major causes of noise due to stationary sources are the industrial areas located along the two Southern Pacific rail lines and one Union Pacific rail line. There are some commercial and industrial land uses located near residential areas which generate occasional noise impacts. The primary noise associated with these facilities is caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Other significant stationary noise sources in the City include noise from construction activity, street sweepers, and gas powered leaf blowers.

Noise-Sensitive Receptors

Housing is the most predominant and noise-sensitive land use in Huntington Park. This land use is considered especially noise-sensitive because (1) considerable time is spent by individuals at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area.

Additionally, the City of Huntington Park has a number of educational facilities, churches, medical facilities, a library, senior housing, and park and recreation facilities that are considered noise-sensitive. The location of residential areas, schools, and parks are shown on the General Plan Land Use Policy Map.

Community Noise Measurement Survey

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted in Huntington Park. The survey determined existing noise levels at noise sensitive land uses and provided an accurate description of the ambient noise levels in various areas throughout the City.

Ambient noise measurements are designed to provide a "snapshot" indication of noise at the measurement site. This snapshot will provide a representative measurement of the noise levels at

a particular location and information on the sources of noise in the area.

The stationary source measurements are used to evaluate several non-mobile sources of noise in the community. The locations of the measurement sites are shown on Figure N-1. The methodology used in the measurements is summarized in the Noise Element Technical Appendix available for review at City Hall. The actual noise levels, the primary noise sources at each site, and other pertinent data are also presented in the Technical Appendix.

Community Noise Contours

The noise environment for Huntington Park can be described using noise contours developed for the major noise sources within the City. These contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown are the 60 and 65 dB CNEL (Community Noise Equivalency Level) contours. CNEL is a 24-hour time-weighted average noise level where noise which occurs during sensitive time periods is weighted more heavily.

Noise contours for Huntington Park were developed based on existing traffic levels, train operations, and assumptions and methods used to develop the contours are explained in the Technical Appendix.

Huntington Park noise contours are presented in Figures N-2 and N-3. Figure N-2 shows the noise environment as monitored in 1990 for existing land uses and traffic on major streets in the City. Figure N-3 shows the future noise environment as it would exist at full implementation of the General Plan.

The inclusion of an area within a 60 or 65 CNEL contour on Figure N-2 or N-3 indicates that noise levels are high enough to be of potential concern, but does not imply that excessive noise levels are present uniformly on all sites within the area. Buildings, walls, berms, and changes in topography affect noise levels. Some locations may be screened from noise impact by the presence of one or more of these features.

CITY OF LOS ANGELES

COUNTY OF LOS ANGELES (FLORENCE)

CITY OF VERNON

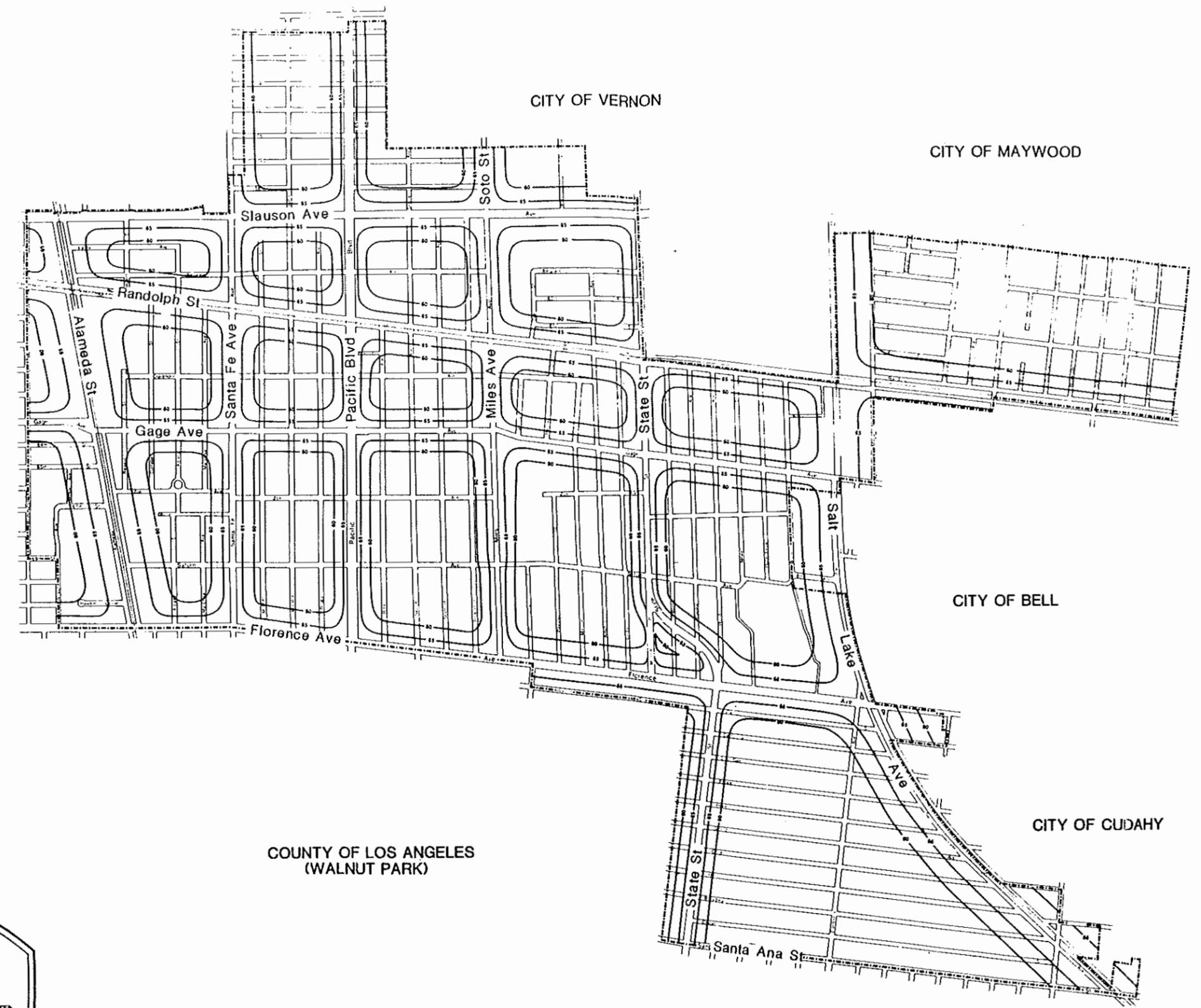
CITY OF MAYWOOD

CITY OF BELL

CITY OF CUDAHY

COUNTY OF LOS ANGELES (WALNUT PARK)

CITY OF SOUTH GATE



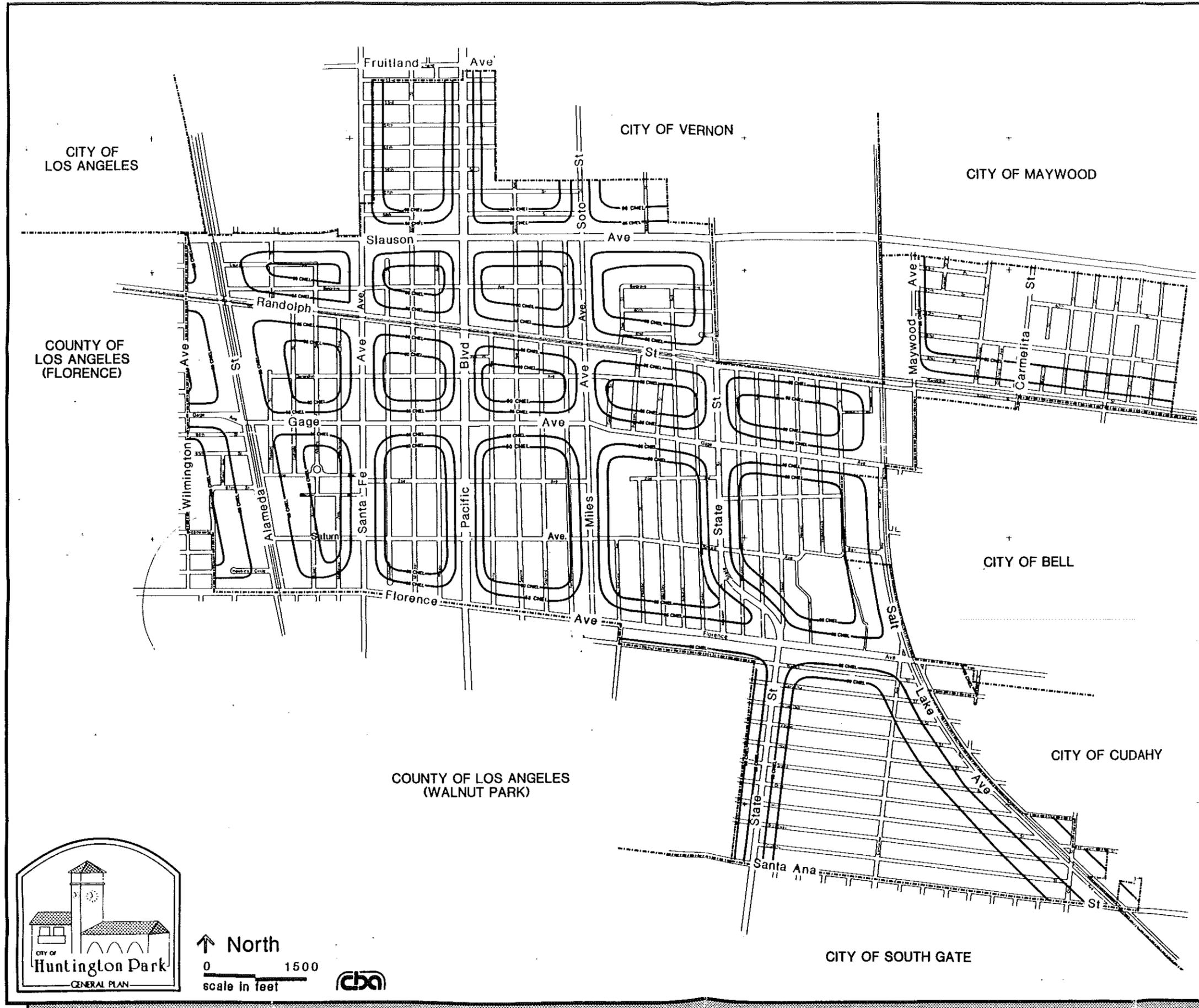
SOURCE: Mestre Greve Associates



↑ North
0 1500
scale in feet



Figure N-2
Existing 60 and 65
CNEL Noise
Contours
February 18, 1992



SOURCE: Mestre Greve Associates



↑ North
 0 1500
 scale in feet

Figure N-3
 Future 60 and 65
 CNEL Noise
 Contours
 February 18, 1992

60 CNEL: The 60 CNEL contour defines the Noise Study Zone. The noise environment for any proposed noise-sensitive land use (for example, single- or multi-family residences, hospitals, schools, or churches) within this zone should be evaluated on a project specific basis. The project may require mitigation to meet City and/or State (Title 24) standards. A site- and project-specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of land use. Some sites may already be sufficiently protected by existing walls or berms that no further mitigation measures are required.

65 CNEL: The 65 CNEL contour defines the Noise Mitigation Zone. Within this contour, new or expanded noise-sensitive developments should be permitted only if appropriate mitigation measures, such as barriers or additional sound insulation, are included and City and/or State noise standards are achieved. In some instances it may be possible to show that existing walls, berms, or screening may exist such that required mitigation is already in place.

Through implementation of noise/land use compatibility standards in this Element, the City may choose to discourage some types of noise-sensitive land uses in these areas, including hospitals, libraries, schools, auditoriums, and concert halls, rather than to require mitigation measures.

Areas of Special Concern

Unshielded areas directly along Randolph Street, Alameda Street, and Salt Lake Avenue will be subjected to noise levels in excess of 70 CNEL. Unshielded areas adjacent to most other arterial roadways throughout the City, including Slauson Avenue, Gage Avenue, Florence Avenue, Santa Fe Avenue, Pacific Boulevard, Soto Street/Miles Avenue, State Street, and Maywood Avenue, will experience noise levels in excess of 65 CNEL.

Significant levels such as these are of most concern when residential and other noise-sensitive uses are impacted. The exterior environment in single- and multi-family residential neighborhoods, particularly along Salt Lake and Randolph, will become increasingly unpleasant as sound levels increase. However, in highly urbanized environments like Huntington Park, acceptance of higher noise levels may be necessary to provide continued and expanded opportunities for housing.

Rising noise levels along Alameda have potentially significant implications for the addition of high-density housing in the area between Gage and Zoe, in consistency with the Land Use Policy Map. Residential development in areas with a CNEL exceeding 70 dB is considered normally unacceptable, and new construction or development should generally be discouraged. If new housing does proceed, detailed analysis of on-site noise conditions and sound attenuation requirements is essential. Unless extensive berms or barriers are provided, the outdoor environment likely will remain uncomfortable and unpleasant. However, the eventual depression of the Alameda rail corridor will result in a significant reduction in ambient noise levels.

Protected sites along Pacific Boulevard downtown may be more desirable than the area along Alameda. Along Pacific, residential development is permitted above existing parking areas. These areas are set back from the street and shielded by retail frontage. Under these conditions, the retail commercial structures will act as barriers, improving the noise environment directly behind them. Residential uses, which are permitted on upper floors above retail uses, will not be as buffered from street noise as the units to be built in the rear.

Noise Control

Transportation noise is the most serious noise problem in Huntington Park. However, local government has little direct control of transportation noise at the source. State and federal agencies have the responsibility to control vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is by reducing noise impact on the community. Mitigation through site planning and the design and construction of a noise barrier (generally a wall or berm) are the most common ways of alleviating traffic noise impacts in existing urban environments. Figure N-4 illustrates some of these ways.

Tables N-1 and N-2 show standards and criteria that specify acceptable limits of noise for various land uses throughout Huntington Park. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. Table N-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of the specific noise standards presented in Table N-2 and represent City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City

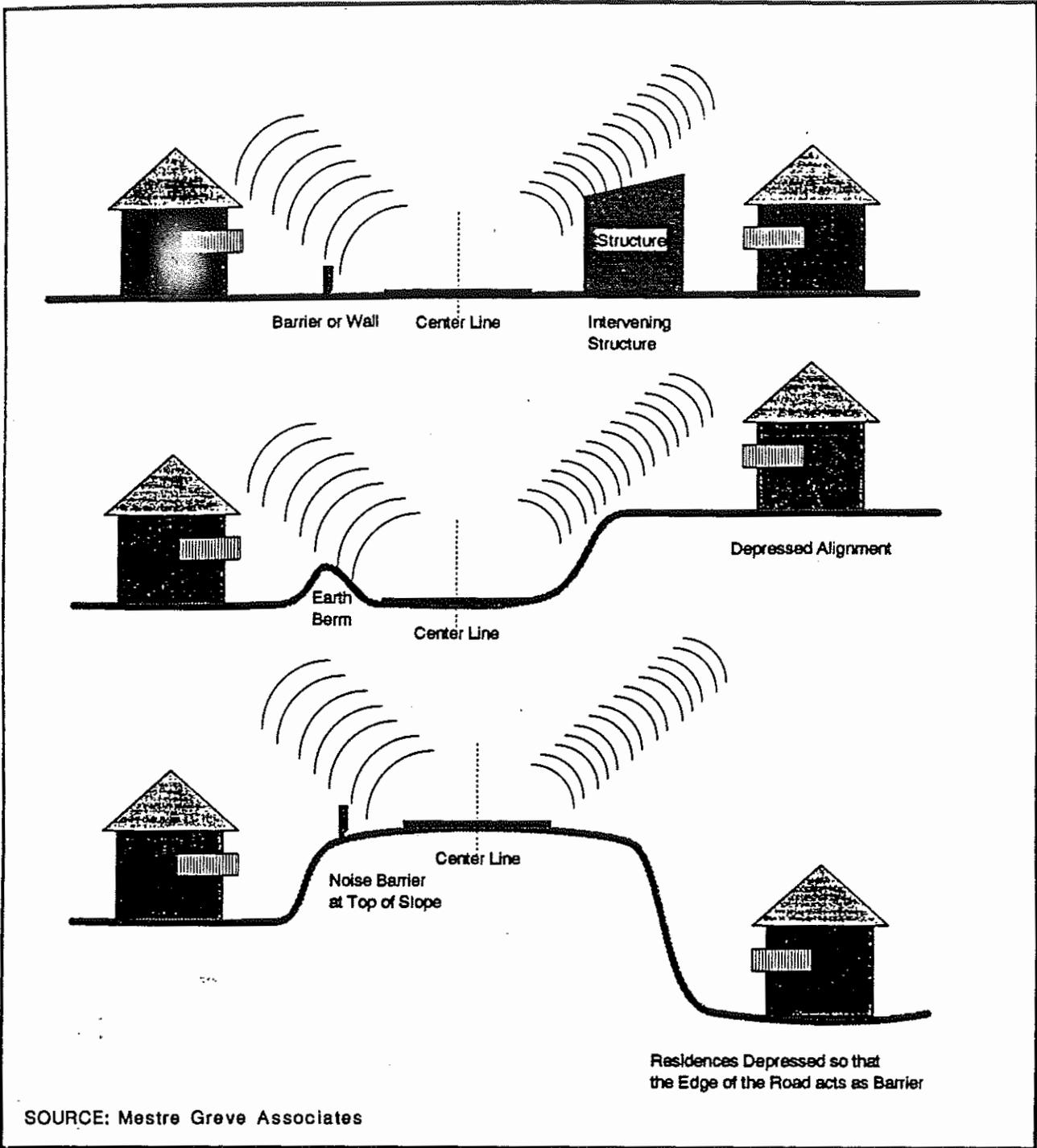


Figure N-4
Examples of a Noise Barrier Effect

February 18, 1992



**TABLE N-1
NOISE/LAND USE COMPATIBILITY MATRIX**

| LAND USE CATEGORIES | | COMMUNITY NOISE EQUIVALENT LEVEL CNEL | | | | | | |
|---|--|--|----|----|----|----|-----|---|
| CATEGORIES | USES | <55 | 60 | 65 | 70 | 75 | 80> | |
| RESIDENTIAL | Single Family, Duplex, Multiple Family | A | A | B | B | C | D | D |
| RESIDENTIAL | Mobile Homes | A | A | B | C | C | D | D |
| COMMERCIAL Regional, District | Hotel, Motel, Transient Lodging | A | A | B | B | C | C | D |
| COMMERCIAL Regional, Village District, Special | Commercial Retail, Bank, Restaurant, Movie Theater | A | A | A | A | B | B | C |
| COMMERCIAL INDUSTRIAL INSTITUTIONAL | Office Building, Research and Develop- ment, Professional Offices, City Office Building | A | A | A | B | B | C | D |
| COMMERCIAL Recreation INSTITUTIONAL Civic Center | Amphitheater, Concert Hall Auditorium, Meeting Hall | B | B | C | C | D | D | D |
| COMMERCIAL Recreation | Children's Amusement Park, Miniature Golf Course, Co-cart Track; Equestrian Center, Sports Club | A | A | A | B | B | D | D |
| COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL | Automobile, Service Station, Auto Dealership, Manufacturing, Warehous- ing, Wholesale, Utilities | A | A | A | A | B | B | B |
| INSTITUTIONAL General | Hospital, Church, Library, Schools' Classroom | A | A | B | C | C | D | D |
| OPEN SPACE | Parks | A | A | A | B | C | D | D |
| OPEN SPACE | Golf Course, Cemeteries, Nature Cen- ters, Wildlife Habitat | A | A | A | A | B | C | C |
| AGRICULTURE | Agriculture | A | A | A | A | A | A | A |

ZONE A Specified land use is satisfactory, based upon the assumption that any buildings involved are of
CLEARLY COMPATIBLE normal conventional construction without any special noise insulation requirements.

ZONE B New construction or development should be undertaken only after detailed analysis of the noise
NORMALLY COMPATIBLE reduction requirements are made and needed noise insulation features in the design are determined.
Conventional construction, with closed windows and fresh air supply systems or air conditioning, will
normally suffice.

ZONE C New construction or development should generally be discouraged. If new construction or
NORMALLY INCOMPATIBLE development does proceed, a detailed analysis of noise reduction requirements must be made and needed
noise insulation features included in the design.

ZONE D New construction or development should generally not be undertaken.
CLEARLY INCOMPATIBLE

Source: Mestre Greve Associates

**TABLE N-2
INTERIOR AND EXTERIOR NOISE STANDARDS**

| LAND USE CATEGORIES | | CNEL | |
|---|---|-----------------------|-----------------------|
| CATEGORIES | USES | INTERIOR ¹ | EXTERIOR ² |
| RESIDENTIAL | Single Family Duplex, Multiple Family | 45 ³ | 65 |
| | Mobile Home | - | 65 ⁴ |
| COMMERCIAL INDUSTRIAL INSTITUTIONAL | Hotel, Motel, Transient Lodging | 45 | - |
| | Commercial Retail, Bank, Restaurant | 55 | - |
| | Office Building, Research and Development, Professional Offices, City Office Building | 50 | - |
| | Amphitheater, Concert Hall, Auditorium, Meeting Hall | 45 | - |
| | Gymnasium (Multipurpose) | 50 | - |
| | Sports Club | 55 | - |
| | Manufacturing, Warehousing, Wholesale, Utilities | 65 | - |
| | Movie Theatres | 45 | - |
| INSTITUTIONAL | Hospital, Schools' classroom | 45 | 65 |
| | Church, Library | 45 | - |
| OPEN SPACE | Parks | - | 65 |

1. Indoor environment including: Bathrooms, toilets, closets, corridors
2. Outdoor environment limited to:
 - Private yard of single family
 - Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
 - Balconies 6 feet deep or less are exempt
 - Mobile home park
 - Park's picnic area
 - School's playground
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
4. Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.

Source: Mestre Greve Associates

to ensure integrated planning for compatibility between land uses and outdoor noise. However, given the overriding need for additional housing in Huntington Park and the scarcity of available sites in non-noise impacted areas, development of residential uses in high noise areas may sometimes be necessary, and will be attenuated to the greatest extent feasible through site and building design features.

The noise levels presented in Table N-1 represent exterior noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The noise standards, Table N-2, should be consulted for determination of noise compatibility with existing developments.

ISSUE IDENTIFICATION

Transportation Noise Control

The City of Huntington Park contains several transportation-related noise sources, including railroad operations, major arterials, and collector roadways. These sources are the major contributors of noise in Huntington Park. Cost-effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

Noise and Land Use Planning Integration

Information relative to the existing and future noise environment within Huntington Park should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments.

Community Noise Control for Non-Transportation Noise Sources

Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from non-transportation sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of a comprehensive City Noise Ordinance.

NOISE ELEMENT GOALS AND POLICIES

The following goals and policies provide the primary directions for the City of Huntington Park for the effective control of community noise.

TRANSPORTATION NOISE CONTROL

In those areas where transportation noise represents a threat to the public health and welfare, the City will reduce noise hazards to safe levels. In those areas where transportation noise degrades the environment, but not to an extent that represents an immediate hazard to public health and welfare, the City will reduce environmental degradation as much as feasible and practical within the limits imposed by conflicting objectives.

GOAL 1.0: Reduce noise impacts from transportation noise sources.

Policy 1.1: Require construction of barriers to shield noise-sensitive uses from excessive noise.

Policy 1.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Huntington Park.

Policy 1.3: Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.

Policy 1.4: Enforce City, State, and federal noise standards, especially those for mufflers and modified exhaust systems.

Policy 1.5: Monitor noise from buses and other heavy vehicles in residential areas. If necessary, consider alternate circulation routes for those types of vehicles.

Policy 1.6: Discourage through-traffic in residential neighborhoods by use of speed bumps and/or one-way streets.

Policy 1.7: Require that new equipment purchased by the City of Huntington Park comply with noise performance standards.

NOISE AND LAND USE PLANNING INTEGRATION

Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning, design, and permitting of a project. The City desires to prevent future land use and noise conflicts through the planning and approval process.

GOAL 2.0: Incorporate noise considerations into land use planning decisions.

Policy 2.1: Establish targeted limits of noise for various land uses throughout the community, in accordance with Table N-2.

Policy 2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas, in accordance with Table N-1.

Policy 2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.

Policy 2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.

Policy 2.5: Discourage and, if necessary, prohibit the location of noise-sensitive land uses in noisy environments.

GOAL 3.0: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Policy 3.1: Enforce the 65 db(A) State standard for exterior noise levels for all commercial uses.

Policy 3.2: Require that a minimum of fifteen (15) feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.

Policy 3.3: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy 3.4: Prohibit truck deliveries to commercial and industrial properties abutting residential uses before 7 a.m. and after 9 p.m. unless there is no feasible alternative.

GOAL 4.0: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.

Policy 4.1: Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.

Policy 4.2: Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

Policy 4.3: Orient mixed use residential units away from major noise sources.

Policy 4.4: Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

NON-TRANSPORTATION NOISE CONTROL

The adoption of a comprehensive noise ordinance will improve control of non-transportation noise impacts, and will also assist the City in preserving the low noise levels which exist in some residential areas. The City has several use-specific noise ordinances (refer to Municipal Code discussion on page 2) which could be more effective if they were integrated into a comprehensive ordinance. Until this is accomplished, strict adherence to the City's existing ordinances is essential.

GOAL 5.0: Develop measures to control non-transportation noise impacts.

Policy 5.1: Review the City's existing noise ordinances and revise them as necessary to better regulate noise-generating uses. Ensure strict enforcement.

Policy 5.2 Consider adoption of a comprehensive City Noise Ordinance to regulate hours of operation and control excessive noise from lawn blowers, trimmers, construction activity, street sweepers, machinery, and other disturbances.

Policy 5.3: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.

Policy 5.4: Establish and maintain coordination among the agencies involved in noise abatement.

THE NOISE PLAN

In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. The following are the strategies that the City should consider implementing to control the impacts of noise in Huntington Park.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of State and federal preemption (for example, State motor vehicle noise standards and federal air regulations), policies should be focused on reducing the impact of the noise on the community.

The City of Huntington Park contains several transportation-related noise sources including railroad operations, major arterials, and collector roadways. These sources are the major contributors of noise in Huntington Park.

Strategy 1

Ensure the employment of noise mitigation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation and other agencies to provide for acoustical protection of existing noise-sensitive land uses affected by these projects.

Strategy 2

Require the use of walls and berms in the design of residential and other noise-sensitive land uses that are adjacent to major roads, commercial uses, or industrial areas.

Strategy 3

Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential and other noise-sensitive land uses.

Strategy 4

Enforce the State motor vehicle noise standards for cars, trucks, and motorcycles.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and future noise environments within Huntington Park should be integrated into future land use planning decisions. The Element presents the existing and future noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning to the maximum extent feasible. These measures are intended to prevent future noise and land use incompatibilities.

Strategy 5

Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-1 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis of specific noise standards. These standards, presented in Table N-2, define City policy related to land uses and acceptable noise levels.

Strategy 6

Incorporate noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses.

Strategy 7

Enforce the provisions of the State of California Uniform Building Code, which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires special construction features to be incorporated within project design to attain this interior noise standard when the outdoor noise levels exceed 65 dB CNEL. The Noise Referral Zones (the 65 dB CNEL contour) can be used to determine when this standard needs to be addressed. The code requires that this standard be applied to all

new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings.

NON-TRANSPORTATION NOISE CONTROL

People must be protected from excessive noise from non-transportation sources, including commercial and industrial centers. These impacts are most effectively controlled through the application of a City Noise Ordinance.

Strategy 8

Adopt and enforce a comprehensive City Noise Ordinance. The ordinance will protect people from non-transportation related noise sources such as music, machinery, pumps, and air conditioners.

Strategy 9

Require that any proposed development projects demonstrate compliance with the City Noise Element and Ordinance prior to project approval.

Strategy 10

Require construction activity to comply with limits established in the City Noise Ordinance.

Strategy 11

Continue the cooperative efforts of the City's Police, Building, and Code Enforcement departments to enforce noise control measures in Huntington Park.

Strategy 12

Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime noise limits of the noise ordinance.

City of Huntington Park General Plan

Public Facilities Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
PUBLIC FACILITIES ELEMENT**

FEBRUARY 18, 1992

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INTRODUCTION TO THE PUBLIC FACILITIES ELEMENT

Much of the background information necessary to formulate the goals and policies contained in this Element is included in the City's Master Environmental Assessment (MEA). The MEA addresses many issues including public services and utilities. The MEA also identifies the organizations responsible for providing the public facilities within the City and the level of services provided.

PURPOSE OF THE PUBLIC FACILITIES ELEMENT

The purpose of the Public Facilities Element is to provide guidelines for the planned provision of adequate public facilities to serve the community. Other purposes of this Element include outlining provisions for the reduction of demand on certain facilities and maintaining an adequate level of service. This Element identifies those public facilities necessary for the City's functioning and development.

Public facilities are divided into two components: public services and infrastructure. The public service component includes law enforcement, fire protection, and educational, civic, institutional, and cultural facilities. Infrastructure includes facilities necessary to distribute power (natural gas and electricity), water (storm water runoff, wastewater, and potable water), and telecommunications. Infrastructure also includes water and wastewater treatment facilities and solid waste facilities such as landfills, but does not include circulation infrastructure (streets and highways) which is covered under the Circulation Element.

The Public Facilities Element is an optional element of the General Plan. However, once adopted, this Element carries the same force and effect as mandatory elements and must be internally consistent with other elements of the General Plan.

RELATED PLANS AND PROGRAMS

As part of the provision of public facilities, public agencies prepare and adopt facility master plans to guide the development and maintenance of facilities within their jurisdictions. Public facilities in Huntington Park are provided at the City and County level as well as by private companies and service districts.

Facility plans that have been adopted include the County Solid Waste Management Plan, the Los Angeles Unified School District School Facility Master Plan, and the County's 1985 Plan for Flood Control and Water Conservation. Additionally, the U.S. Army Corps of Engineers is currently preparing a study of the Los Angeles County Drainage Area.

The County's Public Facilities Element of its General Plan relates to the content of this Element, as many of the City's public services are provided through contract agreements with the County.

SCOPE AND CONTENT OF THE ELEMENT

This Element is comprised of two additional sections: Public Facilities Goals and Policies and the Public Facilities Plan. The former contains goals and policies specifically concerned with providing adequate public facilities to serve the City. The latter identifies the public facilities in the City and the requirements for the expansion or addition of new facilities.

PUBLIC FACILITIES ELEMENT GOALS AND POLICIES

The goals and policies contained in this Element focus on ensuring that adequate public facilities are available to City residents so that development may take place in an orderly manner and existing public facilities are maintained. The following goals and policies are grouped by public facility.

LAW ENFORCEMENT, FIRE, AND EMERGENCY MEDICAL SERVICES

Part of the City's quality of life depends upon the ability of residents and business owners to receive adequate protection during emergencies such as fires or accidents. The City contracts with the Los Angeles County Fire Department (LACFD) for fire protection and paramedic services. Currently, levels of service for fire and paramedic services are adequate and meet the local criteria established.

The City of Huntington Park operates its own Police Department. The City maintains a mutual aid agreement with the Los Angeles County Sheriff's Department, along with most of the police departments in the area, for support services should a major incident occur that requires assistance. With one of the higher crime rates in the southeast Los Angeles region, it is essential that the City maintain a strong police force to ensure community safety.

GOAL 1.0: Maintain desirable levels of police, fire, and emergency medical services in the City.

Policy 1.1: Periodically evaluate services and service criteria to ensure the City has adequate police, fire, and emergency medical services.

Policy 1.2: Pursue State and federal monies to offset the cost of emergency services.

Policy 1.3: Coordinate with the County of Los Angeles Fire Department for the continued provision of adequate fire protection.

Policy 1.4: Assess the impacts of incremental increases in development density and related traffic congestion on fire hazards and emergency response time, and ensure, through the design review process, that new development will not result in reduced emergency services below acceptable levels.

Policy 1.5: Continue to cooperate with the Los Angeles County Sheriff's Department, along with other nearby police departments, to provide back-up police assistance in emergency situations.

Policy 1.6: Promote the use of defensible space concepts (e.g., site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

Policy 1.7: Require all new commercial and multiple-unit residential development to install fire protection systems and encourage the use of automatic sprinkler systems.

Policy 1.8: Enhance public awareness and participation in crime prevention. Develop new and expand existing educational programs, in both Spanish and English, dealing with personal safety awareness, such as neighborhood watch and commercial association watch/protection programs.

INTERAGENCY COORDINATION AND COOPERATION

Huntington Park's public facilities are provided by the City, County, other public agencies, public utilities, and private companies. Coordination among these diverse institutions is important to provide the highest level of public services in an efficient manner that does not duplicate efforts.

GOAL 2.0: Provide efficient public services and utilities through interagency coordination and cooperation.

Policy 2.1: Notify other agencies of proposed actions and programs to permit coordination and cooperation.

Policy 2.2: Coordinate provision of related services and utilities with other agencies.

Policy 2.3: Avoid duplicating services or utilities which are provided by another agency.

QUALITY EDUCATION

Huntington Park is a family-oriented community with a large proportion of school-aged children who are served by the Los Angeles Unified School District. While overcrowding currently affects most of the schools which serve Huntington Park, the construction of several new schools and expansion of existing schools are anticipated to alleviate overcrowding.

Most schools attended by Huntington Park residents are operating either at capacity or slightly above design capacity. Portable classrooms have been added to many sites to expand capacity, and the majority of schools are now operating on a year-round schedule. All of the schools bus children out of the service area to relieve overcrowding.

Schools in Huntington Park are some of the most densely populated in the nation. The City is concerned that the School District's programs to alleviate overcrowding are having a detrimental effect on Huntington Park students and families. Fully occupied schools, combined with busing programs, have resulted in Huntington Park resident students not attending their local schools and traveling long distances between home and school. The City of Huntington Park, in coordination with the Los Angeles Unified School District, wants to ensure that local schools are available for local students and that school overcrowding is eliminated by all feasible means, in particular new construction in place of portable classrooms.

GOAL 3.0: Provide opportunities for a quality education to all residents.

Policy 3.1: Coordinate with the Los Angeles Unified School District as it locates new educational facilities.

Policy 3.2: Coordinate with the Los Angeles Unified School District as it expands and upgrades existing educational facilities.

Policy 3.3: Coordinate with the Los Angeles Unified School District in the development and utilization of joint school/park facilities.

QUALITY LIBRARY SERVICE

Library service is provided to the City by the Los Angeles County Public Library system. The provision of adequate library facilities to City residents is important to the overall quality of education. The City will work to maintain library services appropriate to adequately serve the City's population.

GOAL 4.0: Cooperate with the County of Los Angeles in maintaining adequate library facilities to serve City residents.

Policy 4.1: Identify library service needs for the City.

Policy 4.2: Provide additional parking for the library facility to encourage additional library use.

QUALITY WATER AND SEWER SERVICE

As Southern California's demand for imported water grows, the conservation of water has become an important issue, particularly during drought conditions. Water conservation can be accomplished at local and regional levels. The following goal and policies are directed toward maintaining the level of quality water and wastewater service in the City.

GOAL 5.0: Maintain a consistent level of quality water and sewer services.

Policy 5.1: Work closely with local water districts in determining future area needs.

Policy 5.2: Identify and implement water conservation programs.

Policy 5.3: Utilize reclaimed wastewater for irrigating public and private lands wherever possible.

Policy 5.4: Encourage the use of drought-resistant landscaping to reduce overall City water use. Consider adopting an ordinance to require xeriscape in all new development.

Policy 5.5: Coordinate with local water districts the replacement of water and sewer facilities with other City capital improvement projects.

Policy 5.6: Ensure that adequate water and sewer service is available as redevelopment occurs.

STORM DRAINAGE CONTROL

Storm drainage facilities are provided to the City under contract with the Los Angeles County Flood Control District. As the City ages, the replacement of the storm drainage facilities will be necessary. The following policies are incorporated into this Element to ensure that local facilities are maintained and replaced as needed.

GOAL 6.0: Provide necessary storm drainage control.

Policy 6.1: Improve the existing storm drainage system by correcting identified deficiencies.

Policy 6.2: Develop a long-range program for replacing aging drainage system components.

Policy 6.3: Develop, adopt, and administer stormwater management regulations which have the overall goal of maintaining stormwater runoff to a level no greater than that associated with increases in base flood elevations.

CONTROL OF SOLID WASTE

As landfills in Los Angeles County rapidly reach their capacities, and new landfills become increasingly more difficult to establish, the need to reduce the solid waste generation rate has become critical. Local jurisdictions can work to reduce waste generated within their boundaries to decrease the rate at which local landfills are being filled. The solid waste in the City is collected by private waste collection services and disposed of at the Puente Hills, BKK, Spadra, and Chiquita Canyon landfills.

Los Angeles County solid waste policies and programs are detailed in the Los Angeles County Solid Waste Management

Plan, Volume I. Huntington Park cooperates with the County's plan in reducing the amount of waste produced in the City by establishing goals and policies that complement the plan's provisions.

GOAL 7.0: Provide necessary control of solid waste generation and disposal.

Policy 7.1: Develop a solid waste recycling program as required by State legislation to delay the need for development of new landfill sites.

Policy 7.2: Work closely with the County of Los Angeles in developing strategies and programs to reduce the volumes of solid waste generated in the City.

Policy 7.3: Develop or participate in a citywide curbside recycling program.

Policy 7.4: Encourage the placement of drop-off stations for recyclable material in convenient locations throughout the City.

Policy 7.5: Encourage waste reduction, recycling, and use of recycled materials within City government.

Policy 7.6: Encourage composting as an alternative to disposal for organic wastes.

Policy 7.7: Encourage public education on litter and indiscriminate dumping.

Policy 7.8: Encourage community involvement in litter clean-up.

Policy 7.9: Enforce existing litter, indiscriminate dumping, and animal control laws.

Policy 7.10: Assure public notification of legal disposal locations and collection service.

Policy 7.11: Encourage the placement of containers at convenient public locations and the prompt disposal of deposited wastes.

Policy 7.12: Adopt standards requiring incorporation of waste storage facilities in new development.

Policy 7.13: Encourage installation of waste storage into existing buildings.

Policy 7.14: Establish a minimum frequency of waste collection.

Policy 7.15: Review waste collection procedures for conformance to safety codes.

Policy 7.16: Review waste collection performance to verify adequacy of service.

PUBLIC FACILITIES PLAN

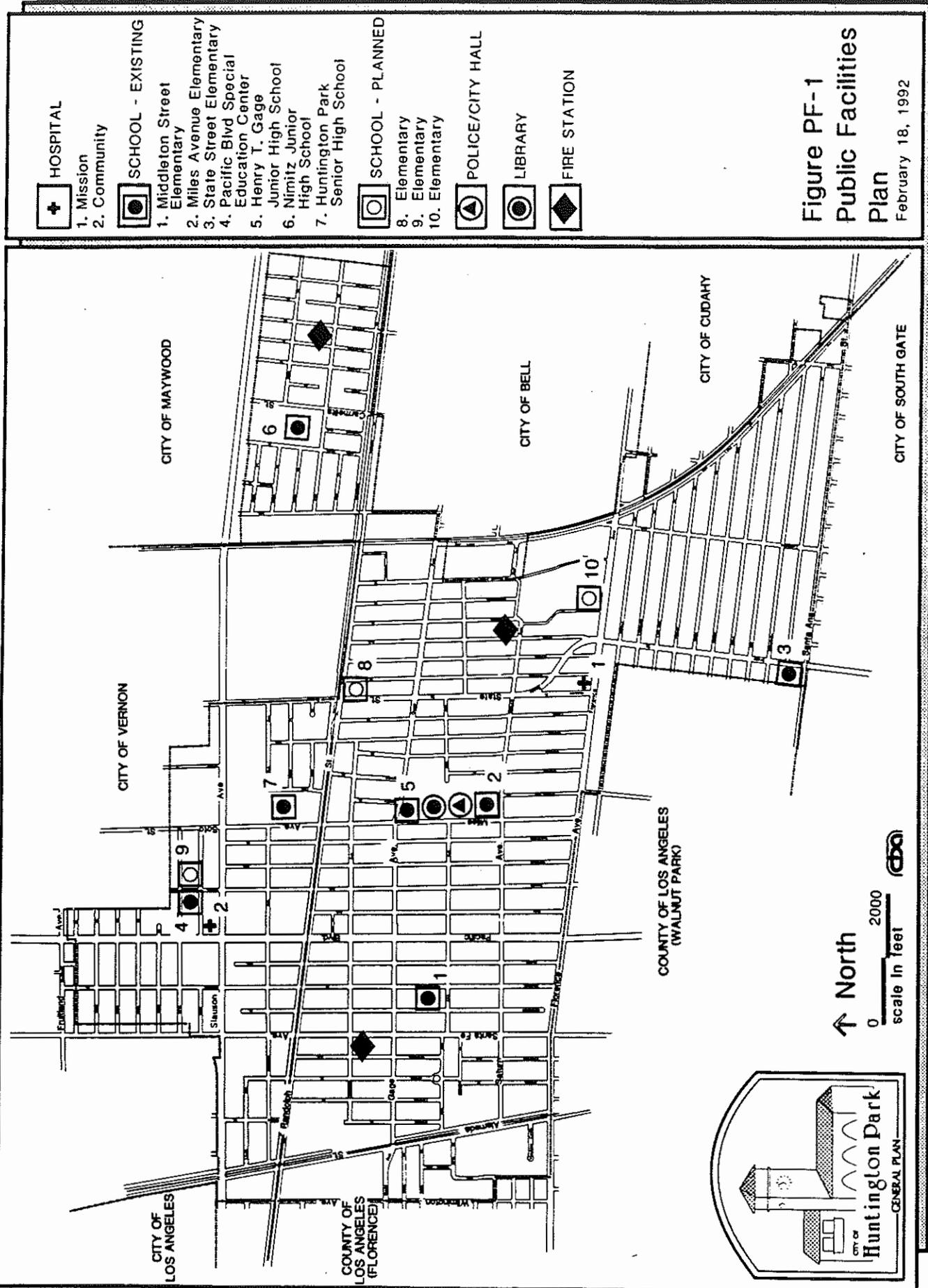
The Public Facilities Plan contains two components which constitute the public facilities within the City: public services and infrastructure.

INTRODUCTION AND SCOPE OF THE PLAN

Public services within the City include law enforcement, fire protection, and educational, civic, institutional, and cultural facilities. Infrastructure includes facilities necessary to distribute power (natural gas and electricity) or water (storm drainage and potable water). Infrastructure also includes wastewater collection/treatment facilities and solid waste facilities such as landfills. The Public Facilities Plan contains measures to ensure that an adequate level of service for public facilities is provided to meet the City's needs. In addition to providing adequate facilities, the City is also concerned with long-term maintenance of such facilities.

City policy mandates coordinating the provision and maintenance of facilities with local service districts through adherence to local master plans. The County service standards, adopted by Huntington Park, are contained within the County's Public Facilities Element of its General Plan and outlined in this Element.

The City's Land Use Element provides for public facilities under the Public Facilities land use designation. Figure PF-1 illustrates the locations of existing and planned public facilities in the City; Figures PF-2, PF-3, and PF-4, which occur later in the text, identify water, sewer, and flood control facilities. The provision of these public facilities is a result of coordination with the County and the local service providers (e.g., school and water districts) to designate lands for the provision of needed facilities.



HOSPITAL

- 1. Mission
- 2. Community

SCHOOL - EXISTING

- 1. Middleton Street Elementary
- 2. Miles Avenue Elementary
- 3. State Street Elementary
- 4. Pacific Blvd Special Education Center
- 5. Henry T. Gage Junior High School
- 6. Nimitz Junior High School
- 7. Huntington Park Senior High School

SCHOOL - PLANNED

- 8. Elementary
- 9. Elementary
- 10. Elementary

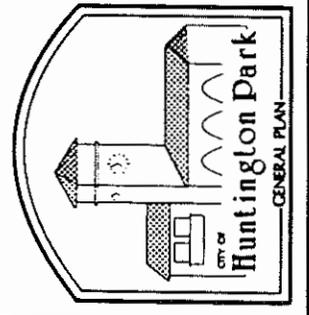
POLICE/CITY HALL

LIBRARY

FIRE STATION

Figure PF-1
Public Facilities
Plan
 February 18, 1992

↑ North
 0 2000
 scale in feet



PUBLIC SERVICES

Most of the public services available to City residents are provided through contracts for services with the County of Los Angeles. The County provides services for fire protection and library facilities. The City will maintain cooperation and coordination with the County departments which service the City so that an adequate level of service is maintained throughout the City.

Law Enforcement

The City of Huntington Park operates its own Police Department located immediately adjacent to City Hall. The department employs 60 sworn law enforcement officers. The City has a mutual aid agreement with the Los Angeles County Sheriff's Department, along with most other police departments in the area, for the provision of support services should a major incident occur that requires assistance. The average response time for calls for police service in the City is 10.11 minutes, with an average response time of 2.97 minutes for emergency calls. These service levels meet standards established by the department.

Like many highly urbanized communities, Huntington Park has a high crime rate. Auto theft and larceny are particularly prevalent and comprise approximately two-thirds of all reported crimes in the City. In contrast, the City has experienced a significant decline in burglaries since 1982 when total incidents exceeded 1,400.

Based on revenue collected through federal seizures of narcotics by the City's Police Department, the City is expanding its police force to include a "crime impact team." This team of five officers will focus on abating targeted crimes in the City, such as auto theft.

The City of Huntington Park participates in neighborhood watch programs throughout the community. Police personnel conduct monthly neighborhood meetings with residents to review neighborhood watch procedures, and conduct additional meetings with occupants of townhome/condominiums to discuss their particular concerns.

The policies of this Element call for the following measures to address crime in Huntington Park: monitoring levels of police service, continued cooperation with Los Angeles County Sheriff's

Department, attainment of outside funding, use of defensible space concepts in project design, and expanded community outreach/education in crime prevention.

Fire Protection

The Los Angeles County Fire Department (LACFD) provides fire protection services to the City of Huntington Park. The City is part of a Consolidated Fire Protection District. Under this concept of regional fire protection, the closest available LACFD staff responds to an emergency, regardless of jurisdictional boundaries.

There are four fire stations with primary responsibility for providing fire protection services in Huntington Park; other LACFD stations provide staff and equipment on an as needed basis. Stations 164 and 165 located within the City's jurisdiction are depicted on Figure PF-1.

The Insurance Services Office (ISO) Commercial Risk Services, Inc. rates communities by a fire insurance classification for insurance purposes. The rating system is based on the level of service provided to a community. Currently, Huntington Park has an ISO protection classification of 3, where 1 is optimum and 10 is unprotected. The absence of woodland fire hazards in Huntington Park combined with accessibility to fire protection services results in a relatively low ISO rating.

Specific fire hazards in the City are related to urban land uses. The City's older building stock is particularly susceptible to fire hazard due to the potential for substandard wiring or faulty heating. Unreinforced masonry buildings present added danger to firefighters based on the increased potential for the structure to collapse. Industrial uses in the City which transport and/or store petroleum, chemical, and explosive products present another type of urban fire hazard.

Standards necessary for ensuring maximum fire protection include peakload water supply requirements, minimum road widths, and clearances around structures. City codes ensure proper road widths and clearance for all types of fire fighting equipment. While the LACFD has indicated that there is adequate water pressure throughout the City, in certain areas of the City, fire flows are below current Fire Department standards. Hydrant upgrades and additional hydrants for larger scale projects will continue to be provided as necessary. The Southern California Water Company has begun a long-term main replacement program to improve water distribution systems.

The policies of this Element call for ongoing coordination with LACFD to ensure the continued provision of adequate fire protection in the City. Because existing levels of fire service are adequate, the City will adopt the County level of service standards for fire protection.

Educational Facilities

Public schools in Huntington Park are operated by the Los Angeles Unified School District. Educational facilities located within the City's jurisdiction include one high school, one special education center, three junior high schools, and three elementary schools. Table PF-1 and Figure PF-1 identify these facilities as well as planned facilities. Review of enrollment statistics indicates that most schools attended by Huntington Park residents are operating either at capacity or slightly above design capacity. Portable classrooms have been added to many sites to expand capacity, and the majority of schools are now on a year-round schedule. All of the schools bus children out of the service area to relieve overcrowding.

Several new schools planned for construction in the Huntington Park attendance area will provide significant increases in school capacity. Three new elementary schools will be constructed in the City, with a total capacity to accommodate up to 2,750 additional students. The elementary school site at 6222 State Street has been cleared and prepared for construction, with the school estimated to open in mid-1993. The school district is in the process of acquiring a second school site, located at the corner of Seville and 57th Street, although it has not yet acquired funding for school construction. A third elementary school is planned at Newell and Florence, and will share recreational facilities with the adjacent Salt Lake Park. In addition to these new elementary schools, a new junior high school is planned in the City of Cudahy and a new high school is planned in the City of South Gate to help serve Huntington Park residents. Finally, construction of additional permanent classrooms and facilities at Gage Junior High School and Huntington Park High School will increase the capacity of these institutions by 600 and 720 students, respectively.

According to preliminary enrollment projections prepared by the district's Demographic Unit, student generation rates are expected to begin stabilizing in Huntington Park. The district attributes this trend towards the lack of developable land in the City for new residential development, aggressive code enforcement efforts by the City to prohibit illegal second units, and the emphasis of the City's Redevelopment Agency towards commer-

cial and industrial development and housing types not traditionally occupied by families with school-aged children (e.g., townhomes, condominiums, senior citizen housing).

**TABLE PF-1
LOS ANGELES UNIFIED SCHOOL DISTRICT
EXISTING AND FUTURE SCHOOLS IN HUNTINGTON PARK**

| | |
|-----------------------|--|
| Existing | |
| 1 | Middleton Street Elementary |
| 2 | Miles Avenue Elementary |
| 3 | State Street Elementary |
| 4 | Pacific Boulevard Special Education Center |
| 5 | Henry T. Gage Junior High School |
| 6 | Nimitz Junior High School |
| 7 | Thomas A. Edison Junior High School |
| 8 | Huntington Park Senior High School |
| Planned Future | |
| 9 | Elementary School |
| 10 | Elementary School |
| 11 | Elementary School |

Note: Numbers adjacent to schools are location references for Figure PF-1, Public Facilities Plan.

Library Facilities

Library services are provided in the City as part of the Los Angeles County Public Library System which comprises a region-wide library system. The Huntington Park regional County library is located adjacent the to civic center.

The Huntington Park Library contains 35,384 square feet in area and approximately 111,216 volumes. Particular specialties of the library include a Language Learning Center/English as a second language materials; 35,000 volumes of government publications; extensive literature and poetry collections; and a video collection center. The library's 5,000-volume North American Indian Resource Center contains the state's only public library collection of North American Indian literature.

According to the Community Library Manager, considering the size of the Huntington Park library facility and the extent of its collections, the library is operating under capacity. A significant

factor in limiting library patronage is the undercapacity parking lot the library shares with the civic center. The goal of this Element is to correct this problem so that the public library is more fully utilized.

Medical Facilities

Medical services are provided to City residents at two hospitals located within the City boundaries. Mission Hospital is a general acute-care hospital located at 3111 East Florence Avenue. Mission Hospital maintains 127 beds and a standby emergency room. Community Hospital of Huntington Park is a 99-bed facility located 2623 Slauson Avenue. Currently, both hospitals are operating below capacity.

INFRASTRUCTURE

The City's infrastructure (water, power, and sewage distribution systems and storm drainage system) was constructed as the community of Huntington Park developed. However, as the City intensified through time, existing in-place infrastructure was often inadequate to meet the demands of new development. An important aspect of this Public Facilities Plan is its reliance on conservation to reduce the City's demand on local infrastructure, particularly water systems and solid waste disposal.

The policies contained in the Element emphasize coordination with service providers so that new infrastructure is installed as development occurs. The City's MEA and various facility plans provide the technical information and master plans to insure the adequate provision of these facilities. The maintenance of existing infrastructure is also emphasized as an important City goal.

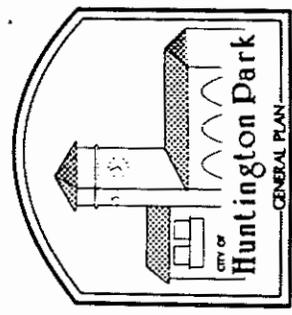
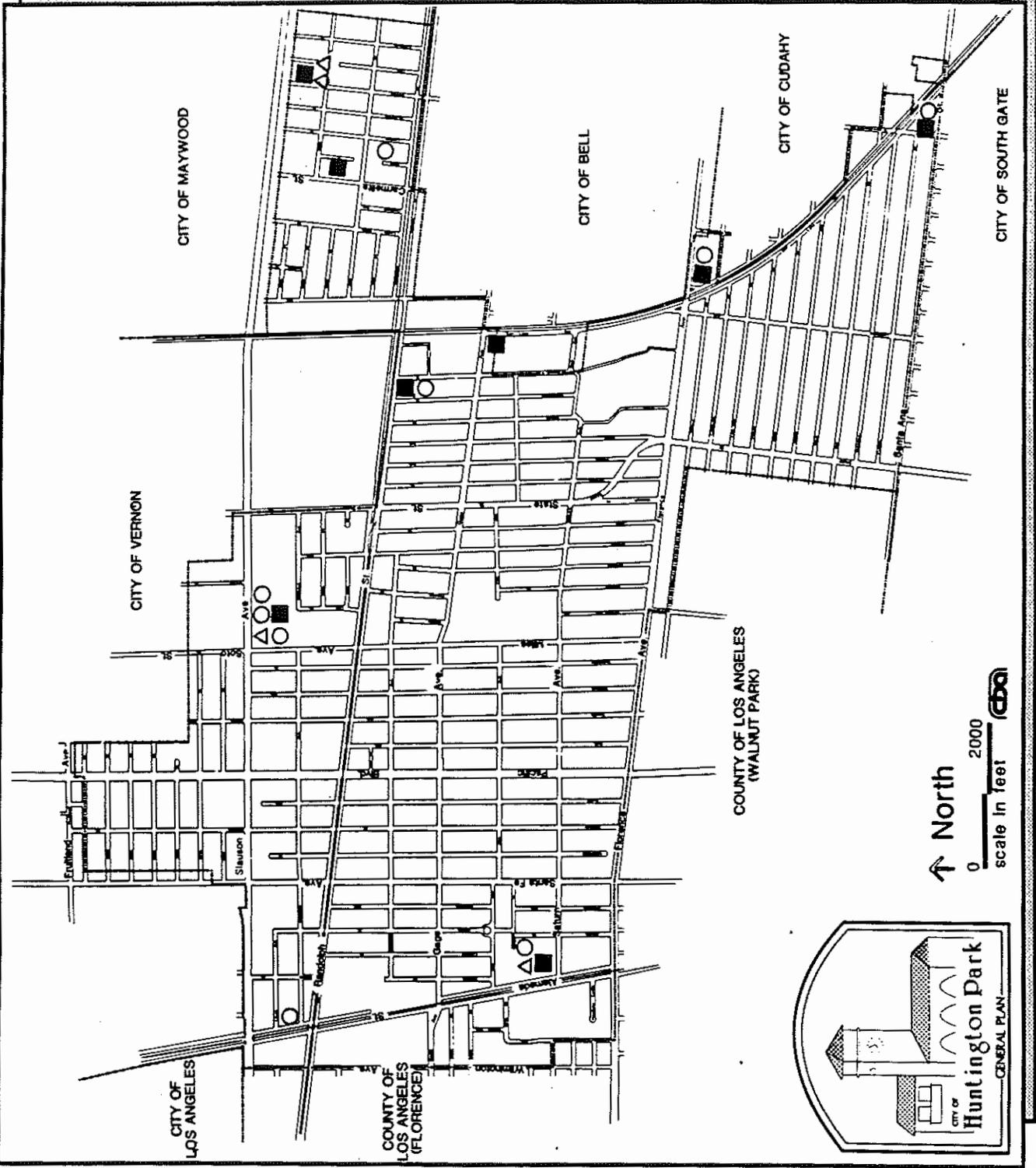
Water Distribution

Potable water is provided to the City through a complex water distribution system directed by several agencies. This system is described within the City's MEA. The following three water districts have facilities within the City; the City of Huntington Park Water Department, the Maywood Mutual Water Company No. 1, and the Southern California Water Company. Water wells and storage facilities for Huntington Park are shown in Figure PF-2.

Well
 Water Storage Tank
 Reservoir

SOURCE: Southern California Water Company, Huntington Park Water Department, Maywood Mutual Water Company No. 1

Figure PF-2
Water Wells and Storage Sites
 February 18, 1992



↑ North
 0 2000
 scale in feet



will be used to review all proposals for such treatment and disposal facilities. A general description of the County's siting factors, objectives, and criteria is presented in Table SA-1.

Businesses using or producing hazardous materials shall be concentrated in the areas designated Industrial on the General Plan Land Use Policy Map. Through the environmental review process, the City will ensure such uses are removed from residential development, schools, and other sensitive land uses.

**TABLE SA-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS**

| OBJECTIVE | SITING CRITERIA |
|---|--|
| 1. Protect residents | <ul style="list-style-type: none"> ◦ Consider proximity to populations (minimum distance from residences of 2,000 feet). ◦ Consider proximity to immobile populations. |
| 2. Ensure the structural stability and safety of the facility | <p>Avoid locating facility near:</p> <ul style="list-style-type: none"> ◦ Floor hazard areas/floodplains; ◦ Areas subject to tsunamis, seiches and storm surges; ◦ Dam failure inundation areas; and ◦ Active or potentially active faults (minimum distance of 200 feet). <p>Require engineered design safety features for:</p> <ul style="list-style-type: none"> ◦ Slope stability (unstable soils); and ◦ Subsidence/liquefaction. |
| 3. Protect surface water | <p>Avoid locations near aqueducts and reservoirs.</p> <ul style="list-style-type: none"> ◦ Proximity to supply wells and well fields should be outside the cone of depression created by pumping a well or well field. |
| 4. Protect groundwater | <ul style="list-style-type: none"> ◦ Avoid facility location near major aquifer recharge areas. |
| 5. Protect air quality | <ul style="list-style-type: none"> ◦ Consider avoiding PSD air areas. ◦ Consider avoiding nonattainment air areas. |

**TABLE SA-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)**

| OBJECTIVE | SITING CRITERIA |
|---|---|
| 6. Protect environmentally sensitive areas | <p>Avoid facility location in:</p> <ul style="list-style-type: none"> ◦ Wetlands; ◦ Close proximity to habitats of threatened and endangered species; ◦ Prime agricultural areas; ◦ Recreational, cultural, and aesthetic resource areas; ◦ Close proximity to public facilities; and ◦ Areas of potential mineral deposits/resources. <p>Permitted on case-by-case basis:</p> <ul style="list-style-type: none"> ◦ Federal and State lands. |
| 7. Ensure safe transportation of hazardous waste | <ul style="list-style-type: none"> ◦ Consider proximity to areas of waste generation (waste generation stream). ◦ Locate close distance to waste generation source, except for residuals repositories. ◦ Road networks should not utilize local residential streets. ◦ Follow highways with low to average AADT and accident rates. ◦ Consider capacity vs. AADT of access route. |
| 8. Protect social and economic development goals of the community | <ul style="list-style-type: none"> ◦ Facilities should locate in industrial, commercial and specially zoned lands. ◦ Potential changes in real property values require independent study. ◦ Potential changes in employment require independent study. |

Source: Los Angeles County Hazardous Waste Management Plan, 1989
 Abbreviations: PSD = Prevention of Significant Deterioration
 AADT = Average Annual Daily Traffic

City of Huntington Park General Plan

Urban Design Element



**CITY OF HUNTINGTON PARK GENERAL PLAN
URBAN DESIGN ELEMENT**

FEBRUARY 18, 1992

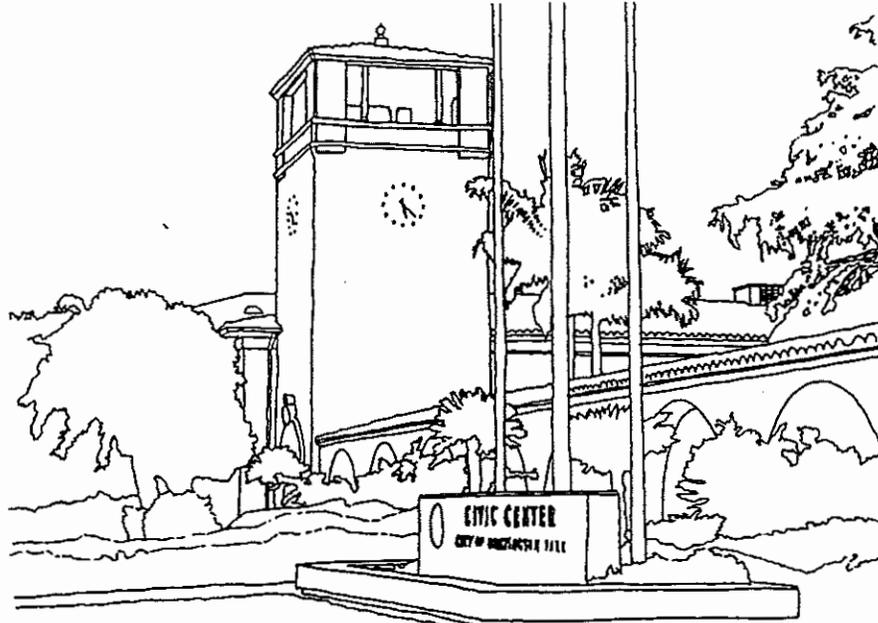
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INTRODUCTION TO THE URBAN DESIGN ELEMENT



PURPOSE OF THE URBAN DESIGN ELEMENT

The Urban Design Element builds on the foundation of the Land Use Element, focusing on the quality and character of public areas and private development in the city.

Urban Design is a process for improving Huntington Park's quality of living and overall image. To be successful, it requires close cooperation among City government, private property owners and developers, the business community and neighborhood residents. The purpose of Urban Design is to create a high quality environment that addresses modern needs, while building on Huntington Park's rich history as a balanced community with a wide range of living, working, shopping and recreational opportunities.

SCOPE AND CONTENT OF THE ELEMENT

The Urban Design Element describes goals, policies and design concepts for public improvements, guidelines for the form and character of new private development, and focused plans for areas of the city in need of special design attention.

ELEMENT ORGANIZATION

The first section of this Element describes important Urban Design issues in Huntington Park, each followed by a broad Goal and definitive City Policies related to the issue. These are cross-referenced with relevant Goals and Policies of other General Plan Elements.

The second section of the Element, the Urban Design Plan, presents concepts and detailed design proposals for the city as a whole, as well as specific areas of the city.

DESIGN GUIDELINES

The Huntington Park Design Guidelines contain specific design standards for public and private projects subject to Discretionary Design Review. The *Design Guidelines* are published as a separate document from the General Plan. The *Design Guidelines* are to be used by property owners, developers, architects, landscape architects and designers in the planning of new projects and major renovations in the city. The *Design Guidelines* communicate the desired qualities and characteristics of development in the city, and are intended to promote higher quality design that is sensitive to its neighborhood context, adjacent buildings and Huntington Park's Urban Design Goals. The *Design Guidelines* are used by City staff, Commissions and the City Council as adopted criteria for the review of development proposals subject to Discretionary Design Review.

URBAN DESIGN ELEMENT GOALS AND POLICIES

Huntington Park's most important Urban Design assets are its successful Central Business District focusing on Pacific Boulevard, the quality of many of its older single family residential neighborhoods and its rich architectural heritage. City officials, staff and the public are well-aware of these strengths, and are committed to preserve and improve them.

Huntington Park's Urban Design Element provides the City with a phased improvement plan that can be implemented over a 10-15 year period with a reasonable level of resources. The city's built-out condition does not require overly-ambitious urban design plans to alter the city's fabric or change the basic nature of its existing districts. The challenge is to work carefully with existing assets and provide an overall visual structure that builds a city identity, links its neighborhoods, and increases awareness of its assets and resources.

CITYWIDE VISUAL LINKAGES AND IDENTITY

Although Huntington Park has many individual assets, the City needs to develop an improved overall image that measures up to the quality of its best parts. This can be accomplished by upgrading the design quality of major streets, through public landscape, lighting and graphics improvements, as well as better coordination of design among private commercial developments. Since Huntington Park's major streets are the paths of movement from which most residents and visitors experience the community, their high visibility make them priority elements for upgrading the city's image.

GOAL 1.0: Improve Huntington Park's visual linkages and strengthen the city's overall identity as a community with high quality public places and private development.

Policy 1.1: Develop citywide visual linkages through public landscaping, lighting and graphics along major streets.

Policy 1.2: Make focused "gateway" landscape, lighting and signage improvements at important City entrance points.

Policy 1.3: Develop a citywide public signage system with identity and

directional graphics to mark public places, recreational opportunities, the Central Business District and public parking facilities.

Policy 1.4: Initiate a program for public art.

THE CENTRAL BUSINESS DISTRICT

Huntington Park's Central Business District has a long history as one of the region's most important shopping areas and an important contributor to the City's economic base. The district continues to be one of the most successful pedestrian-oriented shopping areas in the central Los Angeles region, offering a unique mix of goods and services.

The fiercely-competitive nature of retailing and expected future competition from other cities and shopping districts in the region make it important that Huntington Park continue to upgrade and strengthen the Central Business District. Public streetscape improvements, building and shopfront rehabilitation, high quality new infill development, improved parking and access, new housing, business promotional activities, and a pedestrian shuttle with a potential shuttle link to the new "Blue Line" light rail station present opportunities to strengthen the district's attractiveness and competitive position.

GOAL 2.0: Improve and strengthen the Huntington Park Central Business District as a local and regional shopping area with a unique pedestrian environment and diverse mix of goods and services.

Policy 2.1: Improve the Central Business District's economic vitality and its contribution to the City's economic base.

Policy 2.2: Improve pedestrian opportunities and create an attractive pedestrian environment throughout the District.

Policy 2.3: Encourage mixed-use development with upper level housing in the Central Business District.

Policy 2.4: Encourage high quality pedestrian-oriented building frontages with shops opening to the public sidewalk and attractive arcades linking the Pacific Boulevard sidewalks and public parking lots.

Policy 2.5: Continue public improvements to upgrade circulation, access and parking.

Policy 2.6: Develop a phased public streetscape program to provide pedestrian lighting, street trees, decorative sidewalks, street furniture, directory kiosks, directional graphics and public art.

Policy 2.7: Encourage outdoor pedestrian spaces such as courtyards, arcades and open passages in new development.

Policy 2.8: Encourage storefront and building rehabilitation by continuing the City's Commercial Rehabilitation Program.

Policy 2.9: Develop a pedestrian shuttle within the District and study the feasibility of linking the shuttle to the Slauson Avenue "Blue Line" light rail station.

Policy 2.10: Develop a visual link between Pacific Boulevard and the Civic Center along Zoe Avenue, through focused streetscape improvements.

GENERAL COMMERCIAL DISTRICTS

Most of Huntington Park's commercial development outside the Central Business District is organized along the city's major thoroughfares. These commercial streets are the "most seen" part of the city's environment, and therefore important to the city's overall image and character. The businesses of these districts serve local residents with convenience shops and services, and are approached by walking, automobiles and public transit.

The older commercial buildings are most often built up to the front sidewalks, and are oriented to both pedestrians and automobile traffic on the street. Many of the older developments lack parking, while others provide parking to the side or rear of the building.

Many of the city's newer commercial developments are built in the pattern of suburban shopping facilities, with parking lots placed in front of the buildings, between the building and street. This pattern, when adjacent to older development, often produces a disjointed effect that creates an incompatibility between new and old.

A more consistent pattern for new commercial projects is needed to create improved compatibility between existing and new development, to improve pedestrian opportunities, and upgrade the visual character of the city's major streets. This can be accomplished by Design Guidelines for consistent building and parking lot location, coordinated landscaping and signage.

Traffic circulation concerns also need to be addressed in commercial development guidelines. Traffic conflicts can be reduced by minimizing the number of driveway openings onto public streets, encouraging side street access to commercial developments, and encouraging circulation linkages between adjacent developments.

GOAL 3.0: Improve the design quality of commercial development along the city's major streets, providing attractive shopping districts oriented to both pedestrian and automobile access.

Policy 3.1: Adopt Design Guidelines for consistent building and parking lot locations.

Policy 3.2: Provide consistent tree planting along all streets, and encourage on-site pedestrian amenities and landscaping. Provide a landscaped edge along street-facing portions of all parking lots.

Policy 3.3: Minimize the number of driveway openings on major public streets. Encourage side street access when feasible.

Policy 3.4: Encourage pedestrian and automobile linkages between adjacent developments.

Policy 3.5: Adopt guidelines for improved coordination and appearance of commercial signage.

SINGLE FAMILY PRESERVATION



The Land Use Element designates two areas of the city for preservation as single family residential neighborhoods. The two areas lie in the southeast quadrant of the city, on the north and south sides of Florence Avenue.

These neighborhoods merit an extensive preservation effort. Most of the single family houses south of Florence Avenue are Spanish revival style, with stucco walls and sloped red tile roofs, a garage, driveway and 20 foot front yard setback.

On the north side of Florence Avenue the single family housing types are more varied, with many elegant residences mixed with smaller, more modest homes. This district is known for its well-planted yards and street trees.

Strict enforcement of land use controls, a high level of street and sidewalk maintenance, and quality public services such as schools and parks are needed to preserve and improve the single family neighborhoods. New house additions and infill development need to be compatible with the character of adjacent buildings and the neighborhood.

GOAL 4.0: Preserve the existing character and quality of the city's low density single family residential neighborhoods.

Policy 4.1: Maintain and enforce existing land use and property development standards for the City's R-1 (single family) residential districts.

Policy 4.2: Encourage street tree planting programs organized by neighborhood groups and provide City technical assistance to promote such efforts.

Policy 4.3: Develop improved edge conditions and buffers between single family neighborhoods and adjacent commercial and multi-family districts.

Policy 4.4: Provide City staff discretionary review of proposed major additions, major exterior alterations and new infill development in single family neighborhoods.

Policy 4.5: Adopt Design Guidelines for additions, exterior alterations and new residences in single family neighborhoods.

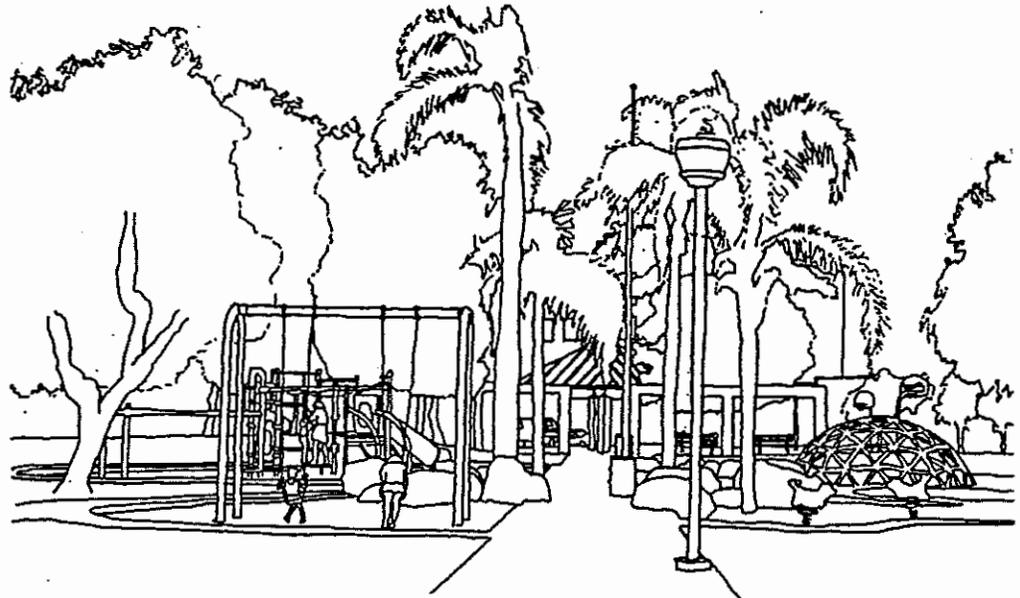
MULTI-FAMILY NEIGHBORHOODS

The city's multi-family neighborhoods offer an important resource of affordable housing which serves a wide range of resident needs. While most of the buildings are sound and well-maintained, problem properties exist in several neighborhoods, particularly in the northeast section of the city.

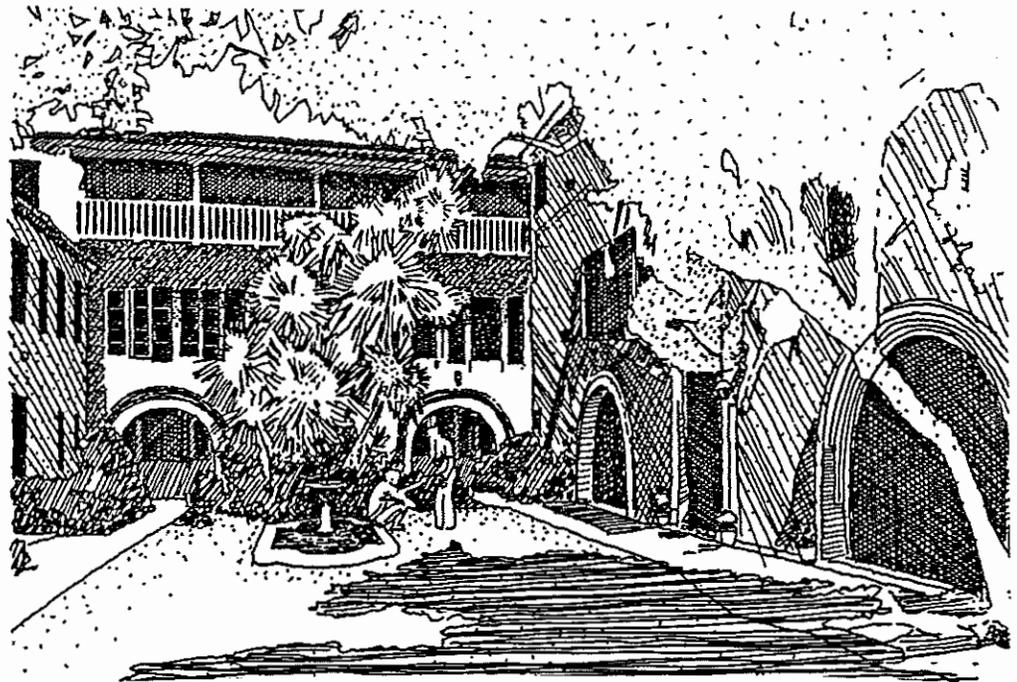
Huntington Park's design standards for multi-family housing need to be strengthened to improve the quality of new development. Private and common open space requirements, increased yard setbacks, reductions in allowable lot coverage and improved site planning, architecture and landscaping are needed to upgrade development in multi-family neighborhoods.

The Los Angeles region has many fine examples of older courtyard and townhouse developments which provide lessons of site planning and open space design that can be used today, if combined with adequate provisions for parking.

Huntington Park's multi-family neighborhoods are the areas of the city with the most critical need for open space. Although the city's built-out condition does not present an opportunity to develop additional large parks, there are potential locations for smaller pocket parks and neighborhood playgrounds throughout the city. These can often be developed on vacant lots, at corners of school sites and in redevelopment areas where older buildings are removed.



Westside Park



Multi-family Courtyard

GOAL 5.0: Improve the quality of Huntington Park's multi-family neighborhoods.

Policy 5.1: Conduct strong enforcement of the City zoning, building, property maintenance, and health and safety standards in multi-family neighborhoods.

Policy 5.2: Provide additional public open spaces in multi-family neighborhoods by developing pocket parks and playgrounds in locations where the need is greatest.

Policy 5.3: Improve edge conditions and buffers between multi-family neighborhoods and adjacent commercial and industrial uses.

Policy 5.4: Adopt design guidelines and zoning modifications to require provision of private and common open space in all new multi-family developments.

Policy 5.5: Revise the City Zoning Code to increase minimum front, side and rear yard dimensions in multi-family projects.

Policy 5.6: Adopt design guidelines for improved site planning, architecture and landscape architecture in multi-family development. City staff discretionary design review is required for new multi-family developments, and additions to existing multi-family buildings.

INDUSTRIAL DISTRICTS

Huntington Park's industrial districts are concentrated on the west-northwest side of the city, with a few additional industrial uses along the city's western boundary adjacent to the Union Pacific Railroad tracks.

Redevelopment of older industrial properties west of Alameda Street has brought about significant improvements to the quality of buildings and sites in that area. Additional redevelopment and property upgrading of industrial areas north of Randolph Street is expected in the future.

Industrial uses form approximately two miles of edge condition with residential uses in the city, in most instances with multi-family neighborhoods. Improvement of the visual quality of these edges, with street and on-site landscaping, higher quality industrial site planning and architecture, and better screening of storage and service yards, is needed.

Many of the city's railroad edges in the industrial areas — along Alameda Street, Randolph Street and Salt Lake Avenue — can be improved with phased planting programs. The proposed Alameda Street rail relocation project offers an excellent opportunity to redesign the street and create a landscaped open space corridor along the rail edge.

GOAL 6.0: Improve the design quality of the industrial districts and industrial developments throughout the city, and upgrade the visual quality of edge conditions between industrial and residential uses.

Policy 6.1: Adopt design guidelines and revised zoning standards to insure adequate front yard setbacks, screening and landscaping of industrial development.

Policy 6.2: Adopt design guidelines to improve the quality of site planning, architecture and landscaping of industrial development. Conduct City discretionary design review of new industrial projects and additions to existing development.

Policy 6.3: Upgrade the edge conditions between industrial and residential development through public street tree programs and on-site landscaping of industrial properties.

Policy 6.4: Initiate a citywide landscape program for railroad edges. Where adequate right-of-way exists, implement planting of low maintenance trees and shrubs.

HISTORIC PRESERVATION



Warner Theater

Huntington Park has a rich tradition of historic architecture dating from the city's early settlement in the first decade of the century. The city's distinguished buildings represent every period and style, providing a diverse set of architectural resources that have long been appreciated by citizens and City government.

Although Huntington Park has a high public awareness and supportive City attitude toward historic preservation, there is a need to develop specific City policies and programs for the preservation of historically-significant sites, as well as buildings, open spaces and neighborhoods of distinction that merit conservation efforts.

GOAL 7.0: Preserve historically-significant buildings and sites, and encourage the conservation and rehabilitation of older buildings, sites and neighborhoods that contribute to the city's historic character.

Policy 7.1: Prepare a citywide Survey of Historic Resources to identify significant historic sites and districts.

Policy 7.2: Develop and adopt a City Historic Preservation Ordinance which establishes City policies and programs for preservation and conservation. Consider incentive programs for preservation efforts by the private sector.

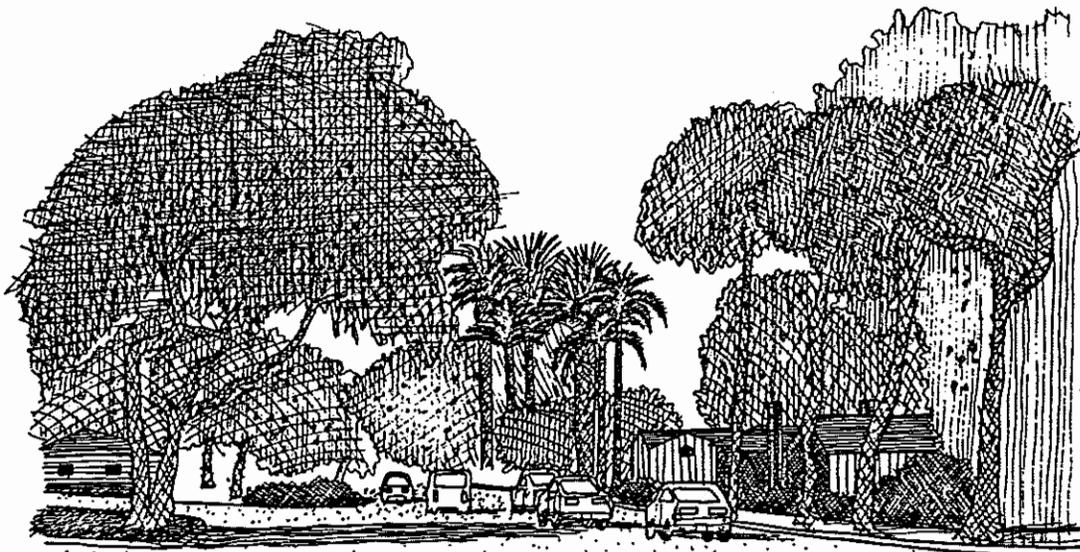
Policy 7.3: Consider zoning variances, including parking variances, to improve the feasibility of preserving historic structures and sites.

Policy 7.4: Continue the commercial rehabilitation program in The Central Business District, and extend it to other districts as resources permit.

THE URBAN DESIGN PLAN

The Urban Design Plan is presented in the following sections which correspond to the Urban Design Goals and Policies previously listed.

CITYWIDE VISUAL LINKAGES AND IDENTITY



Street Tree Program for Major Thoroughfares

An ambitious program to provide street trees along Huntington Park's major thoroughfares is needed to establish strong visual linkages between the city's neighborhoods. This would improve the most visible areas of Huntington Park and strengthen the city's identity.

The importance of a comprehensive landscape program is a high priority given the city's built-out condition and lack of opportunities for large new public open spaces. Trees can play an important part in providing a feeling of open space, as well as a psychological benefit to reduce the impacts of urban density, traffic and noise. Trees and other plantings also have direct physical benefit. They absorb noise and give shade that reduces heat build-up on streets and parking lots.

The value of boulevard plantings, and groves of trees in parks and open spaces, is well-known. A high-quality landscape is usually associated with higher-value communities and is seen as an indication of the quality of life and the value of real estate. Huntington Park has examples of street landscaping that can serve as a model for the city: State Street north of Florence Avenue, and portions of Arbutis Avenue and Cedar Street, gain their quality from the street tree plantings.

HUNTINGTON PARK
URBAN DESIGN CONCEPTS

- 1 Pacific Boulevard
Central Business District
Improvements
 - o Streetscape
 - o Design Guidelines for Commercial Development and Signage
 - o Linkage to Civic Center on Zoe Avenue
 - o Special Guidelines for Parking Lot Linkages and Mixed-Use Bldgs
 - o Potential Transit Link to Blue Line Station
- 2 Major Street Corridors
 - o Need Phased Landscape Improvement Program
 - o Need Commercial Development Design Guidelines to Improve Pedestrian Orientation and Unify the Development Pattern
- 3 City Entrances
 - *o Need Landscape and Graphic Entry Design
- 4 Neighborhood with Major Open Space Need
- 5 Single Family Preservation Neighborhoods
- 6 Multi Family Residential Neighborhoods.
 - o Design Guidelines and Open Space Standards

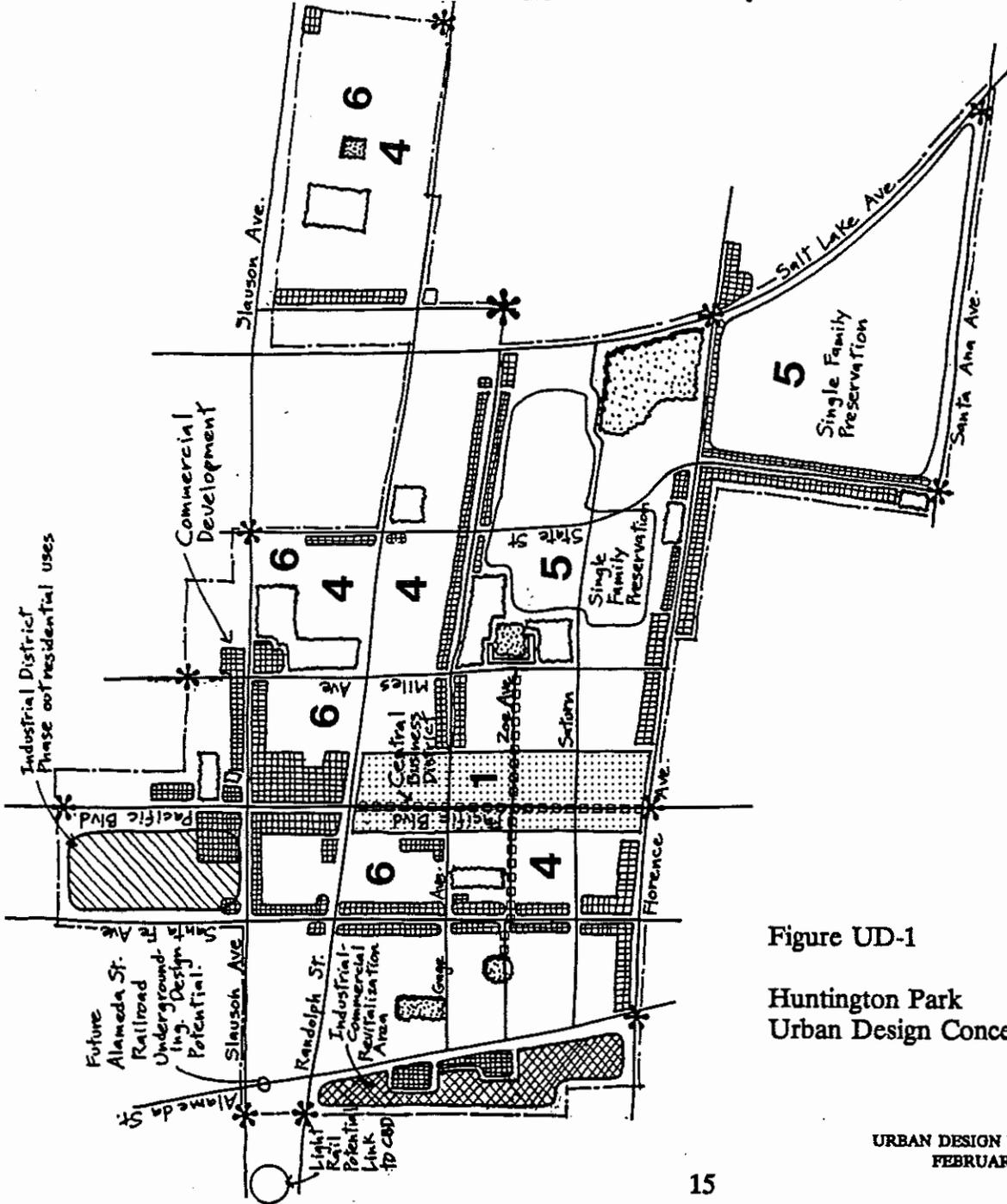


Figure UD-1
Huntington Park
Urban Design Concepts

A phased street tree planting program should focus on the following priority thoroughfares (See Figure 2):

- Pacific Boulevard
- Slauson Avenue
- Randolph Street (and railroad edges)
- Gage Avenue
- Zoe Avenue (with special trees between Pacific Boulevard and Civic Center)
- Saturn Avenue
- Florence Avenue (the north side, west of State Street)
- Santa Ana Street (north side)
- Alameda Street (to accompany the railroad relocation project and include the railroad edges)
- Santa Fe Avenue
- Miles Avenue (some recent plantings have already been provided)
- State Street (in areas now lacking plantings)
- Salt Lake Avenue (west side and the railroad edge on the east side)

Implementation of the street tree program will require site specific surveys, block by block, of existing right-of-way conditions, utility locations and preparation of detailed planting plans for each segment to be completed. All tree species should be drought tolerant after an initial 3-5 year irrigation period. The program can be phased over a 10-15 year planting period as City resources permit.

Landscape Focus Areas

Additional planting in small, highly-visible focus areas can strengthen the landscape character of the city and street system. Clustered planting in these locations presents an opportunity for flowering trees and shrubs.

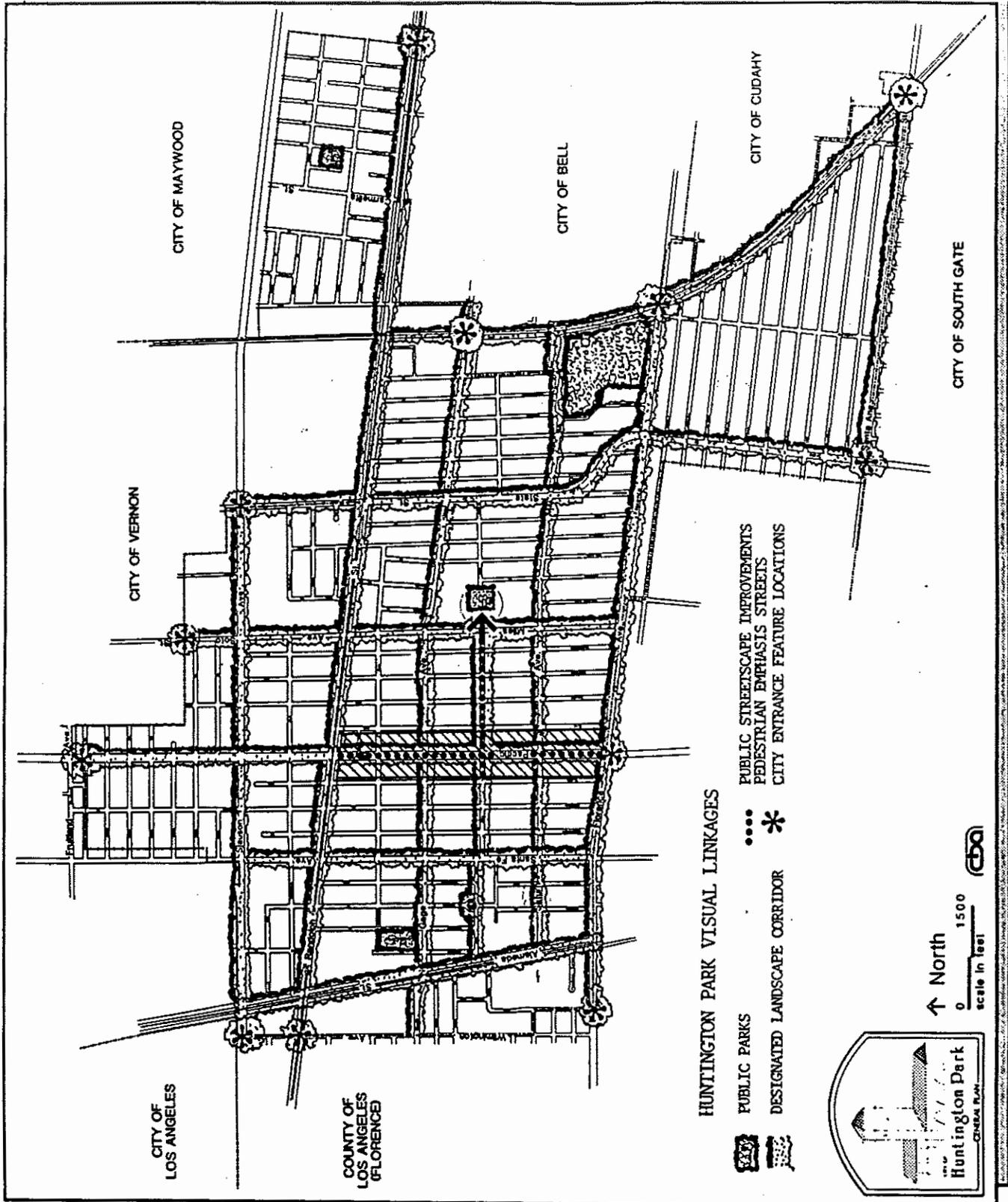


Figure UD-2. Huntington Park Visual Linkages.

City Entrances

City entrances should be marked with design features that clearly communicate the city's identity as a community committed to a high quality public environment.

The proposed entry markers are a cluster of Phoenix Palms accompanied by a special City graphics marker and accent lighting. See Figure UD-3.

The designated entry feature locations, as shown on Figure UD-2, are:

- Pacific Boulevard (at the north end; and at Florence Avenue)
- Slauson Avenue (at Wilmington Avenue and State Street)
- Randolph Street (at Wilmington Avenue)
- Gage Avenue (at Salt Lake Avenue)
- Florence Avenue (at Wilson Avenue and Salt Lake Avenue)
- State Street (at Santa Ana Avenue)
- Santa Ana Avenue (at Salt Lake Avenue)
- Soto Street (at the northern boundary)

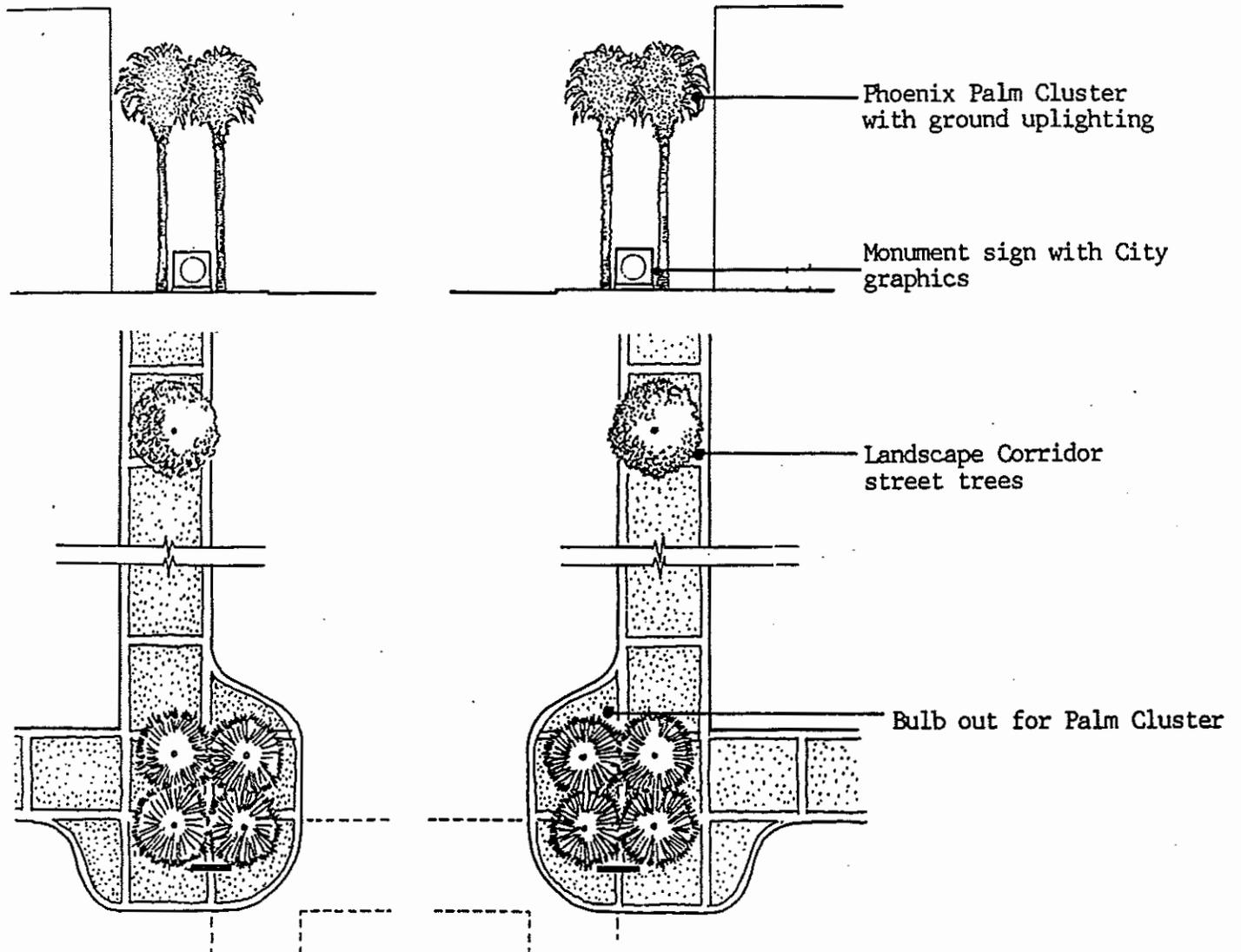


Figure UD-3. City Entrances.

City Identity Graphics

A citywide identity graphics program will be designed and developed to mark the location of public buildings, parks, recreational facilities, The Central Business District and public parking areas.

The graphic markers assist the public in finding key City facilities, promote The Central Business District, and help strengthen the city's identity by using a consistent design and colors for all public signage.

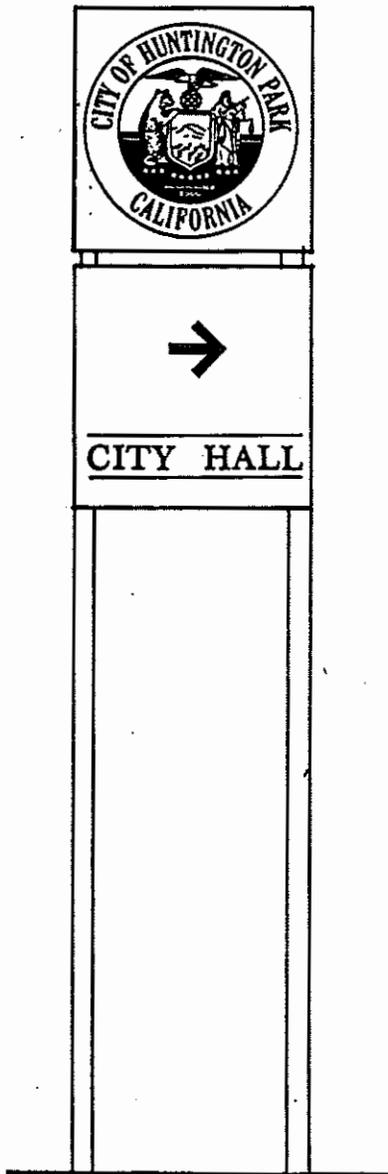


Figure UD-4. City Identity Graphics.

THE CENTRAL BUSINESS DISTRICT



An ongoing program of improvements to The Huntington Park Central Business District is needed to maintain and strengthen the area's competitive status in the region. The program must emphasize a cooperative effort of the City, businesses and property owners, with shared responsibility for streetscape and property improvements, and upgraded maintenance.

Streetscape Improvements: Pacific Boulevard

The following public streetscape improvements are proposed for Pacific Boulevard:

- New Pacific Boulevard sidewalks and crosswalks with decorative clay tile borders.
- Directory Kiosks identifying businesses on each block, at corners and mid-block bus shelter locations.
- Street trees. Phoenix palm tree clusters at each corner, accompanied by deciduous shade trees at 30 foot intervals along the sidewalk-curb edge.
- Pedestrian street lighting. Double-bulb historical fixtures.

- Street furniture. Benches, drinking fountains, coordinated newspaper vending racks, trash containers, clay pots with seasonal flowers.
- Directional graphics to public parking.

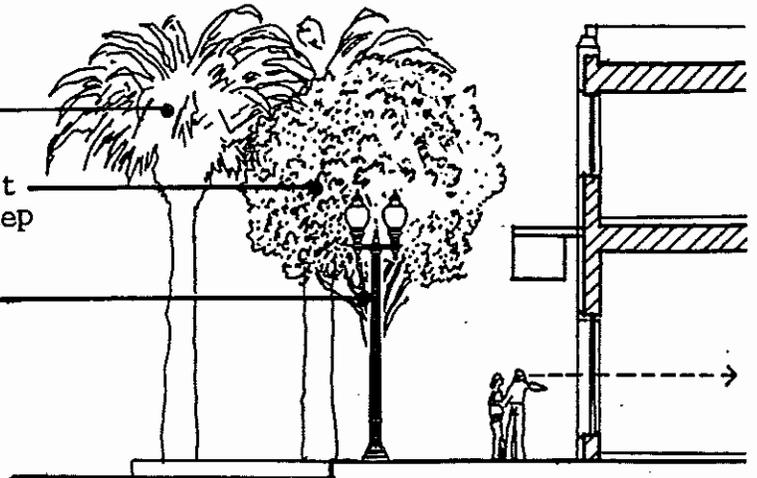
The streetscape improvements are to be phased block-by-block, with an initial demonstration block between Florence and Saturn Avenues.

STREET TREES

- o Phoenix Palms as accent elements at street corners in clusters.
- o Deciduous Trees planted at 30 foot intervals for shade. Prune to keep shopfront views open.

PEDESTRIAN LIGHTING FIXTURES

- o Double-bulb historical units



SECTION

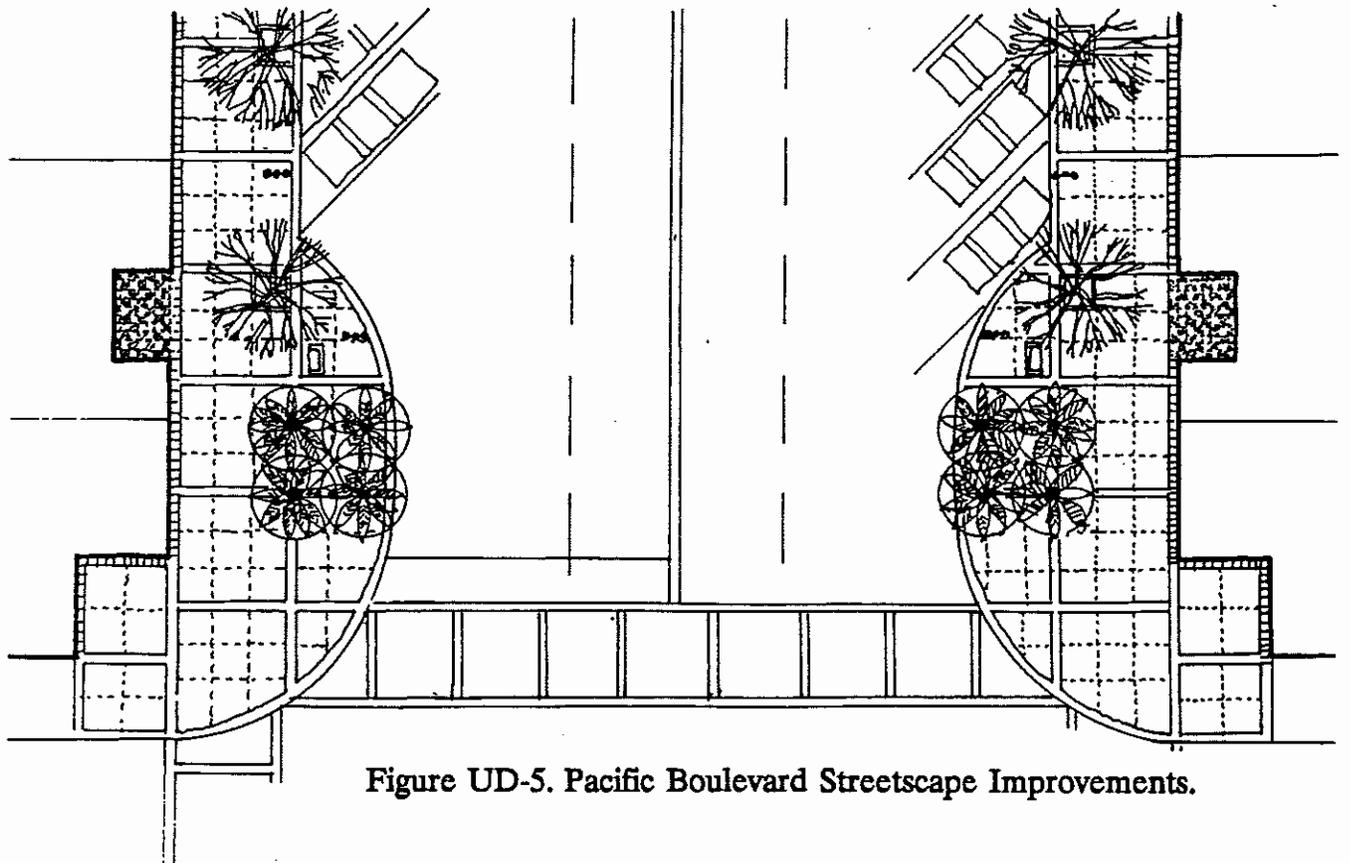


Figure UD-5. Pacific Boulevard Streetscape Improvements.

CROSSWALKS

- o Concrete with tile paver borders

CORNER BUILDING ENTRANCE

DIRECTORY KIOSK

- o With business names for block.
At corner and midblock locations

WOOD BENCH

TRASH CONTAINER

STREET TREES

- o Phoenix Palms as accent elements at streets corners. Clusters of four.
- o Deciduous shade tree at 30 foot intervals. Prune to preserve views into shopfront windows.

PEDESTRIAN LIGHTING FIXTURE

- o Double-bulb historical unit.

RECESSED BUILDING ENTRANCE

SIDEWALK PAVING

- o Exposed aggregate concrete finish with warm color tint. Red clay tile border and trim.

PLAN

Figure UD-6. Pacific Boulevard Streetscape Improvements.

Streetscape Improvements: Zoe Avenue

Zoe Avenue should be developed as a visual linkage between Pacific Boulevard and the Civic Center. Streetscape elements for Zoe Avenue are:

- Street trees. An alternating pattern of Phoenix palms and deciduous shade trees at approximate 30-foot intervals. Cast iron decorative tree grates.
- Pedestrian street lighting. Single-bulb historical fixtures.
- New sidewalks, with decorative clay tile borders.

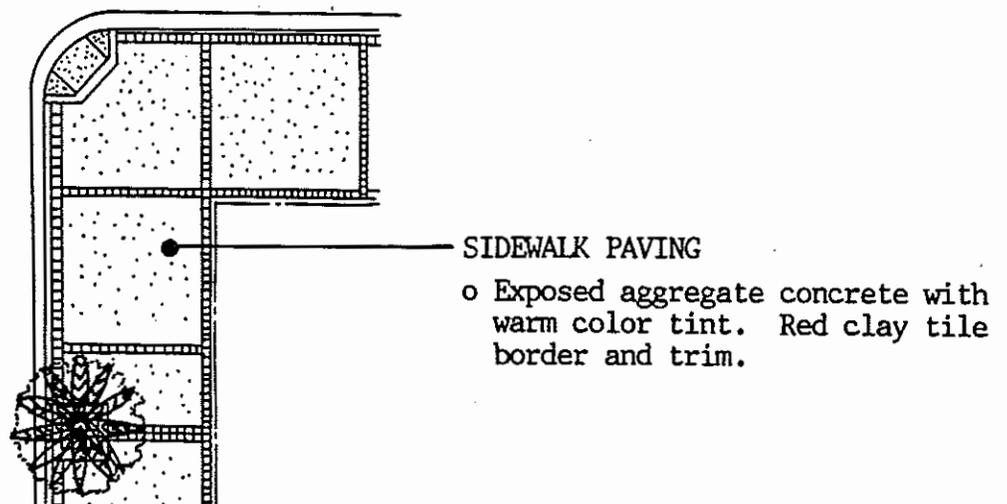
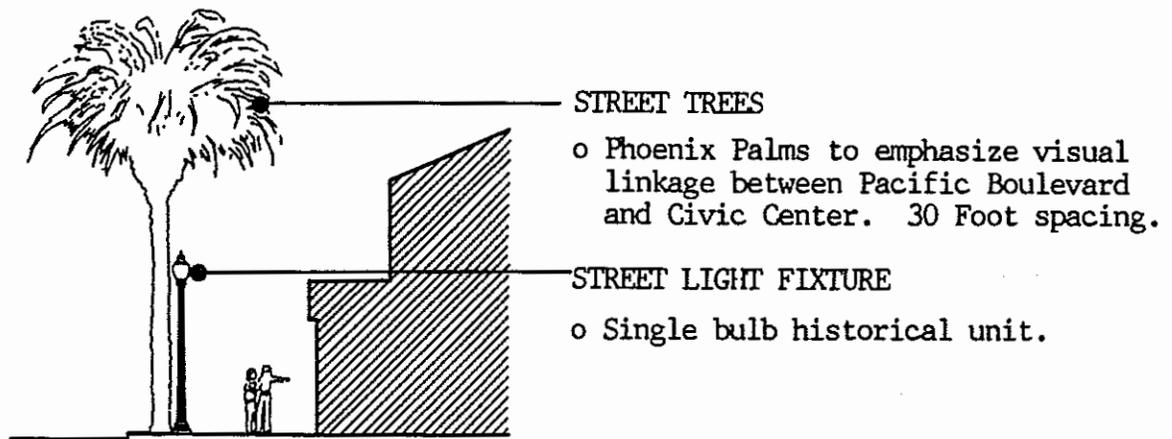


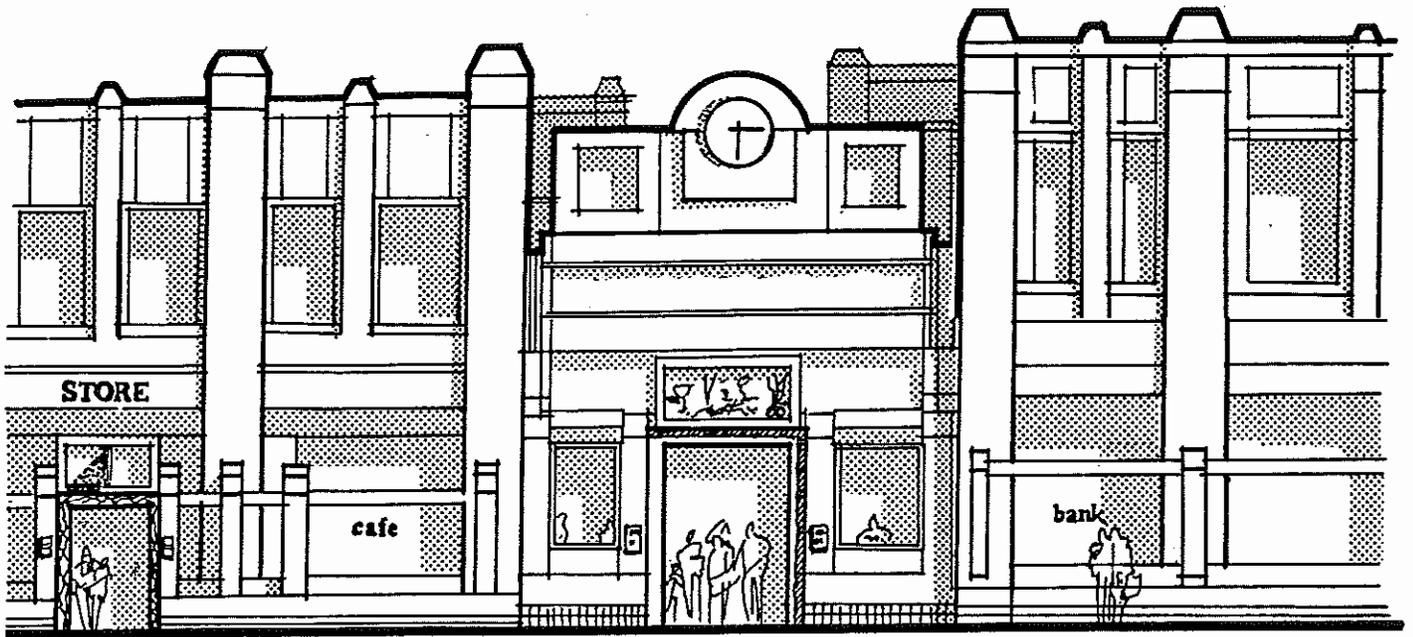
Figure UD-7. Zoe Avenue Streetscape Improvements

Design Guidelines for Commercial Facades and Signage

The *Huntington Park Design Guidelines* give standards and design concepts for commercial facades and signage in the Central Business District.

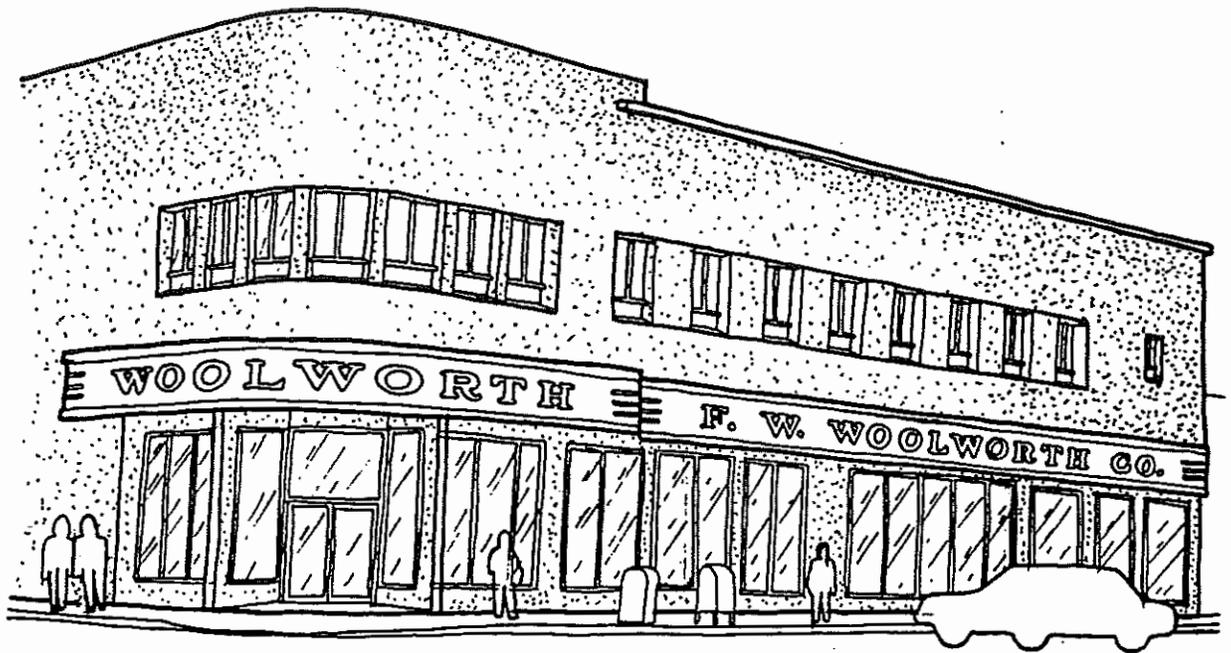
The most important objective in the design of new buildings and remodelling of older structures is to improve the pedestrian environment and create continuous retail frontages that maintain a high level of pedestrian interest. The following principles should be used in the design of building frontages:

- Building frontages should be placed at or near the sidewalk. A continuous building edge along the sidewalk should be created.
- One or two story building frontages are encouraged. Buildings over two stories should set back their third story from the property line.
- Storefront design should strive for a "fine grain" character with shopfronts limited to 50 feet or less in width. Frequent entrances are encouraged.
- All ground floors should maximize shopfront transparency with clear glass windows.
- Shopfront design should be carefully integrated with the architecture of the building to create an overall harmony of parts.
- Restraint should be used in the selection of building materials and colors. It is preferred that the body of each building be limited to one basic "background" color and material, with accent colors and decorative materials used to highlight details, ornament, graphics and special architectural features such as awnings.

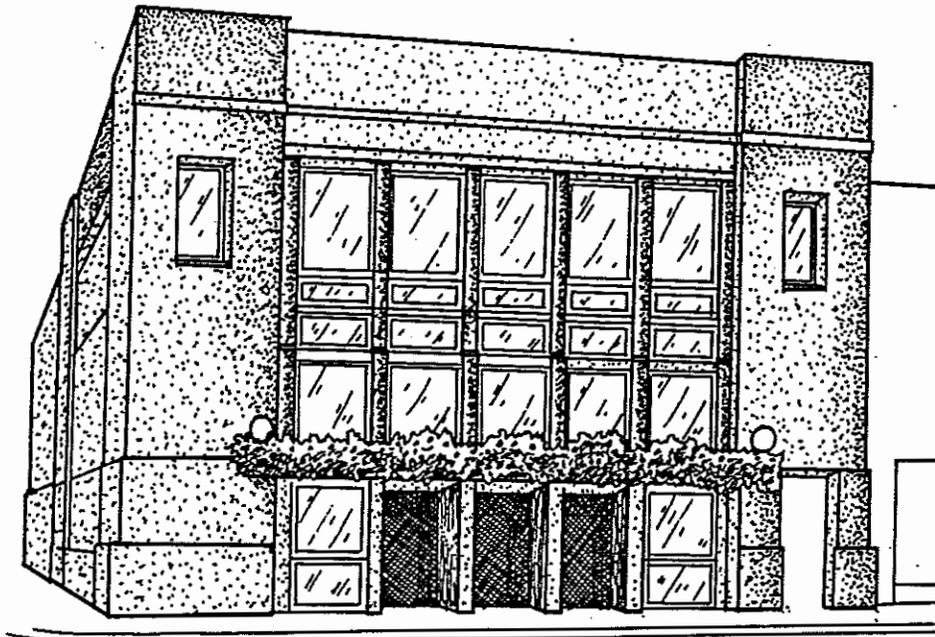


- o Frequent building and shop entrances.
- o Maximize shopfront transparency. Integrate shopfront design with the architectural character of the building.
- o Buildings located at or near the sidewalk. Two story building frontages encouraged - step back upper stories.
- o Signage integrated with architecture of the building and design of the shopfront.
- o Light color buildings with color encouraged for accent, ornament and to highlight detail.

Figure UD-8. Design Principles for Building Frontages.



F.W. Woolworth Building. Example of shopfront transparency, integration of signage design with architecture, and building design that relates well to its special corner location.



Example remodel of an existing building to improve shopfront transparency and architectural detail.

Figure UD-9. Commercial Facade Examples.

Signage

The design of signage should emphasize the careful integration of the sign design with the architecture of the building and shopfront. The *Huntington Park Design Guidelines* give detailed sign design standards.

The following sign types are encouraged in The Central Business District:

- Building signs carefully integrated with the architectural features of the building.
- Projecting signs oriented to pedestrians.
- Window signs.
- Neon window signs.
- Awning valence signs.



Figure UD-10. Central Business District Signage.

Pedestrian Passages and Arcades

The open pedestrian passages and covered arcades are important linkages between Pacific Boulevard and the public parking lots. For many shoppers, these spaces are key pedestrian entrances to the district. The following design principles are encouraged to improve the quality of the passages:

- Ample natural light from the top of the space is essential. This can be accomplished by making all or a portion of the space open to the sky, or through skylights or clerestories.
- Framed entrance signs placed at each end of the passage.
- Small projecting signs used in the passage, accompanied by small window signs.
- Directories are encouraged at each entrance.
- Walls which maximize window transparency and pedestrian interest.
- Solid wall elements which emphasize light colors, with accent colors for trim, detail and ornament.
- Benches and street furniture placed at locations where circulation is not interrupted.
- Small fountains and public art are encouraged.
- Walls which occasionally change planes to articulate shop entrances.
- Floors which are decoratively paved with color and textured materials.
- Passages which are secured at night.
- Lighting which is integrated with the architecture to highlight architectural features.

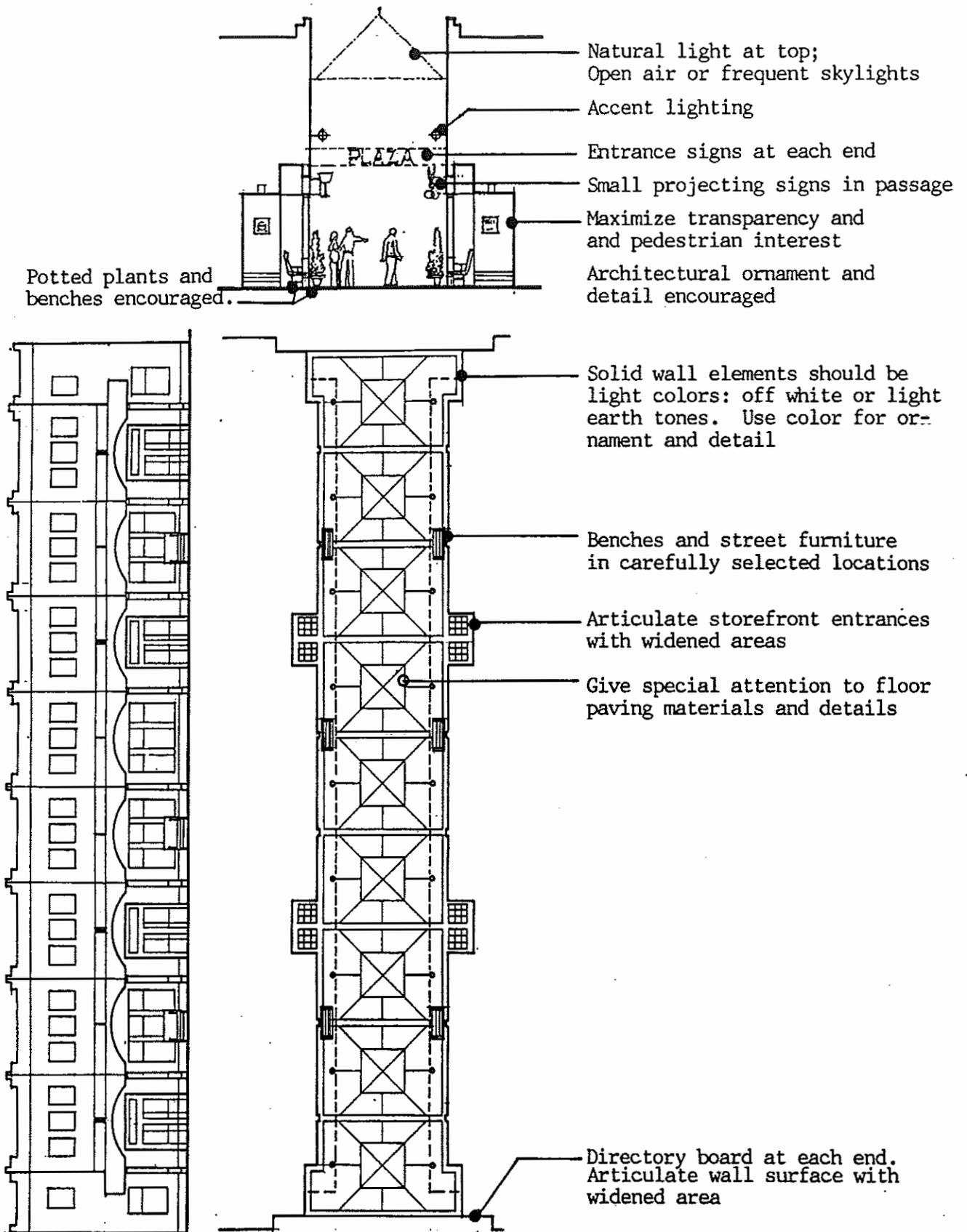
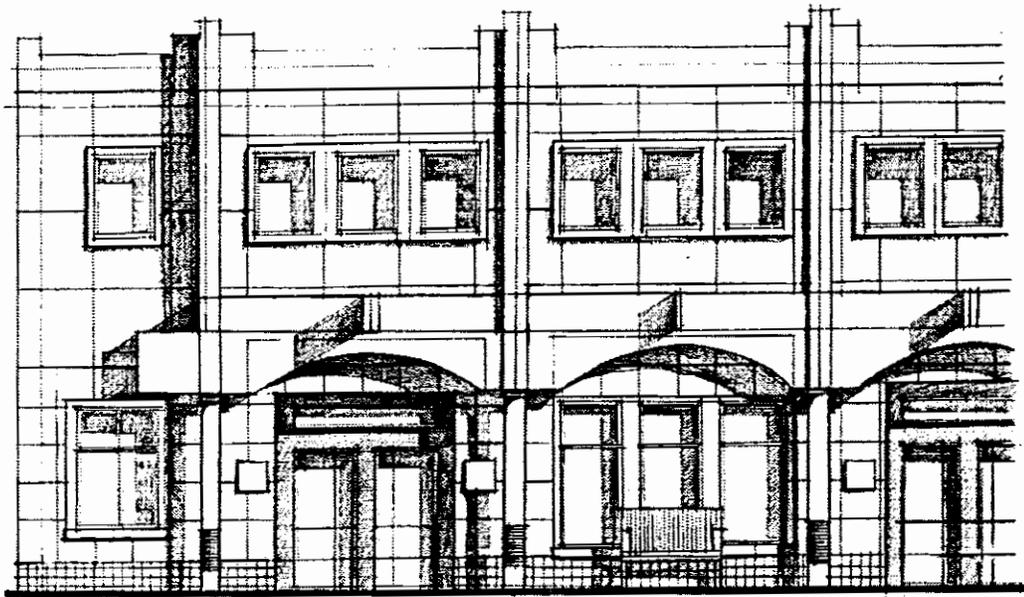


Figure UD-11. Design Principles for Pedestrian Passages.



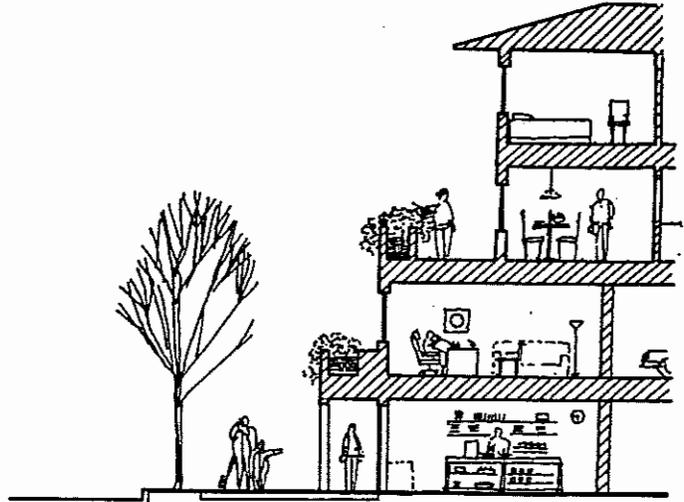
Elevation Detail of a Pedestrian Passage Illustrating the Design Principles.

Figure UD-12. Design Principles for Pedestrian Passages.

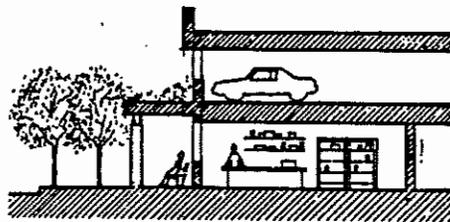
Residential Development in The Central Business District

New residential infill development, accompanied by conversion of underused upper story commercial spaces, can become a positive contributor to The Central Business District's future. Downtown housing strengthens the patronage for local businesses, provides affordable housing units for a variety of needs, and adds life to the area during non-business hours.

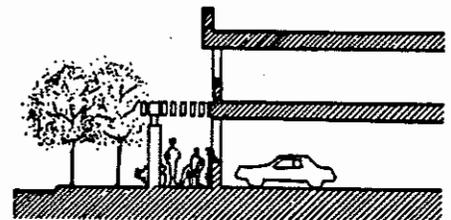
- The design of new residential buildings, including those over the public parking lots, should give careful attention to design of the street frontages. Lobbies, courtyards, retail shops and landscaped plazas may be used to add pedestrian interest at the sidewalks.
- Buildings over two stories should step back their upper stories at least 15 feet from property lines at streets and alleys.



- Parking facilities (structures or lots) should be set back at least 10 feet from public sidewalks or a retail space located at the sidewalk edge.



Parking structure with ground floor shop.



Parking structure with planted patio space.

GENERAL COMMERCIAL DISTRICTS

Most of Huntington Park's commercial districts outside The Central Business District are located in a linear pattern along the city's major streets. These districts are oriented to both pedestrians and patrons arriving by automobile. The challenge in future planning of new infill development and larger shopping centers is to simultaneously meet the different demands of pedestrian and auto access.

Design principles for general commercial districts along major arterials are:

- Shopping centers that consolidate commercial activities are encouraged as an alternative to smaller commercial strip developments along the city's arterial streets.
- Provide widened sidewalks and consistent street tree planting along street edges in order to unify the district image and improve the pedestrian environment.
- Site planning should minimize the number of driveway openings on to major streets. Side street access is encouraged, as are internal circulation links, shared driveway entrances, and shared parking between adjacent developments. These measures will reduce traffic on major streets.
- Multi-building shopping centers should locate some buildings along the sidewalk. This pattern will create pedestrian interest at the sidewalk while allowing for ample parking lot visibility and access from the street.
- Outdoor pedestrian spaces in the form of courtyards, covered walkways and plazas are encouraged. All larger shopping centers should provide usable outdoor pedestrian spaces.
- Parking lots should be set back from public sidewalks and a landscaped buffer provided between the parking area and sidewalk.
- Signage should be carefully integrated with the design of the buildings and storefronts. Building signs (wall and fascia signs), awning valence signs, small projecting and window signs may be used. Freestanding signs should be limited to monument signs 4 feet high or less. Pole signs are discouraged.

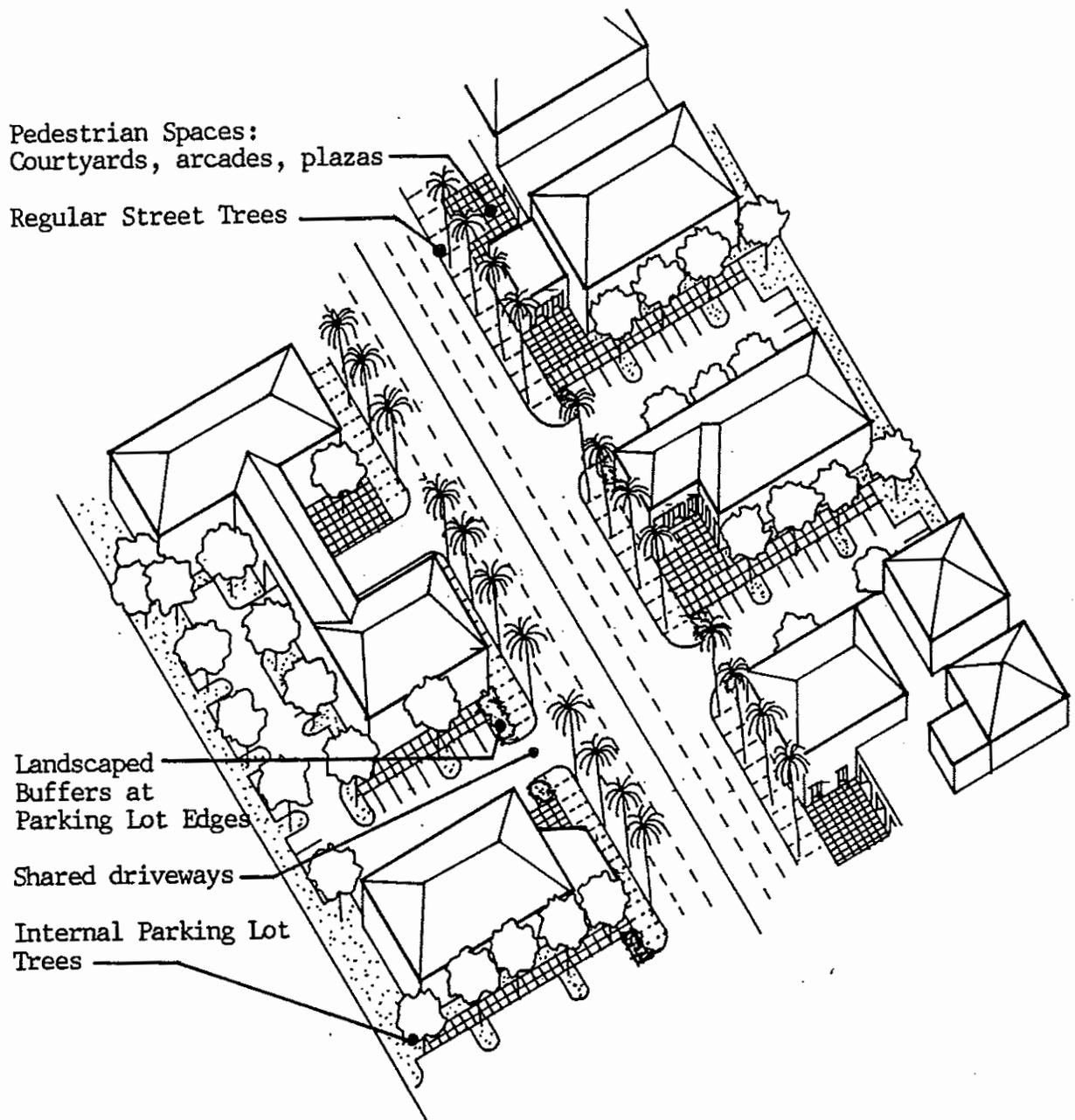
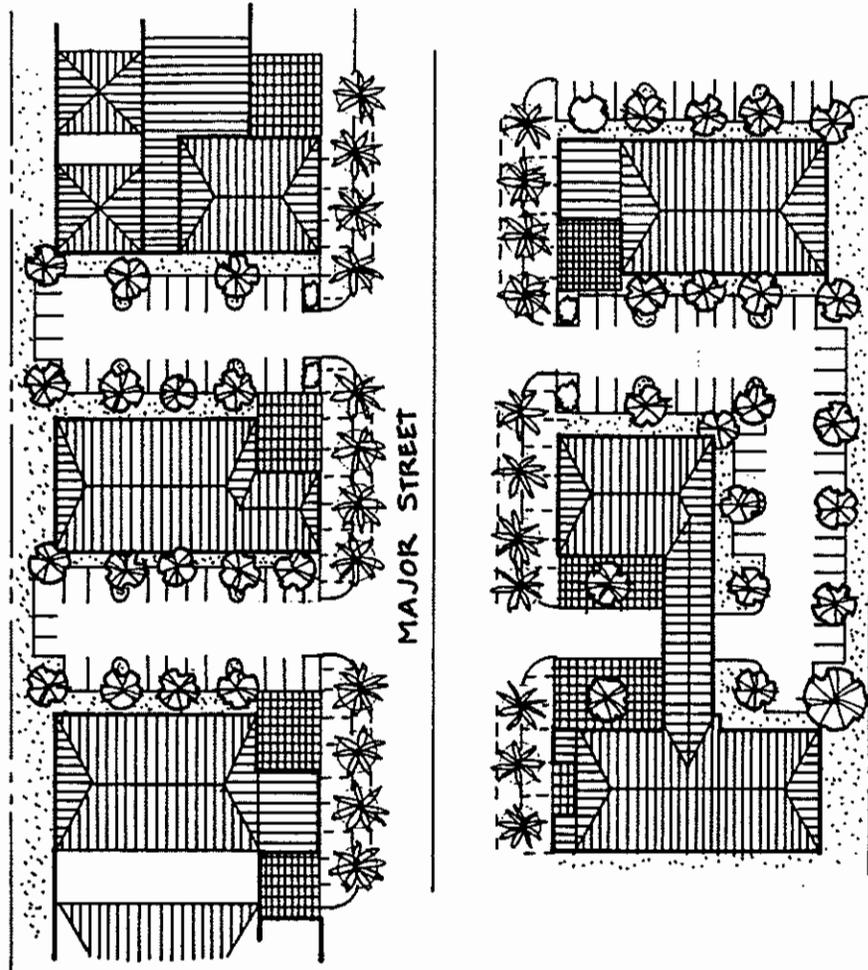


Figure UD-13. Design Principles for General Commercial Districts.



Illustrative Plan Showing Design Principles

Figure UD-14. Design Principles for General Commercial Districts.

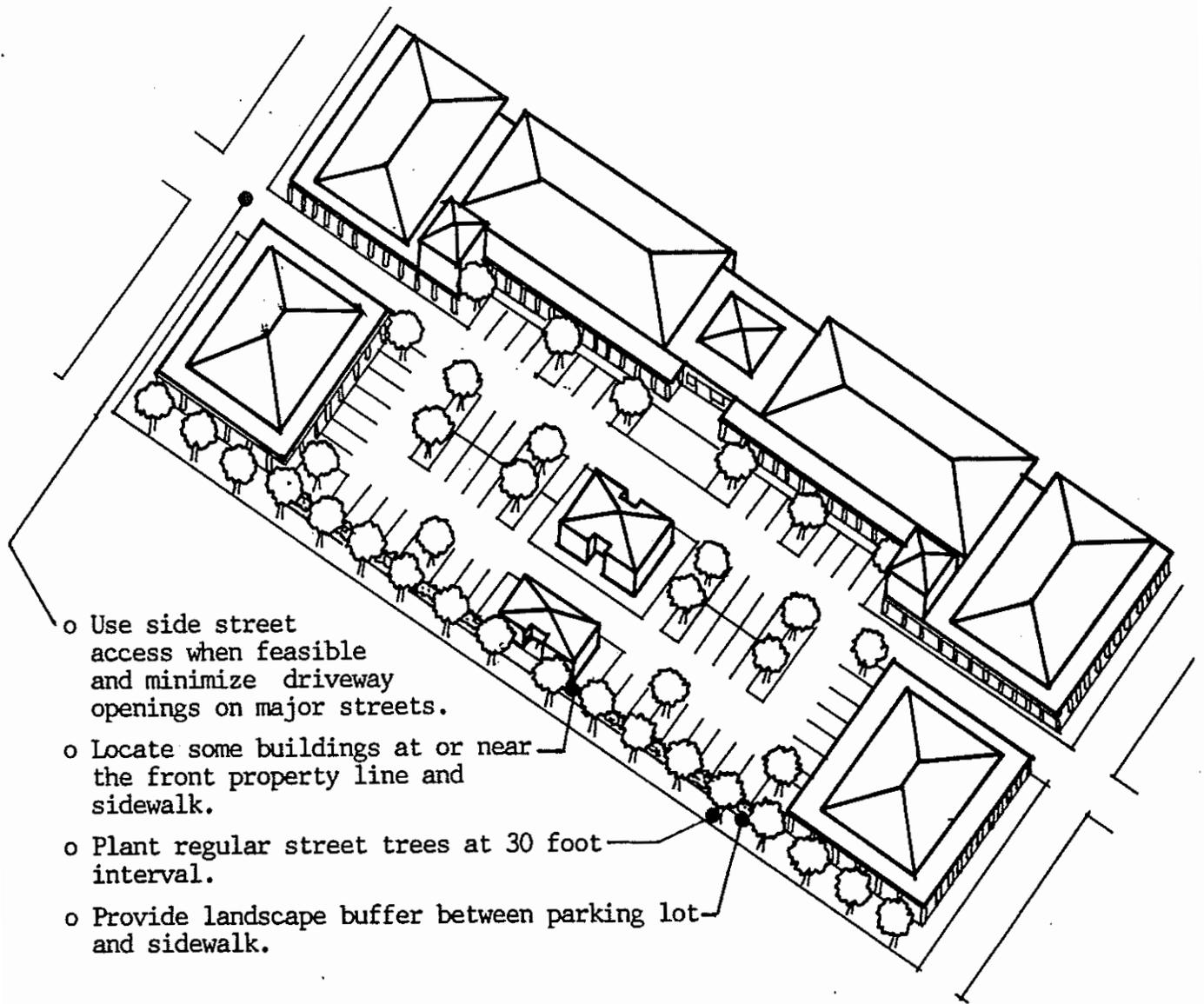
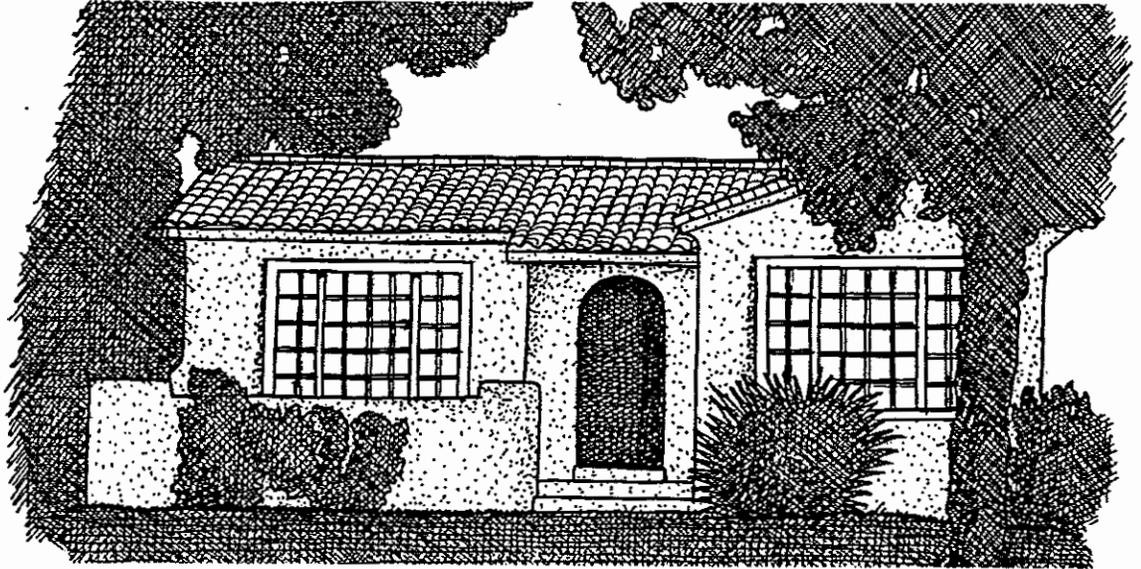


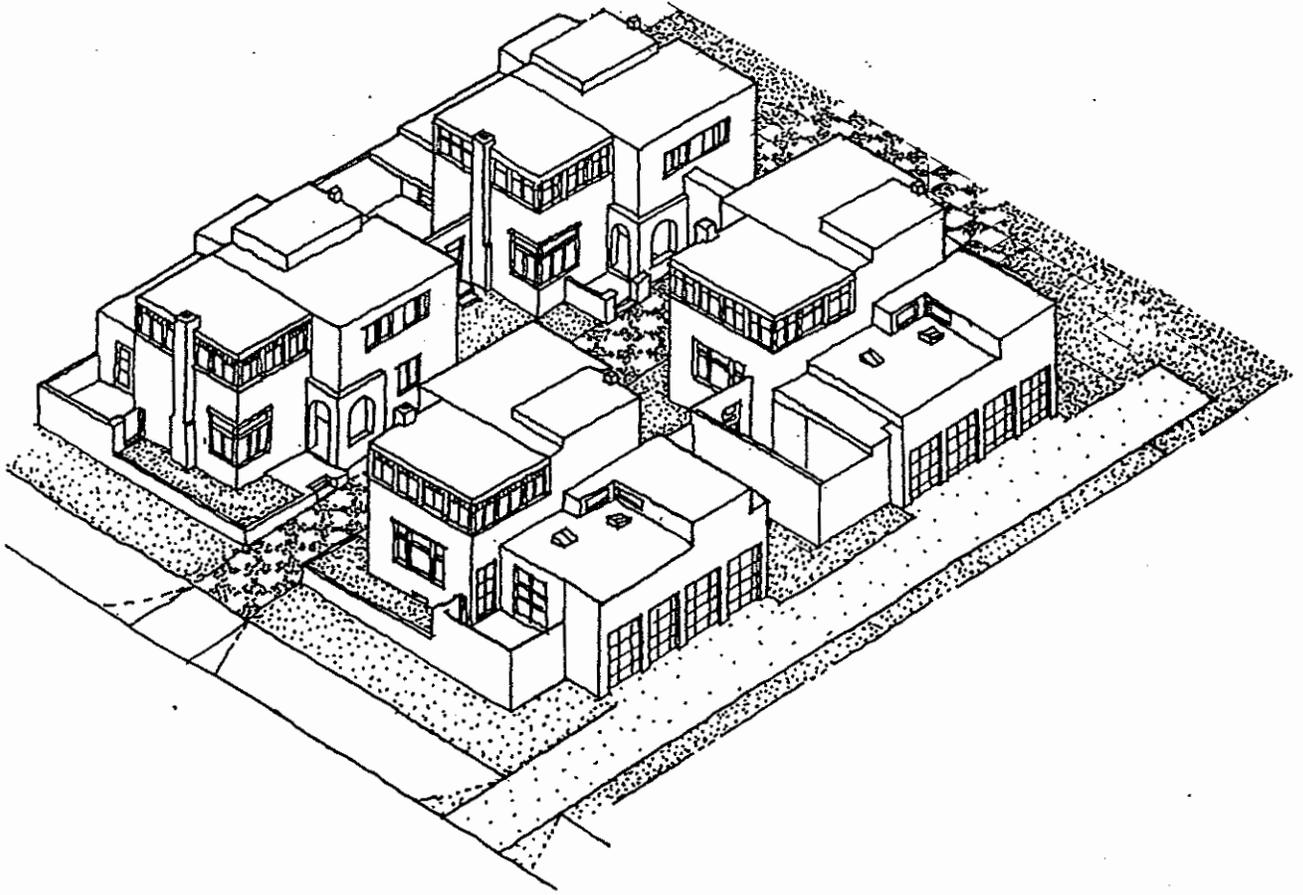
Figure UD-15. Design Principles for General Commercial Districts.

RESIDENTIAL NEIGHBORHOODS



Huntington Park's single family and multi-family neighborhoods share many of the same needs for code enforcement, property maintenance, street landscape improvements and access to public parks.

- Strong enforcement of City zoning, code and health standards is essential to minimize the number of problem properties that adversely affect neighboring living conditions and property values.
- A neighborhood street tree program should be developed as a joint effort of the City and property owners. The City can provide technical assistance with tree selection, right-of-way planting permits and, in some cases, installation. Property owners, through voluntary means or a landscape improvement district, should be responsible for some of the planting and maintenance costs. The program has potential to improve neighborhood character and property values.



Multi-Family Design Guidelines

The quality of site planning, architecture and landscaping of new multi-family development and major renovation of existing buildings needs improvement throughout the city. The *Huntington Park Design Guidelines* list detailed design standards. The basic principles of the Guidelines are given in this Element.

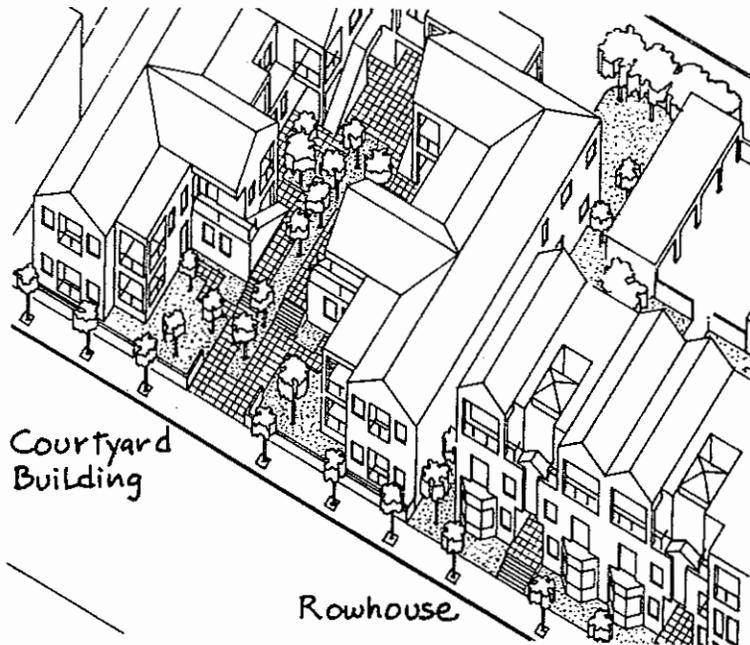
Multi-family buildings should contribute to the sense of community in their neighborhoods by carefully relating to the open spaces, scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents.

- **Courtyard Buildings.** Southern California has a well-established tradition of smaller apartment buildings and clusters, many focused on beautiful intimate courtyards and gardens. These buildings provide reasonable density while giving their residents open space and a sense of identity in an attractive residential setting.

Although other building types are possible, small courtyard groupings and larger developments divided into clustered dwelling groups are encouraged.

- **“Sense of Address.”** Each dwelling should have a “sense of address,” either toward the street or directly to an open space on the site. Courtyards, open passages and outdoor terraces are encouraged for dwelling entries. Hidden units to the rear of buildings, or units opening to parking lots, are discouraged.

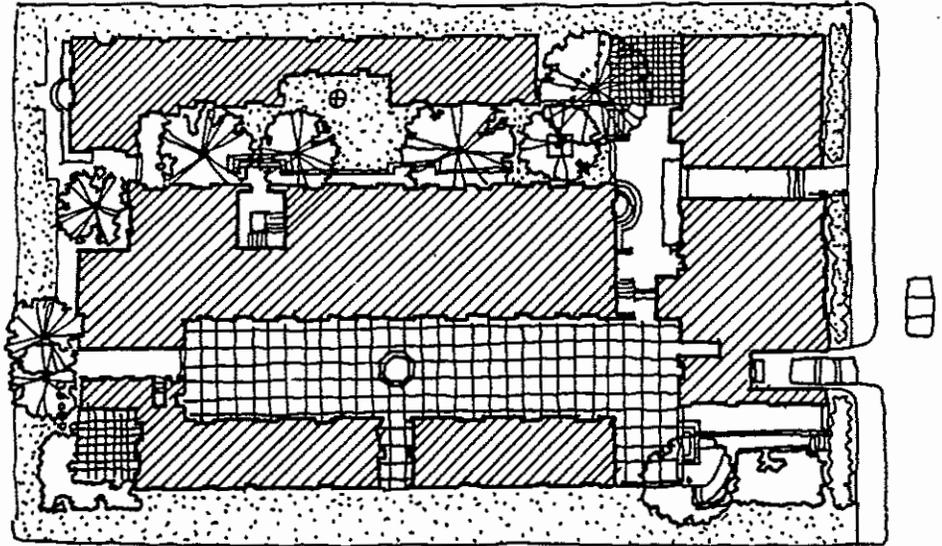
Buildings that use interior corridors as primary entrances to dwelling units are discouraged, unless security provisions require this type of solution. Special housing types such as senior citizen dwellings or single room occupancy units may also need to use interior corridors for circulation.



“Sense of Address”

- **Private Open Space.** Huntington Park’s climate is ideal for outdoor living. The character of new residential development should take advantage of this special opportunity by providing usable private open space for each dwelling.
 - Provide private open space directly accessible to each dwelling unit. This may be a garden, courtyard, terrace, roof deck, or other space which allows residents to have their own territory outdoors.
 - Balconies and verandas are encouraged for upper level private open space.
 - Common open space may be substituted for private open space when it is not possible to provide private space.

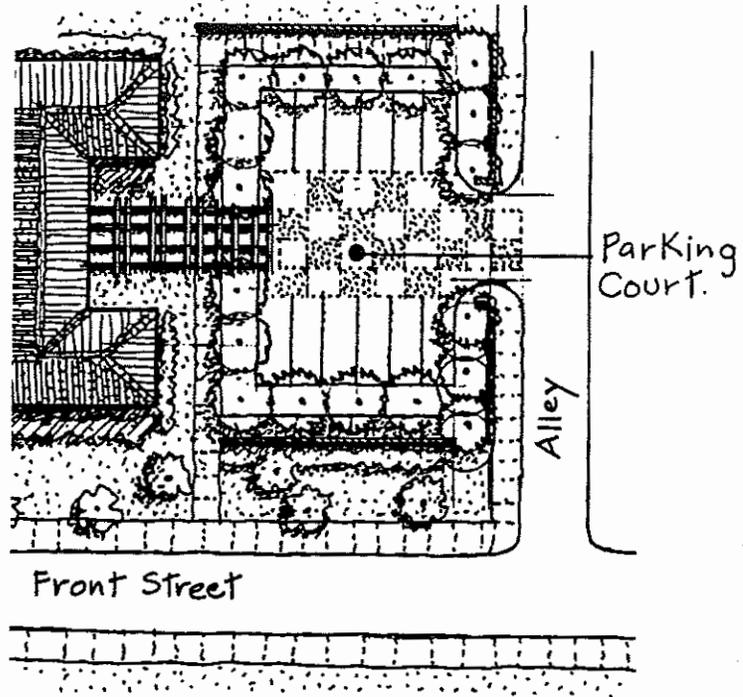
- **Common Open Space.** Open Space should be provided for common use by occupants of a development, and may include recreation courts, gardens, courtyards, patios, open landscaped areas and playgrounds.



- **Architecture.** The mass and bulk of larger multi-family buildings should be divided into smaller parts through projections, recesses, plane changes, upper level setbacks, recessed and projecting balconies, and other architectural elements that provide visual interest.



- **Parking and Access.** Parking lots should not be located in required yard setback spaces, nor should they be located between the front or side elevation of a building and the public street. Place surface parking lots to the rear, interior side or internal locations on the property.



The number of driveway openings to public streets should be kept to a minimum. When access is possible on more than one public street, the street with least traffic volume should be used. If alley access is available, the alley should be used for access.

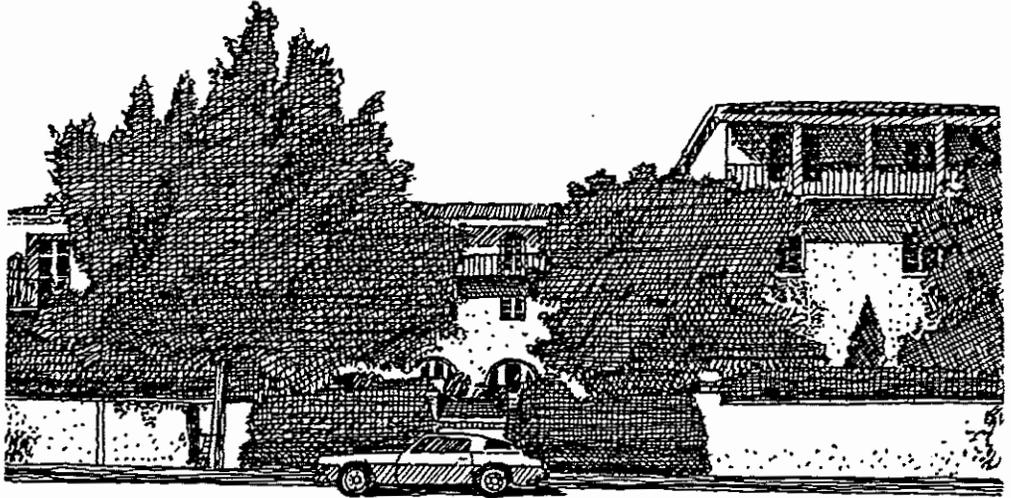
Covered parking by means of garages, carports and trellised canopies is strongly encouraged.

The number of garage door openings to public streets should be kept to a minimum. Common garages with single entrances are encouraged.

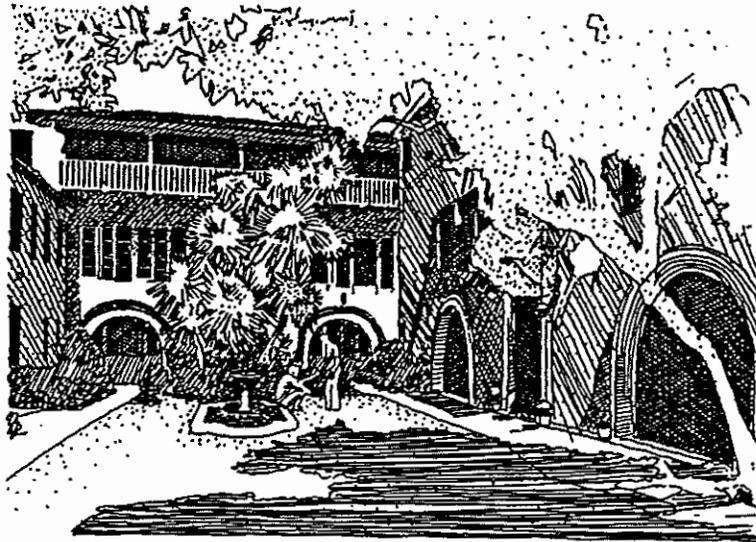
- Landscaping. Multi-family developments should provide street trees planted at regular intervals along all public and private streets.

All setback and yard areas should be fully landscaped with a combination of trees and shrubs.

Views to surface parking lots from public streets, adjacent properties, and open spaces should be screened by a combination of trees and shrubs.

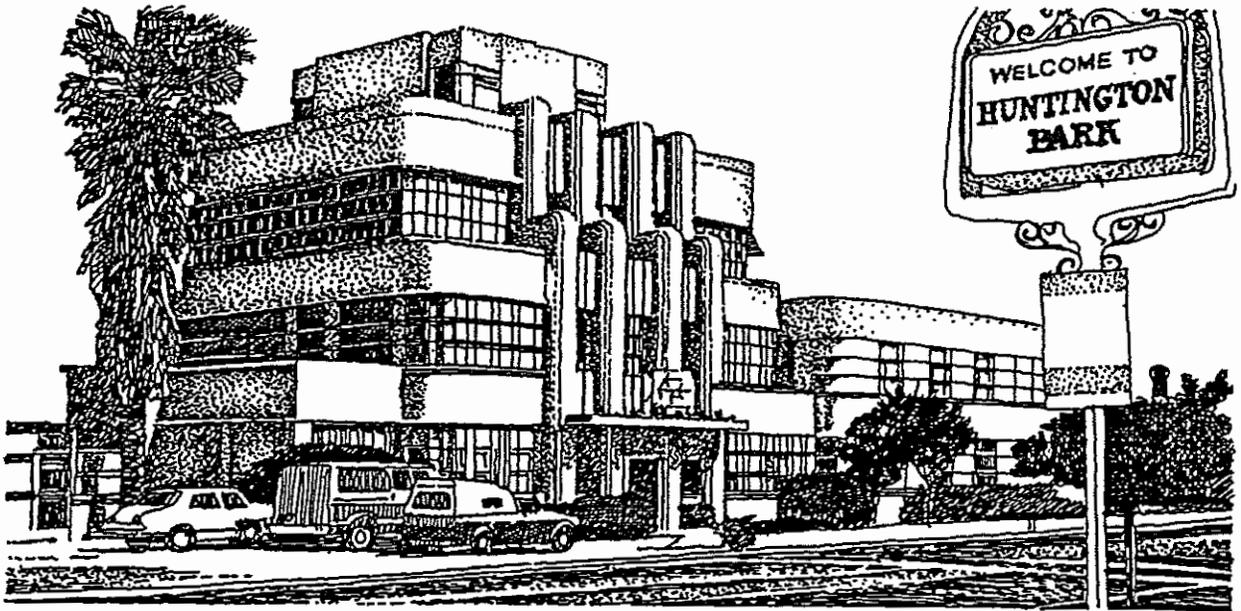


Entry Court and Yard



Internal Courtyard

INDUSTRIAL DISTRICTS



Huntington Park's industrial areas have high visibility, giving emphasis to the need for careful site, building and landscape design that considers views to the property from adjacent streets, commercial districts and residential neighborhoods.

- **Street Trees at Industrial District Edges.** Streets which act as edges between industrial districts and residential or commercial development should be given priority for landscape improvements. These include Randolph Street, Cottage Street, Regent Street, Santa Fe Avenue, Slauson Avenue, 57th Street, Belgrave Avenue, Gage Avenue and Maywood Avenue.
- **Design Guidelines for Industrial Development.** Industrial development should be carefully sited and designed with concern for views from public streets, public places and neighboring commercial and residential districts.
- **Landscaping.** A landscaped edge planted with a combination of trees and shrubs should be provided along all street-facing property lines. Parking, storage and service areas should be setback from the street and screened with adequate landscaping to minimize their visual impact.

- Architecture. Buildings should use exterior wall materials that contain integral color and texture. Bright colors and highly-reflective wall surfaces are discouraged. Earth-tones and warm, light colors are preferable.
 - Entrances should be located at street frontages when possible. Long blank walls on the street should be avoided.
 - When long walls are necessary and are visible from off-site locations, visual relief through pilasters, reveals, color and material change, or small offsets in plan, should be provided.
 - Varying building heights and setbacks to define different functions such as offices and warehousing should be considered.
 - Careful attention should be given to the appearance of large flat roof surfaces from off-site properties.

GLOSSARY

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Air Basin - One of 14 self-contained regions minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with man's health, safety or comfort, or with the full use and enjoyment of property.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Annexation - The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

Application For Development - The application form(s) and all accompanying documents and exhibits required of an applicant by an approving authority for development review by governmental agency(s).

Aquifer - An underground bed or stratum of earth, gravel or porous stone that contains water.

Archaeological Site - Land or water areas which show evidence or artifacts of human, plant or animal activity, usually dating from periods of which only vestiges remain.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

A-Weighted Decibel (dBA) - A numerical method of rating human judgement of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Base Flood Elevation - The highest elevation, expressed in feet above sea level, of the level of flood waters occurring in the regulatory base flood.

Buffer - A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single family housing and commercial uses.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

Capital Improvement Program - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

Clean Air Act - Federal legislation establishing national air quality standards.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

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

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution,

or radiation. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Congregate Care Housing - Generally defined as age-segregated housing built specifically for the elderly which provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Cooperative - A group of dwellings or an apartment building that is jointly owned by the residents, the common ownership including the open space and all other parts of the property. The purchase of stock entitles the buyer to sole occupancy, but not the individual ownership of a specified unit.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG) and the San Bernardino Association of Governments (SANBAG) are examples of COGs in Southern California.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Decibel (dB) - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Development Impact Fees - A fee or charge imposed on developers to pay for the costs to the community of providing services to a new development.

Development Plan - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features and locations of proposed utility services.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multifamily - A building containing two or more dwelling units, generally rented individually for the use of individual families maintaining households; an apartment building is an example of this dwelling unit type.

Dwelling, Single Family Attached - A one family dwelling attached to one or more other one family dwellings by a common vertical wall; condominiums and townhomes are examples of this dwelling unit type.

Dwelling, Single Family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

Easement - A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

Economic Base - The production, distribution and consumption of goods and services within a planning area.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, private property for public use.

Environment - The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

Environmental Impact Assessment - An assessment of a proposed project of activity to determine whether it will have significant environmental effects on the natural and man-made environments.

Environmental Impact Report - A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions which significantly affect the environment.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved recently and which is likely to move again. For planning purposes, an "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

Flood, Regulatory Base - Flood having a one percent chance of being equalled or exceeded in any given year (100-year flood).

Floodway - The channel of a natural stream or river and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the floodwater or flood flow of any natural stream or river.

Floor Area Ratio (FAR) -The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

General Plan - A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Provide a balance of land use types within the city").

Grade - The degree of rise or descent of a sloping surface.

Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced groundshaking.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Group Quarters - A dwelling that houses unrelated individuals.

Growth Management - Techniques used by government to control the rate, amount and type of development.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Human Services - The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

Issue - A problem, constraint, or opportunity requiring community action.

Intersection - Where two or more roads cross at grade.

Land Use - A description of how land use is occupied or used.

Land Use Plan - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

Median Income - The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

National Flood Insurance Program - A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Non-Domestic Water - Water consisting of but not limited to, a combination of treated wastewater and intercepted surface stream flow, supplemented by other waters including potable water.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Overcrowding - As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Sensitive Species - Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act. Endangered - any species in danger of extinction throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Solar Access - A property owner's right to have the sunlight shine on his/her land.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in land fills or incinerated.

Special District - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Standard Metropolitan Statistical Area (SMSA) - A county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or twin cities of a combined population of at least 50,000.

Stationary Source - A non-mobile emitter of pollution.

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Survey - The process of precisely ascertaining the area, dimensions and location of a piece of land.

Transportation Systems Management - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Wetland - An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.