

WILMINGTON-HARBOR CITY

Community Plan

TABLE OF CONTENTS

ACTIVITY LOG

COMMUNITY MAPS

COMMUNITY PLAN

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies
- V. Urban Design

WILMINGTON-HARBOR CITY

ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
July 14, 1999	Wilmington-Harbor City Community Plan Update	97-0050 CPU	98-1619

ADOPTION	AMENDMENT	CPC FILE No.	COUNCIL FILE No.
Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MS	15-0719

WILMINGTON-HARBOR CITY

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Wilmington-Harbor City Community Plan Area (CPA) is situated in the far southern portion of the Los Angeles Basin, near Los Angeles Harbor. It is located between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes, Carson, Long Beach, and an unincorporated area of Los Angeles County.

The Wilmington-Harbor City CPA is generally bounded by the Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard, Taper Avenue, and Western Avenue.

The Wilmington-Harbor City CPA contains approximately 6,481 net acres. Most of the topography is level except for a small amount of varied, hillside terrain located in the southwest portion of the Plan area, adjacent to Rancho Palos Verdes. The land use consists primarily of low to low-medium density residential, with commercial uses concentrated near the transit corridors of Pacific Coast Highway, Anaheim Street, and Avalon Boulevard.

Residential land uses account for 1,809 net acres with approximately 21,936 dwelling units, of which 57% are multi-family units. Most of the housing stock is over 30 years of age, and one-third is over 50 years of age. Concentrations of multi-family residential uses can be found near Anaheim Street in Wilmington, and Lomita Boulevard, Anaheim Street, Western and Normandie Avenues in Harbor City.

The two communities that comprise the CPA have the following features that distinguish them:

Wilmington, based on its established boundaries when incorporated into the City of Los Angeles, is bounded by Lomita Boulevard, the City of Long Beach, the Port of Los Angeles, Gaffey Street and Normandie Avenue. The historic resources of the community include the General Phineas Banning Residence, the Drum Barracks, and the Camp Drum Powder Magazine. The area is a varied mixture of land uses, including single family and low-medium density multiple residential. A large portion of the southeast quadrant of the

community is industrial.

Commercial uses are primarily located along Avalon Boulevard, especially in the Community Center near the intersection with Anaheim Street, and also along Pacific Coast Highway. The established “downtown” center of Wilmington is the commercial district surrounding the intersection of Avalon Boulevard and Anaheim Street, bounded approximately by I Street on the north, Broad Avenue on the east, E Street on the south, and Fries Avenue on the west. This area features intensive commercial development that includes many different types of retail establishments and services, and some portions have developed into lively pedestrian areas.

This commercial district is centrally located within the Wilmington community, and is accessible via mass transit (bus) lines on both Avalon Boulevard and Anaheim Street. The Community Plan designates the area as a “Community Center” in order to encourage the continued development of community-serving commercial uses in a pedestrian-friendly environment.

The commercial area at the foot of Avalon Boulevard includes the commercially-zoned land east and west of Avalon Boulevard, including Broad Avenue, from Harry Bridges Boulevard south to the Port of Los Angeles. The Wilmington community has a long-standing desire to have a marine-oriented commercial area develop on this site, which adjoins Slip No. 5 of the Los Angeles Harbor, and is the community’s most convenient and direct access to the waterfront. It is centrally located at the terminus of Avalon Boulevard, the primary north-south arterial through Wilmington.

Despite the wishes of the community, in the past, the market has not existed to stimulate the development of the area as a commercial district. Most of this land is currently vacant, used for parking or open storage, with some general commercial. However, with the increases in population and employment projected for the local community, and the large-scale port improvements undertaken by Los Angeles and Long Beach, the market to create this commercial district may develop in the future. The Banning’s Landing community center should also draw additional visitors into the area. The Plan designates this site a “Community Center” in recognition of its potential and importance to the community.

The Wilmington Industrial Park is an irregular-shaped area, bounded approximately by Anaheim Street on the north, Harry Bridges Boulevard on the south, Alameda Street on the east, and Broad Avenue on the west. It has an ideal location with excellent access to the Port of Los Angeles, the Harbor and San Diego Freeways, and the Alameda Corridor. The industrial park is designated and zoned for Light Industry, and is developed with a number of industrial uses, as well as some container and truck storage facilities. Some large areas of land remain vacant and available for development.

Other heavy industrial uses are mostly concentrated in the southern and eastern portions of the Wilmington near the Harbor. A recent trend is the utilization of industrial properties for cargo container storage, which can create adverse impacts when containers are stacked to excessive heights in close proximity to residential or other sensitive land uses.

Open space areas serving Wilmington include Banning Park, important as both a recreational and cultural resource, and Harbor Regional Park. Additional open space is provided by several other parks, including portions of an abandoned railroad right-of-way. Public facilities in the area include Los Angeles Harbor College, Kaiser Hospital, a branch library, and a number of Department of Water and Power facilities that provide service to greater Los Angeles.

Harbor City is bounded by Sepulveda Boulevard, Normandie Avenue, Gaffey Street, Taper Avenue, and Western Avenue. This community contains a significant amount of multiple family residential housing in the area bounded by Lomita Boulevard, Anaheim Street, and Normandie and Western Avenues.

The commercial area at the intersection of Pacific Coast Highway and Normandie Avenue is one of the primary retail/ commercial areas serving Harbor City, and the site of intensive commercial development, including several shopping centers and the Kaiser Hospital. It is centrally located within the community, in walking distance of many residential areas, including the Normont Terrace development. Public transit is also available. The Plan designates this area as a "Community Center" in recognition of its importance to Harbor City.

Other "strip" commercial areas are located along Pacific Coast Highway, Western Avenue, portions of Anaheim Street, and Lomita Boulevard.

Limited industrial areas, consisting mostly of warehouses and light manufacturing, are located in Harbor City near Pacific Coast Highway, Normandie Avenue, and Lomita Boulevard.

Open space areas serving the Harbor City area include Harbor Regional Park, both a significant ecological resource and recreational area, the Harbor City Recreation Center on Lomita Boulevard, and recreational fields and open space on the Navy Fuel Depot property in the southwest part of the CPA. Public facilities nearby include two major hospitals, and Los Angeles Harbor College.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation or amendments of community plans. General Plan Government Code Section 65351 reads, "During the preparation or amendment of the general plan the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups through public hearings and any other means the city or county deems appropriate." Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Community participation occurred through focus group meetings, a community workshop, open house, and the public hearing process. Community participation helps to update the plan as to what changes have taken place since its adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues which were identified in the Wilmington-Harbor City Community.

RESIDENTIAL

Issues

- Need to maintain the low-density character of single-family neighborhoods and protect them from other incompatible uses.
- Lack of transition in scale, density and character of multiple-housing and other uses adjacent to single-family homes.
- Lack of maintenance of existing housing stock, particularly rented multiple-family projects.
- Need to promote rehabilitation of residential areas to improve quality of housing in the Plan area.
- Lack of adequate parking, usable open space and recreational areas in multi-family apartment projects.
- Compatibility between residential and adjacent commercial and other uses.
- Compatibility between public infrastructure and new development.

Opportunities

- Moderate priced housing in relatively smog-free and mild “Mediterranean” climate.
- Proximity to ocean amenities, Los Angeles and Long Beach port and harbor facilities, Los Angeles International, Long Beach, and Torrance airports, and to major universities: Cal State Dominguez Hills, USC, UCLA, Long Beach State, Loyola Marymount, and Los Angeles Harbor College.
- Access to two major freeways (Harbor I-110, San Diego I-405) and proximity to employment centers such as the Los Angeles and Long Beach port facilities, Harbor Gateway, San Pedro, Long Beach, Dominguez Hills, and Los Angeles downtown.
- Potential for residential and mixed-use development along commercial corridors.
- Establishment of transitional heights and densities between multiple and single-family residential uses.
- Access and proximity to employment.

COMMERCIAL

Issues

- Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- Unsightly strip commercial areas, lack of overall parking and general inconvenience and access within commercial areas.
- Commercial areas with poor visual identity and more oriented to pass through traffic rather than neighborhood-oriented which promote pedestrian activity.
- Heavy and high-speed traffic on many streets in commercial areas, including non-local “thru” traffic.
- Visual and aesthetic problems, such as the proliferation of out-of-scale signs, including large roof signs and sandwich board signs on sidewalks, barren railroad tracks and abandoned rights-of-way, and many vacant parcels used for dumping and other illegal activities.
- Unsightliness of new construction, such as minimalls, due to the lack of landscaping, architectural character and parking.
- Lack of adequate design standards and code enforcement along commercial corridors.
- Inadequate transition between commercial and residential uses.
- Many existing commercial areas, such as downtown Wilmington, are in need of revitalization.

Opportunities

- Develop a distinctive urban character and cohesive visual identity for the community, especially on major streets such as Pacific Coast Highway, Anaheim Street, and Avalon Boulevard.
- Complement the efforts for revitalization of downtown Wilmington by promoting a pedestrian-oriented business district using banners, murals, street trees, kiosks, street furniture, street lamps, benches, trash receptacles and other pedestrian-oriented amenities, and also landmark buildings that will give the area a distinctive feeling.
- Promote the development of a marine-related Community Center near the foot of Avalon Boulevard, between Harry Bridges Boulevard and the Port of Los Angeles. This area could include shops, restaurants, and other services oriented toward the port and the ocean, serving residents, employees, and visitors in the area.
- Potential for mixed-use development on portions of Anaheim Street and Avalon Boulevard, which with appropriate development standards can introduce more pedestrian activity to commercial areas.
- Promote the development of the area around the intersection of Pacific

Coast Highway and Normandie Avenue as a downtown commercial district for Harbor City, serving local residents, and visitors to Kaiser Hospital, Harbor Regional Park, or Los Angeles Harbor College.

- Public utility, state and local government incentive programs which offer tax credits (revitalization zone), technical assistance for Business Improvement Districts (Community Development Department), and other capital-generating assistance programs.
- Active support for efforts to preserve and rehabilitate older structures with special architectural and/or cultural character.

INDUSTRIAL

Issues

- Preserving a strong industrial base to provide jobs for residents and promote economic vitality within the Plan area.
- Protection of residents from noxious environmental impacts of industrial activities.
- Adequate buffering of industrial areas from nearby residential and commercial uses.
- Adverse environmental impacts caused by container storage to surrounding properties, particularly near residential areas.
- Lack of basic infrastructure and other amenities to support business in East Wilmington.
- Cost to clean up some sites, which include hazardous waste, contaminated soil, or abandoned oil wells.
- Illegal dumping and other criminal activities have occurred in some industrial areas.

Opportunities

- Excellent access to regional freeways, railroads, the Alameda Corridor rail and truck transportation facilities, the Ports of Los Angeles and Long Beach, and the South Bay.
- Encourage the area to continue to develop as a major industrial and employment center within the Wilmington community by attracting new industrial uses that create jobs in the local economy.
- Availability of land for reuse or development which are planned for job-producing uses that improve the economic and physical condition of the area.
- Clean up environmentally-damaged sites and eliminate crime problems, illegal dumping, and unauthorized uses that discourage viable industrial uses from locating in the area.

- Active support for redevelopment efforts in the Wilmington Industrial Park in southeast Wilmington.

TRANSPORTATION

Issues

- Congestion from through traffic from outside the community.
- Inadequate automobile alternatives such as rail, improved bus service, bicycle and walking.
- The need to continue planning and improvements to public transportation in the community.
- Truck traffic related to nearby industrial or container storage facilities invading local residential streets.

Opportunities

- Neighborhood shopping districts and mixed-use developments which would encourage walking and reduce traffic congestion and air pollution.
- Future study of alternative Transportation Systems Management strategies such as Automated Traffic Surveillance and Control (ATSAC) and the Smart Corridor program which reduce impacts of through traffic and control traffic flows into designated corridors by measures such as timed traffic signals for fewer stops, and higher traffic speeds, elimination of peak on-street parking and traffic flow monitoring.
- Improved vehicular and truck access to/from industrial areas and the Port of Los Angeles via the Alameda Corridor and Harry Bridges Boulevard realignment.

RECREATION, PARKS and OPEN SPACE

Issues

- Most of the open space and recreational amenities of the community are concentrated in Harbor Regional Park and Banning Park. There is a need for more neighborhood parks throughout the plan area to serve the local population.
- Harbor Regional Park is a designated Significant Ecological Area, because of the unique habitat there and the presence of endangered animal species.
- Despite the proximity of the ocean, few marine-oriented recreational amenities have been developed to take advantage of this location.

Opportunities

- Acquisition, expansion and improvement of needed local parks throughout the community should be accelerated.

- Possibility of multi-purpose use of existing facilities for the general public.
- A number of historic and cultural monuments are located within the plan area, including the General Phineas Banning residence, and the Drum Barracks and Officers' Quarters.

**MAJOR
OPPORTUNITY
SITES**

The Community Plan identifies appropriate areas to encourage commercial, industrial, and residential development where design guidelines or other planning tools might be applied to enhance an area. These areas are indicated as a Regional Center, Community Center, or Neighborhood District on the Land Use Diagram map. The intent is to show the location of future growth strategy and the relative importance of the area, and to provide policies and standards as a guide for development to take place. Several areas are identified as major opportunity sites: the commercial district surrounding the intersection of Avalon Boulevard and Anaheim Street, the commercially zoned land at the foot of Avalon Boulevard south of Harry Bridges Boulevard, the commercial area surrounding the intersection of Pacific Coast Highway and Normandie Avenue, and the Wilmington Industrial Park located east of Avalon Boulevard and south of Anaheim Street.

The Commercial District Surrounding Avalon Boulevard And Anaheim Street

Issues

- Heavy traffic on both Avalon Boulevard and Anaheim Street, including non-local "thru" traffic.
- More off-street parking is needed in many portions of the area.

Opportunities

- Enhance the area as the "downtown" center of Wilmington by continuing to encourage the development of community-serving commercial uses.
- Encourage the enhancement of a pedestrian-friendly environment through design standards, street furniture and trees, etc.

The Commercial Area at the Foot of Avalon Boulevard--South of Harry Bridges Boulevard

Issues

- Heavy traffic and trucks on Harry Bridges Boulevard will further isolate this area from the community to the north.
- Possible environmental impacts from a variety of industrial uses and DWP facilities located nearby.
- The presence of many vacant parcels, a number of which are used for open storage.

Opportunities

- Develop the area into a visitor-serving, marine-oriented commercial district, in conjunction with the Banning's Landing community center, to serve as the Wilmington community's gateway to the waterfront.
- Encourage the development of a pedestrian-friendly environment with places for people to walk or sit and view the Harbor and its activities.

The Commercial Area Surrounding the Intersection of Pacific Coast Highway and Normandie Avenue

Issues

- Very heavy traffic, particularly on Pacific Coast Highway, make the area less attractive and safe for pedestrians.
- Much of the existing development is oriented toward auto traffic rather than local residents.
- A number of motels are located nearby along Pacific Coast Highway, which have been a source of crime problems in the past.

Opportunities

- Encourage the area to develop as a retail and service area for local residents, and visitors to Kaiser Hospital, Harbor Regional Park, or Los Angeles Harbor College.
- Encourage the development of a pedestrian-friendly environment through design standards, wider sidewalks and crosswalks, street furniture, landscaping, etc.

The Wilmington Industrial Park

Issues

- The cost of cleaning up some sites which include hazardous waste, contaminated soil, or abandoned oil wells.
- Unauthorized uses are illegally located on some sites.
- Illegal dumping and other criminal activities have occurred in some areas of the park.

Opportunities

- Encourage the area to continue develop as a major industrial and employment center within the Wilmington community by attracting new industrial uses that create jobs in the local economy.
- Clean up environmentally-damaged sites, and eliminate crime problems, illegal dumping, and unauthorized uses that discourage new industrial

tenants from locating in the park.

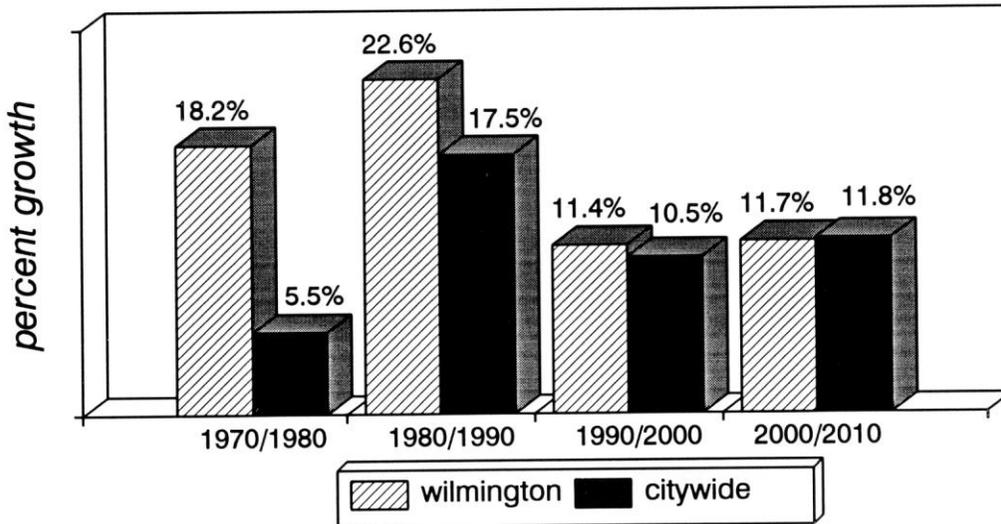
**COMMUNITY
PROFILE**

The Community Profile provides an overview of population, housing, and socio/demographics for the Wilmington-Harbor City Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

WILMINGTON/HARBOR CITY COMMUNITY PROFILE

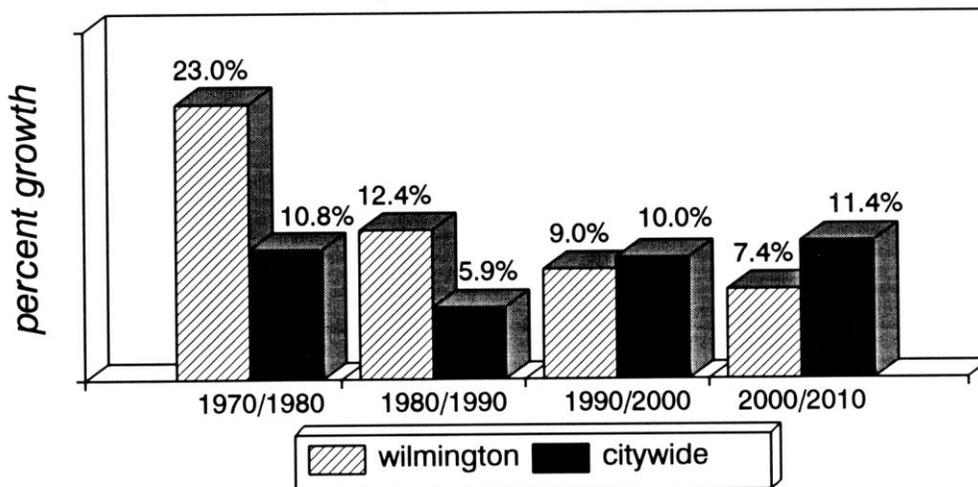
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
<u>total population</u>					
wilmington	51147	60438	74073	82518	92168
citywide	2811801	2966850	3485398	3852993	4306564
<u>growth rate</u>					
wilmington		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		18.2%	22.6%	11.4%	11.7%
		5.5%	17.5%	10.5%	11.8%

population growth rate comparison (includes group quarters population) **



	1970	1980	1990	2000	2010
<u>total households</u>					
wilmington	15639	19230	21607	23562	25311
citywide	1024873	1135491	1203052	1323882	1474514
<u>growth rate</u>					
wilmington		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		23.0%	12.4%	9.0%	7.4%
		10.8%	5.9%	10.0%	11.4%

household growth rate comparison (occupied dwelling units only)



* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.
 ** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

WILMINGTON – COMMUNITY PROFILE

estimated data (from U.S. Census)

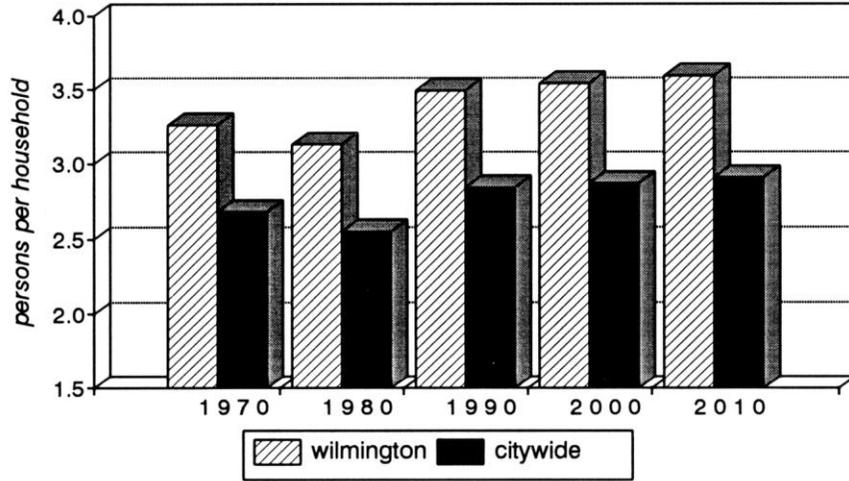
projections (from SCAG)

household size

(persons per dwelling unit) *

	1970	1980	1990	2000	2010
wilmington	3.26	3.13	3.49	3.54	3.59
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

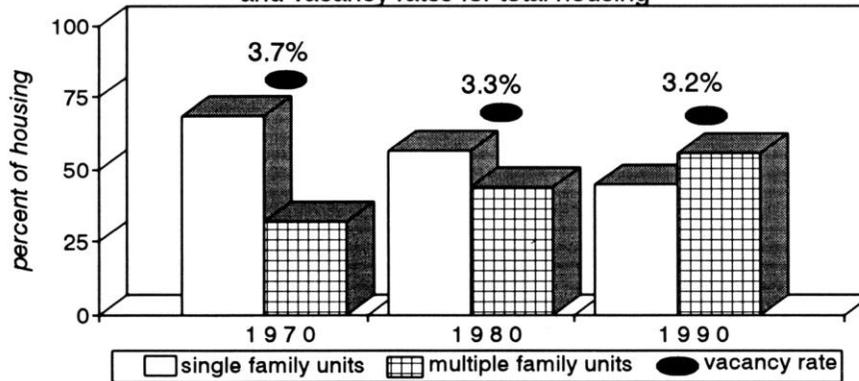


housing splits / vacancy factors **

(wilmington only)

	1970	1980	1990
single family dwellings	68%	56%	45%
multiple family dwellings	32%	44%	55%
vacancy rate (total housing)	3.7%	3.3%	3.2%

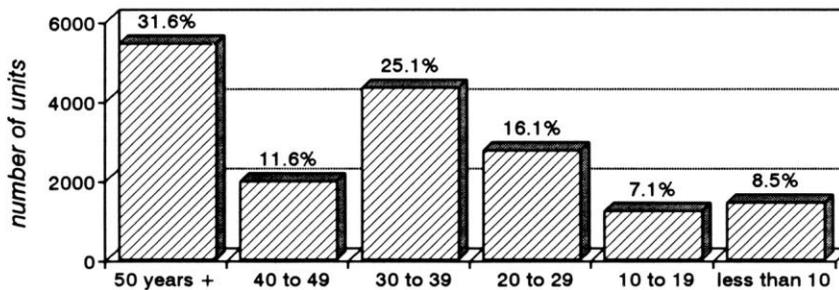
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in wilmington (includes vacant and occupied units).

age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

WILMINGTON – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

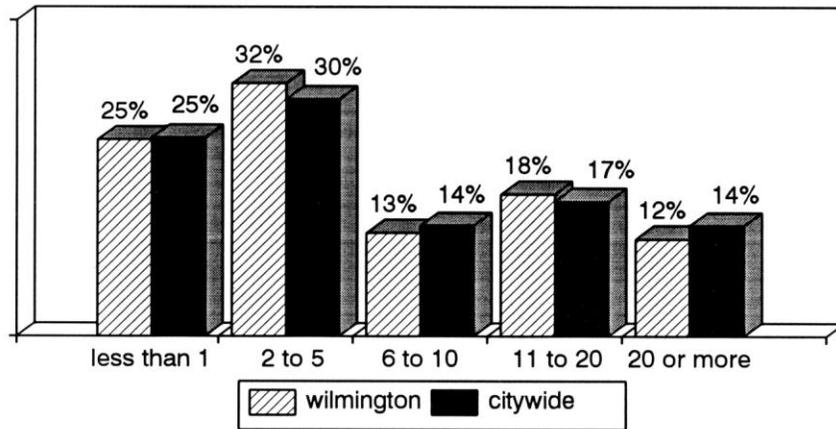
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	52.1%	20.0%	27.9%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
wilmington	7.5%	45.7%	32.3%	14.1%	0.4%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
wilmington	12.9%	32.0%	43.2%	7.8%	4.0%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

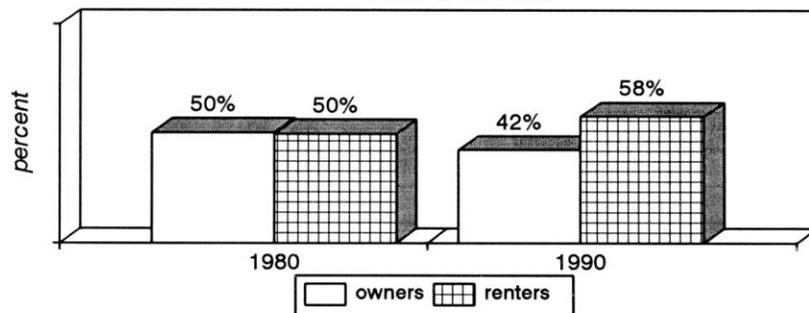
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
wilmington	24.8%	32.0%	13.1%	17.9%	12.3%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

WILMINGTON – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

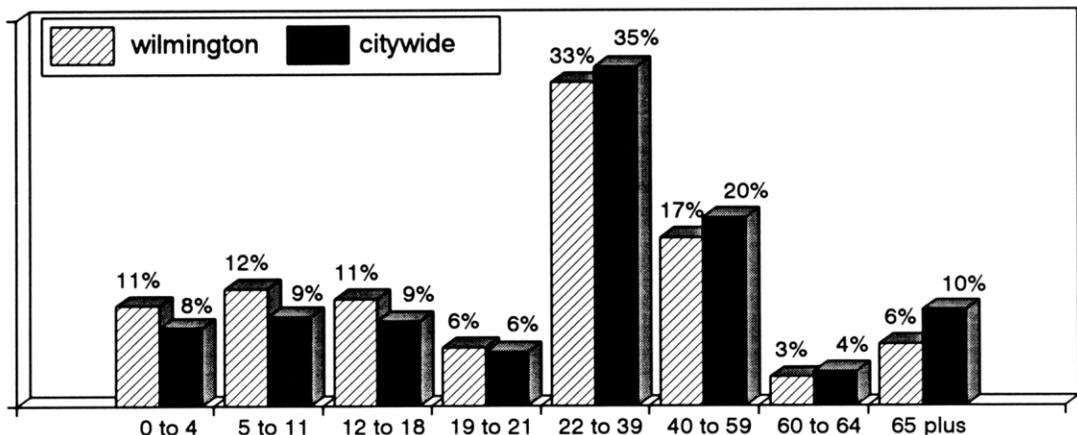
1990 census data;

<u>employment (percent) *</u>	
females employed	39.8%
males employed	60.2%
employment participation rate	68.3%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average	\$36,306
(citywide)	\$45,701
poverty (percent)	18.8%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
wilmington	53.5%	31.7%	10.2%
citywide	67.0%	47.8%	23.0%

age of the general population

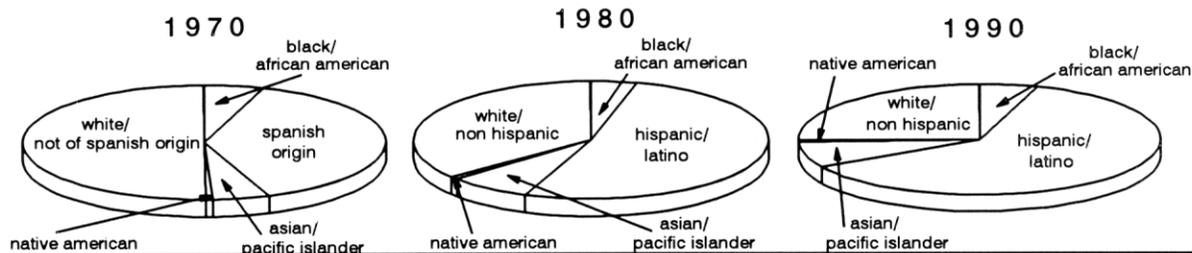


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
wilmington	50.8%	6.3%	2.5%	49.5%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	wilmington	65.7%	20.7%	5.4%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	wilmington	20.4%	37.5%	20.8%	15.6%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	5.1%	7.5%	7.5%
black/african american	5.3%	4.2%	5.1%
hispanic/latino	39.0%	52.0%	61.7%
native american	0.6%	0.9%	0.4%
white-non hispanic	50.0%	35.5%	25.2%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. California State law requires that the Land Use Element be prepared as part of the city's General Plan, and that the Land Use Element be correlated with the Circulation Element. In the City of Los Angeles thirty-five community plans comprise the City's Land Use Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. It regulates how land is utilized; thus many of the issues and policies contained in all the plan elements are impacted by and/or impact this element.

Government Code Section 65302(a) requires a land use element to designate the proposed general distribution, general location, and extent of uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities), and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the plan.

The Wilmington-Harbor City Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the objectives, policies, and programs. The Community Plan map outlines the arrangement and intensities of land uses, the street system, and the location and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City

with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The general plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan Area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Wilmington-Harbor City Community Plan was completed June 15, 1989, in conjunction with the General Plan Zoning Consistency Program required by AB283. The community has grown at a faster rate than the city in the past 20 years. During the 1970's the community population increased by 9,291 residents, a growth rate of 18%. Since 1980 the community's population has grown by 13,635 residents representing an average growth of over 2% per year.

The Wilmington-Harbor City Community Plan sets forth goals to maintain the community's individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- Maximizing the development opportunities around the future transit system while minimizing any adverse impacts.

- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Wilmington-Harbor City Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to the Wilmington-Harbor City Community. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify specific types of land use and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Wilmington-Harbor City Community Plan, which is a portion of the City's Land Use Element, must be consistent with the other elements and components of the General Plan.

The General Plan Framework is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which looks to the future as required by law and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974).

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because it is citywide, the Framework cannot anticipate every detail. Therefore, the Community Plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the City's long range growth and development policy, establishing citywide standards, goals, policies and objective for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework forecasts the following population, housing, and employment levels for the Wilmington-Harbor City Community Plan for the year 2010:

Population (persons):	92,168
Housing (units):	26,923
Employment (jobs):	33,507

The above population, employment, and housing numbers are provided as reference during the Community Plan Update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs, and housing could grow more quickly or slowly than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a service system element, a cultural element, a major public facilities areas element and an air quality element. All the provisions and requirements of these elements apply to the Wilmington-Harbor City Community Plan.

Neighborhood plans involve the preparation of specific plans which blend both policy and implementation function for unique neighborhoods within a community. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework.

PLAN CONSISTENCY

Each plan land use category indicates the corresponding zones permitted by the Plan unless further restricted by the plan text, footnotes, adopted Specific Plans, or other specific limitations established by discretionary approvals. The Plan recognizes that the residential densities, commercial intensities, and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Wilmington-Harbor City Community Plan Area shall refer to each of the applicable additional programs, policies or objectives which are contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs , policies, or objectives which would be furthered by the proposed project.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code (L.A.M.C.).

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter 3 of the Plan Text contains Goals, Objectives, Policies, and Programs for all appropriate land use issues, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Planning Department has responsibility for the goals, objectives, policies, and the initiation and direct implementation of the programs contained in Chapter 3.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout Wilmington and Harbor City critically depends on providing infrastructure resources (i.e.: police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Wilmington-Harbor City could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second is the monitoring of population growth and infrastructure improvements through the City's **Annual Report on Growth and Infrastructure** with a report of the City Planning Commission every five years on the Wilmington-Harbor City Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected, and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewerage; and that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the Wilmington-Harbor City community, until the land use designations for the Wilmington-Harbor City Community Plan and corresponding zoning are revised to limit development.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances, these measures encompass the policies contained in the General Plan Framework.

Existing residential land use patterns in the Wilmington-Harbor City Plan Area vary from low to medium density. Single-family neighborhoods are located widely throughout the north, central, and western portions of Wilmington, in south Wilmington between Fries Avenue and Wilmington Boulevard north of C Street, and in Harbor City north of Lomita Boulevard, and south of Anaheim Street.

Concentrations of multi-family residential uses are located near Anaheim Street in Wilmington, and Lomita Boulevard, Anaheim Street, Western and Normandie Avenues in Harbor City.

Sixty-seven percent of the total acreage designated for residential uses in the

Wilmington-Harbor City Community Plan Area is designated for single-family dwellings, with only 33% designated for multiple-residential development. However, 57% of the existing dwelling units in the Plan area are multiple-residential units, and at the total potential buildout for the Plan, 65% of the dwellings would be multiple-residential units. Currently 68% of the housing stock is over 30 years old, and 32% is more than 50 years old.

Because of the location of the Wilmington-Harbor City Plan Area near the Port of Los Angeles, there is a proliferation of industrial and open storage uses in these communities, with some of these uses encroaching into residential areas. The presence of these uses, and related trucks driving and parking on residential streets create noxious environmental impacts in many residential areas. The Plan seeks to eliminate non-conforming uses from residential areas, and to protect residents from related adverse impacts.

The Plan designates residential land use densities as indicated in the following table. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point range for the dwelling units per acre category. The mid-point represents a reasonable factor to use, as new development within each land use category is not likely to occur at the extremes of the range but rather throughout the entire range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Net Acres	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Persons Per Dwelling Unit (2010)	Reasonable Expected Population (2010)
Low	1,215.79	6.5 (4+ to 9)	7,903	3.75	29,636
Low Medium I	197.82	13.5 (9+ to 18)	2,671	3.46	9,242
Low Medium II	255.63	23.5 (18+ to 29)	6,007	3.46	20,784
Medium	139.36	42 (29+ to 55)	5,853	3.44	20,134
TOTALS	1,808.60		22,434		79,796

GOAL 1

A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.1 Designate specific lands to provide for adequate multi-family

residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

- 1-1.2 Protect existing single family residential neighborhood from new, out-of scale development.

Program: Recent changes in the Zoning Code set height limits for new single family residential development.

- 1-1.3 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands where only single family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers (Transitional Height Ordinance); and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

- 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

- 1-1.5 Maintain at least 67% of designated residential lands for single family uses.

Program: The Plan designates residential lands to reflect this ratio.

- 1-1.6 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.

Program: With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

Program: The Neighborhood Preservation Program, administered by the Housing Authority of the City of Los Angeles and by the City's Housing Department provides financial resources to rehabilitate single family homes and multi-family rental housing.

Program: The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Department provides rehabilitation loans to owners of small buildings (one to four units) to correct code

violations.

Program: The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower-income multi-family rental housing. The program is partially funded by the U. S. Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policies

1-2.1 Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography will accommodate this development.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

Policies

1-3.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines for residential development to implement this policy.

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-4

To preserve and enhance neighborhoods with a distinctive and significant historical character.

Policies

1-4.1 Protect distinctive residential neighborhoods, such as the Banning Park Neighborhood.

Program: Develop specific plans, Community Design Overlay Zones, Historic Preservation Overlay Zones or by other means appropriate for the needs of the individual neighborhood providing for designated

housing types, height limits and possible architectural style and development design restrictions with the establishment of design review board approval for new housing development and exterior remodeling, expansion and major building modification.

Objective 1-5

To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policies

1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-5.2 Promote housing in mixed use projects in transit corridors and pedestrian oriented areas.

Program: The Plan identifies mixed-use boulevards on Anaheim Street and Avalon Boulevard, and encourages a bonus in floor area for mixed use projects in the areas identified in this policy.

1-5.4 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

Program: The Plan cannot require that condominium units be built instead of rental units; however the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories.

1-5.5 Provide for livable family housing at higher densities.

Program: The Plan promotes that the Zoning Code be amended to provide that multiple residential densities should not be limited by the number of bedrooms per unit in order to facilitate family housing.

Objective 1-6

Eliminate incompatible and non-conforming uses from existing residential neighborhoods, to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses.

Policies

1-6.1 The enlargement of nonconforming, incompatible commercial and industrial uses within areas designated on the Plan map for residential land use shall be prohibited, and action shall be taken toward their removal on a scheduled basis in conformance with Section 12.23 of the Municipal Code.

Program: The Department of Building and Safety is responsible for administering the provisions of Section 12.23 of the Municipal Code

relating to non-conforming uses.

- 1-6.2 Compatible non-conforming uses, that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores), should be allowed to continue as legal nonconforming uses in accordance with applicable provisions of the Municipal Code.

Program: The provisions of Section 12.23 of the Municipal Code allow a Zoning Administrator to authorize the continued maintenance of such uses, if they were legally-established and are reasonably compatible and not detrimental to adjacent properties and the public welfare.

Objective 1-7

To minimize housing displacement whenever possible, and, in those cases where displacement is unavoidable, to provide housing relocation assistance and services for persons displaced as a result of public or private actions.

Policies

- 1-7.1 Ensure that new housing opportunities minimize displacement of the residents.

Program: In all discretionary actions, the decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

Program: The City should undertake a program to provide relocation assistance for the remaining residents living in the nonconforming housing structures located in the heavy industrial area easterly of Alameda Street, between Pacific Coast Highway and Robidoux Street.

Objective 1-8

To improve the physical design, condition and security of all public housing units.

Policies

- 1-8.1 To rehabilitate and modernize public housing project to conform with all applicable health and safety codes.

Program: The Plan promotes that the City should substantially rehabilitate, modernize and improve the physical and social living conditions in the Normont Terrace and Dana Strand Village public of dwelling units and accessory facilities, usable open space, and the mitigation of adverse environmental conditions. Such modernization program may include the establishment of neighborhood commercial support activities along the street frontages which bound the properties.

COMMERCIAL

The Wilmington-Harbor City Community Plan designates almost 300 acres for commercial land uses, including Community, General, and Neighborhood

Commercial designations. Mixed-use boulevards are also included in these designations.

A number of significant commercial areas are located within the community. These include central shopping districts serving area residents, and auto-oriented commercial development along major streets.

The Plan designates three of the most important commercial areas that serve as focal points in the community as *Community Centers*. These areas are briefly discussed below:

Downtown Wilmington

The Wilmington Central Business District is the historic commercial center of the Wilmington community. It has and will continue to serve as a focal point for shopping, civic, social, and recreational activities and to provide professional offices, small department stores, restaurants, and entertainment facilities.

Beginning with the founding of the Wilmington townsite in 1858, the development of community commercial activity became concentrated along Avalon Boulevard (then known as Canal Street). During the 1920's, the commercial center shifted northward from Avalon Boulevard and "B" Street to Avalon Boulevard and Anaheim Street. Also during this period, a line of palm trees was planted along Avalon Boulevard northward across Wilmington to provide a scenic gateway for cruise passengers from the Catalina Terminal, which was formerly situated at the southerly terminus of Avalon Boulevard.

Although the Wilmington Central Business District has economically and physically declined, the Plan recognizes the potential to revitalize, strengthen, and restore the Avalon Boulevard commercial corridor, which is designated for Community Commercial uses on the Plan map, as the center of Wilmington business, civic, and social life. It is expected that the outlook for reinvestment, development, and rehabilitation of the Wilmington Central Business District will continue to improve as progress is made in the development of the Wilmington Industrial Park, more improvements are made to the Ports of Los Angeles and Long Beach, measures taken toward an improved integration of the Port with the community, and with the establishment of a revitalization program.

The Foot of Avalon Boulevard

The Banning's Landing area (at the foot of Avalon Boulevard, south of Harry Bridges Boulevard) is the Wilmington community's most direct access to the waterfront, and has the potential to become a commercial and recreational center. The community has long desired a marine-oriented commercial district at this site, although the market to stimulate its development has not existed in the past. However, as the area's population increases and additional harbor improvements are built by the nearby Ports of Los Angeles and Long Beach, the Plan recognizes the potential of this site, as well as its continued importance to the community.

Central Harbor City

The commercial area surrounding the intersection of Normandie Avenue and Pacific Coast Highway is a centrally convenient location for the major retail and service needs for Harbor City residents, and is the site of Kaiser Hospital and several shopping centers. Area residents and businesspeople have indicated a desire for the area to continue to develop as the “downtown” business district of Harbor City.

In addition to the Community Centers, the Plan’s commercial land use policies also reflect the need to locate new commercial uses in the community to facilitate convenient shopping and easy access to professional services. Redevelopment of existing commercial corridors and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally incorporate retail office, and/or parking on lower floors and residential units on upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, congestion, and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed used projects, it encourages them in certain commercially designated areas, located along transit corridors and in pedestrian oriented districts.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE UNIQUE COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1

To conserve, strengthen and encourage investment in all commercial districts.

Policies

The Community Plan identifies appropriate areas to encourage commercial development where design guidelines or other planning tools might be applied to enhance an area. These areas are indicated as a Community Center or Mixed Use Boulevard on the Land Use Diagram map. The intent is to show the location of future growth and the relative importance of the area, and to provide policies and standards as a guide for development to take place.

2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

Program: The Plan Map identifies specific areas where commercial development is permitted.

2-1.2 Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community, to provide shopping, civic, social and recreational activities.

Program: The Plan designates the Wilmington Central Business District as a Community Center.

Program: The Plan recommends the establishment of an economic development and revitalization program for the Wilmington Central Business District, utilizing either a Business Improvement District, Specific Plan or Redevelopment Project Plan, which incorporates but not be limited to the following objectives and criteria:

- a) Reverse the economic and physical decline and deterioration of the Central Business District.
- b) Recognize the unique characteristics which distinguish the Central Business District from other commercial areas, and capitalize on its strategic location adjacent to the port of Los Angeles and the Wilmington Industrial Park.
- c) Establish an effective marketing and management program.
- d) Introduce new development projects which complement and maintain the overall character and scale of desirable uses.
- e) Provide the physical space and amenities which make the Central Business District an attractive and active pedestrian environment.
- f) Provide adequate and accessible parking.
- g) Encourage new developments which can serve as strategic anchors to attract other new uses and induce the upgrading of existing structures.
- h) Accommodate diversity, while providing sufficient elements to unity and give identity to the Central Business District.
- i) Provide design and landscaping elements which distinguish the Central Business District from peripheral locations.
- j) Provide a consistent system of directional sign age to the Central Business District.
- k) Preserve and enhance significant building facades of designated structures in accordance with existing Codes.

2-1.3 Support commercial and/or recreational development at the foot of Avalon Boulevard as a focus for revitalization efforts, in coordination with Port development activities.

Program: The Plan designates a Community Center at the commercial area at the foot of Avalon Boulevard, south of Harry Bridges Boulevard

2-1.4 Encourage development of a commercial center in Harbor City to

expand the variety of goods and services, improve shopping convenience, and stimulate business and investment.

Program: The Plan designates a Community Center in Harbor City, around the intersection of Pacific Coast Highway and Normandie Avenue.

- 2-1.5 Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

Program: Support for legislation and administrative actions which adequately allow the City to encourage business development, such as taxable bonds, bond pools, historic preservation bonds, seismic rehabilitation bonds, and use of bond financing by local economic development corporations.

Program: Support for legislation and administrative actions which allow the City to continue to support small business development, including but not limited to, small business revolving loan funds and commercial corridor rehabilitation program, such as those established in the City's Commercial Area Revitalization Effort (CARE) Program.

- 2-1.6 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Program: Chapter V - Urban Design, proposes policies for commercial development which address this policy.

Program: Plan footnotes which limit building height and floor area help implement this policy.

Objective 2-2

To enhance the aesthetic quality and pedestrian orientation of commercial developments.

Policies

- 2-2.1 New development in Community Centers and Mixed Use Boulevards shall enhance the existing pedestrian street activity.

Program: Implementation of the Design Guidelines in Chapter V for pedestrian oriented areas.

- 2-2.2 Ensure that commercial infill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

- 2-2.3 Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: Implementation of the Design Guidelines in Chapter V.

2-2.4 Promote mixed use projects in proximity to designated transit corridors and in community commercial centers.

Program: Through this policy and the land use diagram, the plan establishes preferred locations for mixed use projects.

Objective 2-3

To improve the design and land use compatibility of commercial uses.

Policies

2-3.1 Require urban design techniques, such as appropriate building orientation and scale, transition building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

Program: Implement conformance with policies identified in the Design Guidelines of the Plan.

2-3.2 Preserve community character, scale, and architectural diversity.

Program: The Plan footnotes establish height limits to implement this policy; design provisions for commercial areas, included in the Design Guidelines of the Plan, implement this policy.

2-3.3 Provide adequate employee and public parking for all commercial facilities and which is screened from public view by landscaping, berms, fencing and/or walls. Locate parking areas between commercial and residential areas, where appropriate to provide a buffer, and be separated from residential uses by means of at least a solid wall and/or landscaped setback

Program: Implementation of design policies for parking areas established in the Design Guidelines of Chapter V.

2-3.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no setbacks and through median plantings.

Program: The Design Guidelines include a section which establishes guidelines for community design and landscaping. These guidelines are intended to serve as a reference to other City Departments, public agencies, and any private entities who participate in projects which involve improvements to public spaces and rights-of-way including streetscape and landscaping.

Objective 2-4

To maintain an adequate level of commercial services and increase the commercial employment base for community residents.

Policies

2-4.1 Protect commercial plan designations so that commercial development is encouraged.

Program: The Plan maintains the current amounts of commercial land use designations to implement this policy.

2-4.2 Use of commercial properties for residential, hotel/motel and residential mixed use development shall be limited as to residential density.

Program: Plan footnotes 7 and 9 implement this policy.

INDUSTRIAL

Most of the Industrial land use designations in the Wilmington-Harbor City Community Plan Area are located in the south and east portions of the area. However, there are also some industrial areas in north and central Harbor City. The industrial character of the District is largely defined and influenced by its strategic location adjacent to the Los Angeles-Long Beach harbors. Also oil extraction and refining activities have a predominant influence on land use.

The area's industrial land reserve is both a source of problems and potential. Much of the industrial zoning, particularly in the eastern and southeastern parts of Wilmington, was superimposed on land originally subdivided into residential lots. Consequently, this created fragmented absentee ownership of small industrial parcels, leaving many scattered land sites either vacant or underutilized, and leading to difficulty in assembling usable industrial sites. In addition, lack of proper screening controls and enforcement of open storage and salvage operations and the substandard maintenance of various industrial sites and structures have been largely responsible for eroding the area's image and generating nuisance complaints from nearby residents.

To overcome these problems, the Plan places significant emphasis on improved land use regulatory controls, urban design techniques and upgrading of the area with high quality industrial development. Further, the redevelopment activity within the Wilmington Industrial Park and the Harbor Department's land acquisition program are facilitating a land consolidation process that will enable improved industrial development potential and the removal of blighting activities.

The Plan seeks to protect industrially zoned land, where it does not encroach into predominantly residential areas, to capitalize upon the District's strategic proximity to the Port of Los Angeles through the creation of new, diverse industrial activities and commensurate employment opportunities.

In portions of Harbor City and Wilmington where industrial strips or pockets of land lie adjacent to residential areas, the Plan designates Limited or Light Industrial land uses with corresponding MR restricted zoning classifications, which are intended to stabilize the industrial land reserve while assuring that industrial development be compatible with adjacent land uses.

The District's industrial sector represents an important resource in terms of City tax revenues, facilities for the production, handling and distribution of cargo, and labor-intensive industries providing employment for skilled and semi-skilled workers throughout the region. The Plan strongly supports efforts to attract new industrial development and requires that it be fully coordinated with the development of improved circulation and service systems capacities

for the overall benefit of the District.

GOAL 3

PROVIDE SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

Objective 3-1

To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.

Policies

3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan identifies lands which have industrial designations to accommodate the variety of uses noted above and, through corresponding zoning regulations, implements this policy.

3-1.2 Define and separate new and/or expanded industrial uses from other uses by freeways, flood control channels, arterials and other physical barriers.

Program: The Plan map implements this policy.

3-1.3 Require a transition of industrial uses, from intensive uses to less intensive uses, in those areas in proximity to residential neighborhoods.

Program: Land use designations on the Plan map, map footnotes and the corresponding zoning implement this.

3-1.4 Land use compatibility should be achieved by including environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the following measures:

- Mitigation measures for the handling, storage or transfer of dry bulk commodities for the purposes of reducing the potential of explosion or fire, and reducing the emission of dust or other particulate matter to insignificant levels.
- Strict compliance with all applicable air quality standards. These standards include that all parking areas, driveways and storage areas be paved to relieve dust.
- Measures to abate noise, odors and chemical discharges in the site design of industrial facilities.
- Small-scale, on-site treatment and disposal of industrial

hazardous wastes and mobile hazardous waste treatment services as effective alternatives to centralized treatment and disposal facilities and the inherent transportation risks associated with the latter.

- When a facility is proposed which will involve on site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services, and the handling, transfer of storage of commodities categorized by law as hazardous, it is the policy to require an analysis of risk problems which may arise within the facility itself and which may affect adjacent facilities or areas be made and the results used in locating, designing, constructing and regulating the operation of the proposed facility.
- Energy conservation in site and architectural designs, and internal energy management programs to minimize overall energy consumption.

Program: Environmental mitigation measures are required by responsible departments and agencies during review of discretionary projects.

3-1.5 Cargo container storage facilities shall have direct access from materials or through industrial areas with no access to such facilities through residential areas. Container storage facilities shall provide landscaped buffering, height limitations and noise and view mitigation measures protecting nearby residential areas, and no container storage shall be permitted within 300 feet of any residential zone. Even though irrigation in some areas may not be feasible or allowed, it is the policy to encourage landscaping with xeriscape sensitive plants.

Program: [Q] conditions prohibit cargo container storage within 300 feet of any residential zone in most areas, and where such facilities are permitted in sensitive areas, mitigation measures such as fences or walls, landscaped buffers, and height or stacking limitations are imposed, effectuated by zone changes, with enforcement being the responsibility of the Department of Building and Safety.

Objective 3-2

To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.

Policies

3-2.1 Protect areas designated for Industry and proposed for the MR restricted zoning classifications on the Plan map from unrelated commercial and other non-industrial uses, and upgrade such areas with high quality industrial development that is compatible with adjacent land use.

Program: Land use designations on the District Plan map, map footnotes and the corresponding zoning.

3-2.2 Large industrially planned parcels located in predominantly industrial

area should be protected from development by other uses which do not support the industrial base of the City and community.

Program: The plan sets forth guiding statements for specific major opportunity sites which address the need to consider the preservation of industrial designations and promote development which provide a viable employment base. In addition, the Plan retains the existing industrial designations, including large industrially planned parcels.

Objective 3-3

To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential areas, and establish a stable environment for quality industrial development.

Policies

3-3.1 Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

Program: New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter (Chapter V, Section I. B. 1) of this Plan.

Objective 3-4

To develop and improve the Wilmington Industrial Park into a vital and thriving industrial center taking full advantage of its location near the Alameda Corridor and the Port of Los Angeles, providing a strong economic and employment base within the community.

Policies

3-4.1 Develop and protect the industrial integrity and enhance the long-term stability of the Wilmington Industrial Park in conformance with the intent and provisions set forth in this Plan.

Program: The Redevelopment Plan for the Wilmington Industrial Park (Los Angeles Harbor Industrial Center Redevelopment Project) was adopted by the City Council on July 18, 1974, with the primary objective to attract labor-intensive industries which will provide new employment opportunities for the people of the community, and to provide continued recognition and support for activities bringing about the implementation of the Plan. Owners and tenants of property located in the Wilmington Industrial Park are subject to the requirements of the Redevelopment Plan, and the Community Redevelopment Agency has responsibility for administering the Plan.

3-4.2 Create and maintain an industrial park environment which will upgrade the quality of the community and reflect a high level of concern for contemporary architectural and urban design principles.

Program: Architectural and design issues can be addressed through provisions of the Redevelopment Plan administered by the Community

Redevelopment Agency.

- 3-4.3 All zoning, building, health and safety codes should be strictly enforced within the Wilmington Industrial Park, including requiring all owners and tenants to keep their properties clear at all times from the illegal accumulation of junk, trash, abandoned vehicles, weeds and debris, to maintain a safe environment for industrial activities and prevent nuisances for the benefit of all property owners, employees, and the overall community.

Program: Enforcement of zoning, building, health and safety codes is the responsibility of the Departments of Building and Safety, Fire, Sanitation, and the County Department of Health.

- 3-4.4 Cargo container storage should be limited or prohibited within the Industrial Park, and if permitted, in no instance should operators be allowed to stack containers more than “two-high”.

Program: The Community Redevelopment Agency can restrict or prohibit cargo container storage through the Redevelopment Plan for the Wilmington Industrial Park, with enforcement being the responsibility of the Department of Building and Safety.

- 3-4.5 In order to limit access and provide a more orderly flow of traffic, improve the visual environment for traffic entering and exiting from the Park, increase safety, reduce illegal dumping and other criminal activities, and permit the assembly of larger parcels of land that can be more effectively developed for industrial purposes, the Plan recommends that:

a) access into the Industrial Park should be primarily by the designated collector streets: Eubank Avenue, Quay Avenue, E Street and G Street, which should be fully improved to Collector Street standards, and including street lights and landscaping;

b) local streets not needed for ingress and egress to the Industrial Park should be closed off at the Park boundaries; and

c) street and alley rights-of-way that are not needed for circulation should be vacated.

Program: The Bureau of Engineering is responsible to ensure that all designated Collector Streets are adequately improved to appropriate standards.

Program: The Bureau of Engineering, with assistance from the Departments of Transportation and City Planning, should identify local streets and alleys, including unimproved rights-of-way, that are not needed for circulation or access to the Industrial Park, and should initiate proceedings for closure of such streets at the Park boundaries, or if not needed for other public purposes, for vacation of the rights-of-way.

- 3-4.6 Seek the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil wells, and elimination of

inactive and/or unneeded wells, to free land for other uses, increase compatibility between oil operations and other land uses, and improve the aesthetics and environment within the Industrial Park.

Program: Policy 3-5.3 of this Chapter supports the initiation of an Ordinance to require that all drilling sites and oil production activities comply with rules and regulations to be provided therein, which will (a) govern the maintenance and landscaping of drilling sites and other oil production activities; and (b) provide a program for the abandonment of drilling sites that no longer serve a useful function. The Plan also recommends that petroleum operators and local government officials jointly and periodically study the feasibility of consolidating surface oilfield operations and the possible elimination of oil wells not required for the future operation of the oil field.

- 3-4.7 Identify areas adjacent to the Wilmington Industrial Park which are appropriate to be included within the purview of redevelopment activity.

Program: The Plan proposes that areas adjacent to the Wilmington Industrial Park be studied for inclusion into a new phase of redevelopment activity. The study should consider the upgrading of industrial properties along, but not necessarily limited to, both sides of Anaheim Street, easterly of Broad Avenue to Alameda Street.

Objective 3-5

To ensure the public health, safety and welfare while providing for reasonable utilization of the area's oil and gas resources.

Policies

- 3-5.1 Regulate oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

Program: All oil drilling sites and operations subject to discretionary review under Sec. 13.01 of the Los Angeles Municipal Code should be considered in terms of compliance with the Plan's objectives and policies regarding oil extraction activities.

- 3-5.2 In residential areas, require that existing and new oil well sites observe attractively landscaped and well maintained front yard setbacks, be enclosed by fencing along the lot lines (except for the landscaped front yard portions), and have freshly painted oil equipment maintained at all times.

Program: Petroleum operators participate in a required program of beautification and maintenance of drilling sites, with priority given to wells in residential areas, followed by beautification of wells in commercial and industrial areas.

- 3-5.3 Require, after January 1, 2000, that all drilling sites and oil production activities comply with the rules and regulations pertaining to urbanized areas. Alternatively, in the case of drilling sites and other oil production activities within a previously established drilling district, such sites and activities shall comply by January 1, 2000 with an Ordinance to be initiated which will (a) govern the maintenance and

landscaping of drilling sites and other oil production activities; and (b) provide a program for the abandonment of drilling sites that no longer serve a useful function.

Program: The Plan supports the initiation of an ordinance to implement the above policies.

- 3-5.4 Seek the consolidation of surface oil extraction operations to free land for other uses, where feasible, to increase compatibility between oil operations and other land uses

Program: Petroleum operators periodically review, in association with their facility consolidation efforts, the possible elimination of oil wells not required for the future operation of the oil field. Also, petroleum operators and local government officials jointly study the feasibility of consolidating surface oilfield operations.

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Wilmington-Harbor City Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. The full residential, commercial, and industrial densities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Wilmington-Harbor City Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services, and cost.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further, the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATION AND PARK FACILITIES

In the Wilmington-Harbor City Community Plan area public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks; regional, community, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site, and while the community parks satisfy the need of the existing population, the community is still deficient in the number of neighborhood parks. Within Harbor Regional Park, there are important ecological areas that must be preserved. Although urbanization has

destroyed much of the wildlife habitat within the City, substantial areas of various habitat types still exist within these areas, including the presence of unique and endangered species, and their continued existence is essential for wildlife protection and is a source of interest, pleasure and education to many people.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

Policies

4-1.1 Preserve and improve the existing recreational facilities and park space.

Program: The Plan preserves such recreation facilities and park space by changing the existing zone to the Open Space (OS) Zone, which provides such protection.

4-1.2 Encourage the use of other public facilities for recreational purposes.

Program: The Los Angeles Unified School District and the City Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

Objective 4-2

To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channels, utility easements, or Department of Water and Power property.

Policies

4-2.1 Flood control channels and other appropriate public lands should be considered for open space purposes. Bicycle trails in Wilmington-Harbor City should connect these facilities with the local and regional system.

Program: Portions of the abandoned railroad right-of-way in east Wilmington have been developed as parkland. The Plan encourages their continued maintenance, and the upgrading and expansion of these parks where possible.

Program: Implement the proposed bicycle trails shown on the Community Plan Map.

Objective 4-3

To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.

Policies

4-3.1 A small park should be approximately one-half acre in size.

Program: Park site development is the responsibility of the Department of Recreation and Parks.

- 4-3.2 Small parks shall be designed to meet the particular needs of the residents in the area they serve.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-3.3 Small parks shall be designed to prevent potential negative impacts on adjacent residents, and provide high visibility to prevent criminal activity.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-4

To expand and improve local parks throughout the Plan area on an accelerated basis, as funds and land become available.

Policies

- 4-4.1 Develop new neighborhood parks and new community parks to help offset Wilmington-Harbor City's parkland deficit for its current 1990 population and its projected year 2010 population.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

- 4-4.2 The City should encourage continuous efforts by Federal, State, and County agencies to acquire vacant land for publicly owned open space.

Program: The open space and parkland purchase programs of Federal, State, and County agencies.

- 4-4.3 Expand Harbor Regional Park through the acquisition of additional adjoining properties if they become available.

Program: The Plan encourages the expansion of Harbor Regional Park through the acquisition of adjoining lands designated for other uses, should those uses ever be abandoned and/or the land become available for sale.

- 4-4.4 All park and recreation facilities should be designed, landscaped, and maintained to promote a high quality recreational experience.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds such as Grants, Quimby Funds, and State and Local Park Bond Funds.

4-4.5 The expansion of existing facilities on sites and the acquisition of new sites should be planned and designed to minimize the displacement of housing and the relocation of residents.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-5

To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

Policies

4-5.1 Ensure that parks are adequately illuminated for safe use at night as appropriate.

Program: Park design, construction, and maintenance is the responsibility of the Department of Recreation and Parks for City owned parks.

Objective 4-6

To preserve unique wildlife habitats and ecologically important areas within parks and recreation areas in a natural state, for the protection of plant and animal species, and for public enjoyment, health and safety.

Policies

4-6.1 Identify and preserve wildlife habitats and ecologically improved areas in a natural state, consistent with the public need, health and safety.

Program: Federal and state laws require the protection of endangered species, and for the City to identify and protect environmentally-sensitive lands. Where such areas are found on public parkland, such as within Harbor Regional Park, the Department of Recreation and Parks is responsible for compliance with these laws and management of parklands.

OPEN SPACE

Open Space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

In the Wilmington-Harbor City Community Plan Area, important open space

areas do exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Lands which possess open space characteristics include a portion of the U.S. Naval Reservation, where the endangered Palos Verdes Blue Butterfly has been found. Such lands should be protected to conserve their open space character in accordance with development controls proposed in this Plan, the Open Space Element of the City's General Plan, and applicable provisions of the Municipal Code. Their conservation is proposed to insure the usefulness, safety and desirability of adjacent lands, and to maintain and enhance the overall health, safety, welfare and attractiveness of the District.

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 5-1

To preserve existing open space resources and where possible develop new open space.

Policies

- 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.

Program: The Plan Map designates areas to be preserved for open space.

- 5-1.2 Protect significant environmental resources from environmental hazards.

Program: The Plan Map designates areas, including the U.S. Naval Reservation, where the Palos Verdes Blue Butterfly has been found, for Open Space, corresponding to the OS Zone, and development on these sites is prohibited.

Program: Implementation of State and Federal environmental laws and regulations such as The California Environmental Quality Act (CEQA), the National Environmental Protection Act (NEPA), the Clean Air Quality Act, and the Clean Water Quality Act.

Program: Implementation of SCAG's and SCAQMD's Regional Air Quality Management Plan, and SCAG's Growth Management Plan.

Program: Implement the State mandated Congestion Management Program designed to reduce traffic congestion and to improve air quality.

- 5-1.3 Accommodate active park lands and other open space uses in areas designated and zoned as Open Space.

Program: The Plan Map designates lands for open space as appropriate.

SCHOOLS

In the Wilmington-Harbor City Plan Area, the public schools are administered by the Los Angeles Unified School District (LAUSD).

The number of LAUSD schools are: 8 elementary schools, one middle school, and two high schools. In addition, there are a number of private schools in the community, and some members of the community attend schools in other cities, such as Lomita and Carson.

GOAL 6

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 6-1

To site schools in locations complementary to existing land uses, recreational opportunities and community identity.

Policies

6-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical transition and buffer between differing uses.

Program: Require the decision-maker involved in discretionary review of proposed schools to adopt a finding which supports the application of this policy.

6-1.2 Proximity to noise sources should be avoided whenever possible or the school design should buffer classrooms from such noise.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order to comply with CEQA.

6-1.3 Expansion and upgrading of existing schools should be preferred over the acquisition of new sites.

Program: The Los Angeles Unified School District is the responsible agency for providing adequate school facilities.

6-1.4 Elementary schools should be located along collector streets.

Program: The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of public elementary schools.

6-1.5 Encourage cooperation to provide recreation facilities for the community.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should work together jointly to

develop programs to fully utilize each of their respective sites.

Objective 6-2

Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth.

Policies

6-2.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations.

Program: Utilize the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

Objective 6-3

Maximize the use of local schools for community use and local open space and parks for school use.

Policies

6-3.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Plan Area is serviced by the new Wilmington Branch Library at 1300 North Avalon Boulevard, and the Harbor City/Harbor Gateway Branch at 1555 West Sepulveda Boulevard.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE COMMUNITY'S RESIDENTS.

Objective 7-1

To encourage the City's Library Department to provide adequate library service which responds to the needs of the community.

Policies

7-1.1 Support construction of new libraries and the rehabilitation and expansion of the existing library as required to meet the changing needs of the community.

Program: The existing library sites are designated as a public facility and are to be zoned Public Facilities (PF). This designation gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals when rehabilitating or expanding.

7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings, and similarly accessible facilities.

Program: Through the inclusion of this policy the Plan supports such utilization when the Library Department and decision-makers review and approve sites for new libraries.

7-1.3 To encourage bookmobile service to socially or geographically isolated residents as a complementary service of community branch libraries.

Program: The Plan recommends the use of bookmobile service to the Community.

POLICE PROTECTION

Police protection is provided by the Los Angeles Police Department. The Wilmington-Harbor City Community Plan Area is serviced by Harbor Division police station, which is located at 2175 John S. Gibson Boulevard, San Pedro.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY'S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

Policies

8-1.1 Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Program: The decision-maker shall include a finding as to the impact on police protection service demands of the proposed project or land use change. Currently, the Police Department is consulted with regard to the impacts of plan amendments on law enforcement needs and demands by the plan amendment review process of General Plan Advisory Board, of which the Police Department is a member.

Objective 8-2

To increase the community's and the Police Department's ability to minimize crime and provide security for all residents, buildings, sites, and open spaces.

Policies

8-2.1 Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs, and regular communication with neighborhood and civic organizations.

Program: Community-oriented law enforcement programs administered by the Los Angeles Police Department.

8-2.2 Insure that landscaping around buildings be placed so as not to impede visibility.

Program: This issue shall be considered in discretionary land use reviews and approvals by the Department of City Planning, with consultation from the Los Angeles Police Department.

8-2.3 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

Program: This issue shall be considered in discretionary land use reviews and approvals by the Department of City Planning, with consultation from the Los Angeles Police Department.

8-2.4 Insure that recreational facilities in multiple-family residential complexes are designed to provide adequate visibility security.

Program: This issue shall be considered in discretionary land use reviews and approvals by the Department of City Planning, with consultation from the Los Angeles Police Department.

FIRE PROTECTION

The Los Angeles City Fire Department provides fire protection service to the community, including fire prevention, fire suppression, and life safety services. The City Fire Department operates two facilities within the community, located at 124 East I Street in Wilmington, and 1331 West 253rd Street in Harbor City. In addition, another station located at 400 Yacht Street, Berth 194 in the Port of Los Angeles could provide service to the community.

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers, and interested citizen for the construction maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

The adequacy of fire protection is based on the required fire-flow (measured in gallon per minute), response distance from existing fire stations and the Fire Department's judgement for the need in the area. The Los Angeles Fire Department currently considers portions of the Wilmington-Harbor City

Community Plan Area inadequate in terms of existing staffing and response distances form existing facilities.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land uses plan change.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

Program: The Plan recommends the upgrading or replacement of Fire Station No. 38 (124 East I Street) as land and/or funds become available.

9-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

Program: The Plan Map identifies general locations for the establishment of fire services facilities in the community.

Program: The Plan recommends the development of a new fire station facility in the vicinity of Anaheim Street, Alameda Street and Henry Ford Avenue, as land and funds become available.

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM [TIMP]

The Transportation Improvement and Mitigation Program (TIMP), was prepared for the Wilmington-Harbor City Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed capital improvements, specifically street widenings, signing and striping improvements and prohibitions on peak hour parking, should be weighed

against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

The TIMP document provides an implementation program for the circulation needs of the Plan area. For each of the following programs in the plan text where implementation measures are taken from the TIMP, these measures will be identified in brackets [] as follows: [TIMP]

The TIMP consists generally of an analysis of the following types of measures: transit improvements, transportation system management improvements, neighborhood traffic control plans, transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs and arterial infrastructure improvements.

**PUBLIC
TRANSPORTATION**

Opportunities exist within Wilmington-Harbor City to increase the use of public transportation.

While it is anticipated that the private automobile will remain a primary mode of transportation within the time frame of the Wilmington-Harbor City Community Plan (to the year 2010), bus service, the Blue Line, and paratransit services will be the primary public transportation modes through the year 2010.

GOAL 10

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

To encourage improved local and express bus service through the Wilmington-Harbor City community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and transit routes.

Policies

10-1.1 Coordinate with the Metropolitan Transit Authority (MTA), LADOT, Long Beach Transit and Torrance Transit to improve local bus service to and within the Wilmington-Harbor City area.

Program: Transit improvements [TIMP]: Implement the South Bay Transit Restructuring Study, which will recommend public transit improvements.

10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The Plan includes an Urban Design chapter that outlines design guidelines for transit stops.

10-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

Program: Implementation of the South Bay Transit Restructuring Study proposals. [TIMP]

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Policies

10-2.1 Transit service should be made more comprehensive, convenient and reliable.

Program: Promote programs to reduce travel time, maintain low transit fares and improve adherence to schedule.

**TRANSPORTATION
DEMAND
MANAGEMENT
(TDM)**

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Wilmington-Harbor City's major street intersections are in compliance with this City policy, the level of trips generated by future development in Wilmington-Harbor City and in the surrounding South Bay areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. .

TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A Transportation Demand Management (TDM) Program shall include the following:

1. Transportation Management Association Formation/Coordination.

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Management Programs.

The City will continue to participate in local and regional TDM programs being implemented by the City, other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Wilmington-Harbor City area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

4. Bikeways. The City should implement the Mobility Plan 2035's recommendations for the area

5. Telecommuting. Support facilities such as “local work centers” to encourage telecommuting.
6. Pedestrian Oriented Areas_ The City should encourage the development of pedestrian oriented areas as identified in this Plan.
7. Parking Management. The City should develop a parking management strategy.

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

Objective 11-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

- 11-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: TDM Ordinance [TIMP]:

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Wilmington-Harbor City area. This Ordinance calls for several measures to be taken by non-resident developments to achieve necessary trip reduction targets.

- 11-1.2 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: Citywide ordinances on TDM and trip reduction measures will continue to be implemented and monitored by LADOT to address this policy.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, the implementation of Smart Corridor technologies, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

GOAL 12

A WELL-MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 12-1

Increase capacity on existing transportation systems through minor physical improvements.

Policies

12-1.1 That Wilmington-Harbor City’s signalized intersections are integrated with the City's ATSAC system by the year 2010.

Program: Accelerated installation of Automated Traffic Surveillance and Control (ATSAC) equipment when funding becomes available [TIMP]. ATSAC is a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the year 2010 at the arterial intersections.

12-1.2 Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted. [TIMP]

Program: Additional PM parking restrictions and striping for an additional lane are proposed on:

- Anaheim Street between Alameda Street and east of Dominguez Channel [TIMP]
- Western Avenue between Sepulveda Boulevard and Capitol Avenue [TIMP]

12-1.3 Provide additional funds for maintenance and rehabilitation of roadways [TIMP].

Program: LADOT shall program additional funds and develop priorities to implement this program. [TIMP]

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan 2035 identifies a backbone bicycle network and support routes through Wilmington-Harbor City. The networks indicated on the Plan map. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to compliment other transportation modes.

GOAL 13

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN FACILITIES.

Objective 13-1

To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policies

13-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Plan map identifies existing and proposed bicycle facilities. The Mobility Plan addresses concerns regarding bicycle use issues.

13-1.2 Identify bicycle facilities along arterial streets in the community.

Program: Bikeways - The City should implement the proposed bicycle network in the Mobility Plan for the Wilmington-Harbor City area, which includes the following proposed bikeways [TIMP]:

- Class I bike paths through Harbor Regional Park;
- Class II bike lanes along Anaheim Street from Gaffey Street to the eastern City limits, and along Avalon Boulevard from Harry Bridges Boulevard to the northern City limits.

13-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: The Plan map identifies bicycle facilities which link with the bicycle facilities adjacent communities.

Program: The Plan recommends the development of a new bicycle facility along Figueroa Street between Harry Bridges Boulevard and Anaheim Street, or in that vicinity, to provide an important linkage in the existing bicycle network between Wilmington, Harbor City, the Port of Los Angeles, and San Pedro.

13-1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian oriented areas. The Plan recommends that this policy be considered by decision-makers when reviewing projects requiring discretionary action.

Objective 13-2

To promote pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school, recreational use, economic activity, and access to transit facilities.

Policies

13-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.

13-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in Wilmington-Harbor City so that an adequate supply of parking can be provided to meet the demand. City-owned parking lots should be located in or near commercial areas.

GOAL 14

A SUFFICIENT SYSTEM OF WELL-DESIGNED AND CONVENIENT ON-STREET AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 14-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

14-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Program: The LADOT should develop a parking management strategy to address this policy.

14-1.3 New parking lots and garages shall be developed in accordance with design standards.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

FREEWAYS AND STREETS

The Wilmington-Harbor City Community Plan area is served by the Harbor Freeway (I-110) and the Terminal Island Freeway (SR-103), both of which run north and south, and the San Diego Freeway (I-405) which runs northwest to southeast.

Arterial streets in the Plan area include Sepulveda Boulevard, Lomita Boulevard, Pacific Coast Highway, Anaheim Street, Palos Verdes Drive North, Harry Bridges Boulevard, Alameda Street, Avalon Boulevard, Wilmington Boulevard, Figueroa Street, Vermont Avenue, Normandie Avenue, Gaffey Street, and Western Avenue.

Streets shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

The full residential, commercial, and industrial densities and intensities

proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

GOAL 15

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.

Objective 15-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

15-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan.

Program: Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010.

Program: Funded Capital Improvements. The following capital improvements are planned for the area, to the extent that they are feasible and consistent with the policies of the Mobility Plan:

- Widen Alameda Street to provide three lanes per direction from I-10 to Henry Ford Avenue
- Provide grade separated intersections along Alameda Street at Del Amo Boulevard, Carson Street, Sepulveda Boulevard and Pacific Coast Highway with full interchanges (Alameda Corridor)
- Widen Henry Ford Avenue to provide three lanes per direction from Alameda Street to Terminal Island Freeway (Alameda Corridor)
- Widen Anaheim Street between Cushing and I Streets to provide three lanes eastbound and 2 lanes westbound
- Widen and realign Harry Bridges Boulevard (B Street) to provide three lanes per direction from I-110 freeway to Alameda Street with limited access.

The new roadway alignment of Harry Bridges Boulevard will have access to I-110 freeway at existing C Street ramps. Access to I-110 freeway from C Street will be eliminated.

C Street will be terminated at Mar Vista Avenue east of the I-110 freeway. Avalon Boulevard and Fries Avenue will be the only north-

south roadways intersecting Harry Bridges Boulevard (between Figueroa Street and Avalon Boulevard). There will be no changes in the existing alignment of Harry Bridges Boulevard east of Avalon Boulevard.

Program: Recommended Capital Improvements [TIMP]

1. Proposed roadway extensions [TIMP]:

Improvement of Lomita Boulevard, as an Avenue, east of Eubank Avenue to Alameda Street, with an at-grade intersection at Alameda. [TIMP]

15-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Program: Implementation of the Mobility Plan supports this policy.

15-1.3 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent auto queuing.

Objective 15-2

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policies

15-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: In all discretionary actions, the decision-maker shall adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with Citywide Land Use-Transportation Policy.

15-2.2 Driveway access points onto arterial, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

NEIGHBORHOOD TRAFFIC CONTROL

A variety of neighborhood traffic controls exist which can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, semi-traffic diverters, truck prohibition signs, and right or left turn only lanes. In order for these traffic control measures to be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan which would include traffic controls requires that residents participate in the process, to articulate their priorities and values, respond to proposed plans and designs and offer alternatives of their own.

GOAL 16

DISCOURAGE NON-RESIDENTIAL TRAFFIC FLOW ON RESIDENTIAL STREETS AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 16-1

To initiate neighborhood based traffic and parking mitigation plans in the Community Plan's neighborhoods.

Policies

16-1.1 Discourage non-residential traffic flow for streets designated to serve residential areas only by use of traffic control measures.

Program: Develop neighborhood protection plans on an areawide basis. The City should initiate a series of neighborhood outreach meetings to identify and discuss existing and anticipated "cut-through" traffic and spillover parking from adjacent commercial areas. Through these neighborhood/community meetings, strategies and programs would be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings.

Program: Strict enforcement of posted signs restricting truck traffic on residential streets.

HISTORIC AND CULTURAL RESOURCES

HISTORY

For thousands of years, the shoreline of what is currently Wilmington and San Pedro was home to Indian communities. A shoreline subsistence economy was firmly in place by 7,000 B.C. A westward movement of people from the Southwest between 6,000 and 1,500 B.C. brought the Gabrielinos (a Shoshonean group) into the area. The Gabrielinos thrived in established communities and developed an artistic and religious tradition unusual in hunter-gatherer societies.

The first European contact with the Gabrielinos was by Juan Rodriguez

Cabrillo in October of 1542. The founding of the San Gabriel Mission in 1771, and the founding of Los Angeles in 1781, brought disease, poor diet, and apartheid-like conditions to the Gabrielinos, and by 1800 most of them were dead, in missions, or had fled outside the Los Angeles area.

Rancho San Pedro, which included Wilmington, was a Spanish land grant owned by the Dominguez family in 1784. In 1854, General Phineas Banning headed a group which bought 24,000 acres bordering the shallow inner bay protected by a long curving spit of sand called Rattlesnake Island. Banning laid out a town site (originally called New San Pedro) and renamed it Wilmington after his Delaware hometown. Banning dug a channel, built a wharf, and soon monopolized the shipping business in the area, since his new harbor was five miles closer than San Pedro to the pueblo of Los Angeles, reducing overland travel. In 1861, the first oceangoing ship unloaded in Wilmington. In 1863, a post office was established.

In 1859, Banning and B. D. Wilson donated 60 acres to the U.S. government for Camp Drum, established to discourage slavery and related discord in the area, and Wilmington grew as thousands of soldiers were assigned to the Drum Barracks. By 1869, the area's first railroad ran directly from Los Angeles to Banning's Wharf.

After the harbor's main channel was deepened, the wharves in San Pedro became more convenient. Banning's Wharf became the point of departure to Hawaii and Catalina Island, which attracted many tourists and well-known Angelinos from the 1890s until the 1960s, when the landing was moved to San Pedro. It was also the main gateway for competitors in the 1932 Olympics.

The Harbor City area, originally part of the Rancho San Pedro land grant, was decreed to the Sepulveda family as a part of the Rancho Palos Verdes grant in 1834 by Governor Figueroa. Jose Antonio Machado married the Sepulveda widow and managed the ranch for the family. Their adobe sat high on a bluff overlooking the lake at "five points", now the intersection of Palos Verdes Drive North, Gaffey, Anaheim, Normandie and Vermont Avenues, which were Indian trails at the time. The lake soon came to be known as Machado Lake.

To obtain access to San Pedro harbor, in 1906 Los Angeles annexed the Harbor City area, including the lake, which it renamed Harbor Lake. A plan was formulated to dredge a channel from the West Basin in Wilmington to the newly annexed Harbor Lake, thereby allowing ocean-going vessels to come directly into Harbor City, the proposed Port of Los Angeles.

However, instead the City of Los Angeles acquired Wilmington (and San Pedro) by a vote of the residents in 1909. In 1913, the City voted the first bonds for harbor improvement. In 1921, oil was discovered, and the oil industry began to take hold. The harbor and its many industries (fishing, canning, shipping, etc.) kept the area somewhat insulated and growing, even through the Great Depression. During World War II the area boomed, and the fishing and canning industry continued to be a mainstay until the 1960s.

The City has designated nine sites in the Wilmington-Harbor City Community Plan Area as Historic-Cultural Monuments. These include the Drum Barracks and Officers' Quarters, General Phineas Banning residence, St. John's Episcopal Church, Memory Chapel, the Powder Magazine-Camp Drum, former

Wilmington Branch Library, Camphor Trees, Masonic Temple, and the Wilmington Cemetery, which are identified on the Plan map.

GOAL 17

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 17-1

To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.

Policies

17-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing historically significant buildings and the restoration of original facades.

Program: The Plan promotes continuing identification of appropriate City designated historic and cultural monuments and preservation of those existing. The 1990 Plan identifies the following sites for consideration:

- a) Private home
Frigate and M Street
- b) Palm trees along Avalon Boulevard
- c) Paske Home

Objective 17-2

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

Policies

17-2.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design. Implementation of design standards.

17-2.2 Revitalization of the Wilmington Central Business District should seek to protect architecturally and historically significant buildings and provide for their renovation and reuse.

Program: The Plan encourages the utilization of City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

**RELATIONSHIP
TO THE PORT
OF LOS ANGELES**

The Wilmington community has played an important and historic role along with the San Pedro community in the development of the Port of Los Angeles. Commonly referred to as the "The Heart of the Harbor", Wilmington maintains

a proud harbor heritage which dates back to 1858 when the Wilmington township was founded by Phineas Banning.

In the present era, both Wilmington and Harbor City are heavily dependent on the Port and related industries for their economic development and livelihood.

In turn, the Port has become heavily reliant upon Wilmington as a vital corridor for the intermodal transportation of cargoes. Also, changing technologies in modes of waterborne commerce are necessitating the Port to acquire new land to meet the demands of expanding marine and land transport systems.

The Plan recognizes that the Port is undertaking a land acquisition program consisting of approximately 30 acres in the area generally located between "B" and "C" Streets, from Figueroa Street to Island Avenue.

The Plan seeks to coordinate Port related land use development and the circulation system with those of adjoining areas by providing adequate buffers and transitional uses between the Wilmington Community and Port. The Plan also seeks to better integrate the planning and development of Wilmington with the Port in order to help stimulate the revitalization and rehabilitation of the Wilmington Central Business District and provide opportunities for community access to recreational waterfront activities. Toward this end, the Plan recommends the following for consideration by the City Council, Board of Harbor Commissioners and other decision making bodies having jurisdiction over the Port.

GOAL 18

COORDINATE THE DEVELOPMENT OF THE PORT OF LOS ANGELES WITH SURROUNDING COMMUNITIES TO IMPROVE THE EFFICIENCY AND OPERATIONAL CAPABILITIES OF THE PORT TO BETTER SERVE THE ECONOMIC NEEDS OF LOS ANGELES AND THE REGION, WHILE MINIMIZING ADVERSE ENVIRONMENTAL IMPACTS TO NEIGHBORING COMMUNITIES FROM PORT-RELATED ACTIVITIES.

Objective 18-1

To coordinate the future development of the Port with all adopted City Plans, the Wilmington Industrial Park Redevelopment Project and the Enterprise Zone.

Policies

18-1.1 Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.

Program: In all discretionary actions within the Wilmington-Harbor City Plan Area, the decision-maker shall consider the effects of the action relative to the Port of Los Angeles in making a finding of consistency with this Plan.

Program: Various State and Federal laws, including the California Environmental Quality Act and the National Environmental Protection Act, provide for inter-agency review of plans for new projects adjacent to other communities.

Program: The Port of Los Angeles Plan remains a part of the City's General Plan, and the City Planning Department and Port of Los Angeles are responsible for administering it, as it relates to the Port and the neighboring communities within the City.

Objective 18-2

To continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities.

Policies

18-2.1 The Port should continue to provide employment opportunities for workers residing in the Wilmington-Harbor City communities.

Program: Continued development by the Port should result in employment opportunities and generate the need for other industrial and commercial development in nearby communities located convenient to the Port, creating additional employment.

18-2.2 The Port should commit resources toward providing public amenities (commercial, recreational and service-oriented) that will benefit the Wilmington community, consistent with the State Tidelands Grant, the California Coastal Act of 1976 and the City Charter.

Program: The "Banning's Landing" community building at the foot of Avalon Boulevard provides a location for community activities.

Program: A substantial portion of the Cerritos Channel area of the Port shall continue to be reserved for recreational uses. Approximately 40 acres of land and water area are currently developed for marina-related activities, and 40 adjacent acres east of the marina are designated for recreational uses under the Port of Los Angeles Plan, when oil extraction at this location has ceased.

Objective 18-3

To assure that Port programs for land acquisition and circulation improvements will be compatible with and beneficial in reducing environmental impacts to surrounding communities caused by Port-related activities, as well as beneficial to the Port.

Policies

18-3.1 The Port's Wilmington land acquisition program should develop adequate buffers, landscaping and transitional uses between the Port and the community.

Program: The Port is acquiring the area located between B and C Streets, from Figueroa Street to Neptune Avenue. In order to separate residential from industrial traffic, minimize traffic noise and improve the aesthetics of the area, a landscaped noise buffer is to be constructed south of C Street, with a new arterial for industrial traffic to be constructed south of the noise buffer.

18-3.2 Upgrade the circulation system both internal and external to the Port to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-

related traffic away from adjacent residential and commercial areas.

Program: The Port has plans to construct a new east/west boulevard for industrial traffic, south of a landscaped noise buffer below C Street, replacing the existing B Street, and the Harbor Freeway on-and off-ramp at C Street will be reconfigured to link with the proposed new boulevard alignment in order to handle traffic movements more efficiently and safely and to divert industrial traffic away from the community.

Program: The “Alameda Corridor”/Port Area Demonstration projects will improve both rail and truck access to the Port.

- 18-3.3 Port land acquisitions and development in Wilmington should bring about the timely removal of blighting activities and their replacement with uses consistent with Port development objectives and which enhance the physical, visual and economic environment of the community.

Program: The Port acquisition of the area located between B and C Streets, from Figueroa Street to Neptune Avenue is approximately 80% complete. Port development of the area should begin in 1998, for an expansion of the existing container terminal serving the Berths 136-139.

Program: The Port is in the process of selling parcels of land it owns in the Wilmington-Harbor City Plan Area that are not needed for Port-related purposes.

- 18-3.4 Encourage the Port to consider the accommodation of those Port-related industrial land uses, which due to their existing location in or adjacent to residential areas, are proposed by the Plan to be relocated to sites more remote from inhabited areas.

Program: This policy is implemented through the ongoing Port land acquisition and expansion program, and the periodic revision of the Port of Los Angeles Master Plan. In addition, renewal of Port leases should comply with this policy.

COASTAL RESOURCES

In accordance with the California Coastal Act of 1976, the portions of the Wilmington-Harbor City community that are located within the Coastal Zone must be planned and developed with particular attention to possible impacts to the marine environment and the ability of the public to access and use the waterfront and its various resources.

GOAL 19

MAINTENANCE OF THE COASTAL ZONE WITHIN WILMINGTON IN AN ENVIRONMENTALLY-SENSITIVE MANNER, TO ALLOW MAXIMUM USE FOR PUBLIC ACCESS AND RECREATIONAL ACTIVITIES, AS WELL AS BY OTHER COASTAL-DEPENDENT ACTIVITIES, IN ACCORDANCE WITH THE POLICIES OF THE CALIFORNIA COASTAL ACT OF 1976.

Objective 19-1

To implement the policies of the California Coastal Act of 1976 in the areas of Wilmington designated within Coastal Zone, allowing for maximum opportunities for public access and recreational/educational activities, and to encourage coastal-dependent activities and facilities to locate in the Coastal Zone.

Policies

- 19-1.1 This Community Plan constitutes the Land Use portion of the City's Local Coastal Program for Wilmington; the policy is to require development within the Coastal Zone to conform to all applicable Objectives and Policies set forth in this Plan.
- 19-1.2 The policy is to not permit the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.
- 19-1.3 Oil and gas development is permitted, provided it is performed safely and consistent with the geologic conditions of the well site, and new, expanded or recharging facilities related to such development shall be consolidated to the maximum extent feasible.
- 19-1.4 New and/or expanded industrial facilities to be sited to provide a sufficient open space, landscaped and maintained buffer area to minimize adverse impacts on surrounding property.
- 19-1.5 Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation and the California Coastal Act. (See Relationship to the Port of Los Angeles)

Program: The Plan identifies the area bounded by C Street on the north, Broad Avenue on the east, Fries Avenue on the west, and the Port of Los Angeles on the south, including the commercial area at the foot of Avalon Boulevard, as a special study area for improved integration and linkage of Port activities with the Wilmington community. Allowance by variance for additional building height may be considered for developments which provide public viewing of the harbor (e.g. restaurants, observation decks, etc.).

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter 4 identifies actions which are recommended to be promoted by the City through the appropriate city departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of the goals and objectives found in Chapter 3.

RECREATION AND PARK FACILITIES AND OPEN SPACE

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for both educational and recreation and park opportunities.
2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.
4. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and the utilization of "defensible space", where feasible, in the design of recreation and park facilities.
5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.
6. Improve the utilization and development of recreational facilities at existing parks, as needed, and as funds become available.
7. Protect and preserve the habitat of the unique and/or endangered species of animals and plants that reside in Harbor Regional Park and U.S. Defense Fuel Depot.
8. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking, and horseback riding where possible
9. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
10. Target the provisions of park and recreation facilities in areas with the greatest deficiencies.

11. Pursue resources to activate land that could be used for public recreation.

SCHOOLS

Consider large vacant parcels as a first alternative to accommodate the demand for new schools, if they are needed, prior to the displacement of existing uses.

LIBRARIES

1. Support the efforts of the Library Department and the Wilmington-Harbor City communities to increase the service levels of the libraries so they are appropriate for the Wilmington-Harbor City population.
2. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
3. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

Support and encourage community-based crime prevention efforts such as Neighborhood Watch Programs, regular interaction and coordination with existing community based policing, foot and bicycle patrols, and regular communication with neighborhood and civic organizations

FIRE PROTECTION

Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing) and fire hazards in the City.

HISTORIC PRESERVATION

1. Assist private owners of historic properties/ resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.
2. Seek programs and implementing actions to revitalize the Wilmington Central Business District, and to protect architecturally and historically significant buildings and provide for their renovation and reuse.

HOUSING

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification, and rehabilitation.
3. Strengthen Department of Building and Safety efforts by allocating sufficient staff resources to arrest blight and conserve the housing stock by monitoring and investigating zoning and building code violations and issuing Orders to Comply with such codes.

4. Improve the coordination of public services to support neighborhood conservation activities.
5. Ensure that the location of low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
6. Substantially rehabilitate, modernize and improve the physical and social living conditions in the Normont Terrace and Dana Strand Village public of dwelling units and accessory facilities, usable open space, and the mitigation of adverse environmental conditions. Such modernization program may include the establishment of neighborhood commercial support activities along the highway frontages which bound the properties.
7. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City codes.
8. Encourage reuse of the existing U.S. Navy housing areas at the John Montgomery and Palos Verdes sites, in a manner that will provide needed housing in the community without adversely impacting the surrounding area.
9. Allow for the assembly and trade of public land in order to encourage the construction of housing in appropriate locations within the Plan area.
10. Ensure that the development of transitional housing units and emergency shelters is appropriately located.
11. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

INDUSTRIAL

1. Encourage and assist economic revitalization and reuse of older industrial properties for industrial uses through City, State, and Federal programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.
3. Require strict compliance by local industry with all applicable air quality standards and to encourage vigorous enforcement by the appropriate regulatory agencies. These standards include that all parking areas, driveways and storage areas be paved to relieve dust. It is also the policy to pave all existing areas within five years of the adoption of this Plan in accordance with the fugitive dust control measures include in the Regional Air Quality Management Plan being promulgated by the South Coast Air Quality Management District.
4. Include measures to abate noise, odors and chemical discharges in the site design of industrial facilities to minimize such potential impacts on surrounding properties.

5. Expand existing clean-up program for industrial lands, streets and alleys which are beset by the illegal accumulation of junk, trash, abandoned vehicles, weeds or debris, and devising other appropriate remedies to discourage the further spread of such deterioration and blight.
6. Establish a local government task force to coordinate code enforcement action in the blighted area generally easterly of Alameda Street and northerly of Anaheim Street, and to study improved land use potential and circulation needs, including opening or closing of rights-of-way, to facilitate improved development.
7. Landscape Beautification Design Plans be developed by the Community Redevelopment Agency for the Industrial Park setting forth the objectives, policies and programs incorporated as part of this District Plan and that landscaping plans be a part of any industrial design standards ordinance developed.
8. The City Department of Transportation and the Bureau of Engineering should investigate potential street openings and closures and consider alternative traffic control measures which would facilitate the consolidation of industrial land for improved industrial development potential, improve vehicular access and circulation to industrial sites, and protect residential neighborhoods from the adverse impact of industrial-related traffic.

UTILITIES

Install utilities underground through assessment districts or other funding, when feasible.

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents
2. Develop employment opportunities for a wide range of jobs, skills, and wages.
3. Encourage and assist economic revitalization and the reuse of older industrial properties for industrial uses through City, State and Federal programs.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority (MTA), Long Beach Transit, and Torrance Transit to improve local bus service to and within the Wilmington-Harbor City Plan area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Encourage the Metropolitan Transit Authority, Long Beach Transit, Torrance Transit, and the City's Department of Transportation to establish local bus service to connect public schools, and private schools to the community's major focal points, and to the existing bus routes that serve Wilmington-Harbor City and the surrounding communities.

4. Develop an intermodal mass transportation plan to promote the linkage of transportation facilities, routes, and services, including the Blue Line.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Chapter V

URBAN DESIGN

The Wilmington-Harbor City Community Plan is made up of neighborhoods with distinctive characteristics. The purpose of this chapter is to lay out policies and standards for multiple residential, commercial and industrial projects, and for community design. This chapter identifies general Design Standards directed at individual projects. In addition, there is a Community Design and Landscaping section which is directed at the community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple-residential, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping.

Policies found in this Chapter shall be accomplished with the establishment of a Community Design Overlay Districts (CDO's), per the Supplemental Use District Section of the Zoning Code LAIC (Section 13.00). Projects subject to discretionary review should also implement the applicable policies.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity. In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents. In industrial areas, the intent is to improve compatibility with the non-industrial areas and encourage quality industrial development.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL

Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

1. Locating surface parking areas between commercial and residential areas, where appropriate to provide a buffer, and separated from residential uses by means of at least a solid wall and/or landscaped setback.

2. Minimizing the number of driveways providing access from arterials.
3. Maximizing retail and commercial service uses along street level frontages of commercial developments.
4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing through arcades from the front of buildings to rear parking for projects within wide frontages.
6. Providing landscaping strips between driveways and walkways which access the rear of properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
8. Providing, where feasible, the undergrounding of new utility service.
9. Screening of mechanical and electrical equipment from public view.
10. Screening of all rooftop equipment and building appurtenances from public view.
11. Requiring the enclosure of trash areas for all projects.

Pedestrian-oriented, Height and Building Design

In Community Centers and mixed-use districts, the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.

Building materials shall be employed to provide relief to untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures should exceed three stories or 45 feet in height.
2. Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.
3. Maximizing for front facades and facades facing rear parking, the area devoted to doors, windows and transparent elements.
4. Providing accenting, complementary building materials to building facades.
5. Maximizing the applications of architectural features or articulations to

building facades.

6. Locating surface parking to the rear of structures.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building.
2. Landscaping to screen parking structures not architecturally integrated with the main building(s).
3. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.
4. Surface Parking/Landscaping
5. Devoting 7% of total area of surface parking lots to landscaping.
6. Providing a landscaped buffer along public streets and/or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the building.

MULTIPLE RESIDENTIAL

Site Planning

All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal the following policies are proposed:

1. Providing a pedestrian entrance at the front of each project.
2. Requiring useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves

community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
2. complementary building materials on building facades.
3. Incorporating varying design to provide definition for each floor.
4. Integrating building fixtures, awnings, or security gates, into the design of building(s).
5. Screening of all roof top equipment and building appurtenances from adjacent properties.
6. Requiring decorative, masonry walls to enclose trash.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building.
2. Maximizing commercial uses on ground floors.
3. to screen parking structures not architecturally integrated with the main building.
4. Utilizing decorative walls and/or landscaping to buffer residential uses from parking structures.

INDUSTRIAL

Structures

The purpose is to create attractive buffers along street frontages of industrial sites, and to serve such practical purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances, by:

1. Designing the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
2. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors, building plane variation, murals, planters and/or other landscape elements to create visual interest.
3. Screening of mechanical and electrical equipment from public view.
4. Screening of all rooftop equipment and building appurtenances from

public view.

5. Requiring the enclosure of trash areas for all projects.
6. Screening of open storage areas from public view.
7. Requiring freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees on exterior faces, to relieve long monotonous expanses and mitigate graffiti.
8. Using landscaping effectively to screen parking and loading areas from roadways, as a surface treatment adjacent to building walls, and to screen from public view storage areas, trash containers and utility equipment.
9. Locating loading facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street (or adjacent non-industrial uses) by landscaping and offsite from driveway and accessways.
10. Providing on-site parking in areas not interfering with other site activities and which are screened from public view by landscaping, berms, fencing and/or walls.
11. New and/or expanded industrial sites have the capability of handling all parking needs, including having adequate on-site areas for trucks awaiting loading or unloading of goods, where applicable, in order to prevent the use of public street for such purposes.

Lighting

Integrating exterior lighting with site design and directing exterior lighting onto the project site and locating flood lighting so as not to impact any surrounding residential uses.

DESIGN GUIDELINES FOR INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

In order to mitigate potential negative impacts generated by manufacturing uses when they are located adjacent to residentially zoned neighborhoods, new development of industrial uses shall incorporate the following design guidelines:

Loading Areas

1. New development of industrial uses located across a local or collector street from a residentially zoned area shall be designed in such a manner that truck loading/unloading shall be restricted to the rear portion of the lot, and/or separated from the street by the structure housing the industrial use.
2. New development adjacent to (abutting) residentially zoned areas shall locate facilities for loading and unloading or open storage of material and finished products on the project site and/or the street frontage furthest from the residential development.

Walls/Landscaping

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which the industrial and residential uses, a minimum 3-1/2 foot high solid decorative masonry shall be provided in a front yard, or a minimum 5 foot, 9 inch to 8 foot solid decorative masonry wall in a side or rear yard. That a minimum 5-foot landscaped setback buffer with an automatic sprinkler system shall be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residential neighborhood shall provide a minimum 5-foot landscaped setback along any portion of the frontage not required for driveways, facing the residential use. Said landscaping shall contain a minimum of one 24-inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 20 feet of frontage.

Architectural Guidelines

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned area shall have outdoor, on-site lighting designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties.
2. New industrial development on local or collector streets fronting onto residentially zoned areas shall be designed with articulated facades (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of the building wall) facing the residential development.
3. New industrial development adjacent to residentially zoned areas shall be designed with no window openings facing residential properties and the construction of a 5 foot 9 inch to 8 foot high solid decorative masonry wall adjacent to these properties if no such wall exists. There shall be no window openings higher than the adjacent wall.
4. All exhaust fans and exterior or rooftop mechanical equipment shall be enclosed and sound absorbing and shielding provisions shall be incorporated in the design of the project. Such equipment shall be set back as far as possible from residential property lines.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Wilmington-Harbor City Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces

and rights-of-way.

A sense of entry should be created for the Wilmington and Harbor City communities from adjacent cities and communities that serves to define the boundaries and the edges of the City and the unique attributes of the community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes neighborhoods within Wilmington-Harbor City from each other.

The following improvements are recommended:

**ENTRYWAY
IMPROVEMENTS**

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements sidewalk/ crosswalk paving, street furniture)
 - d. Public signage
3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image.
 - b. Are drought and smog tolerant, and fire-resistant.
 - c. Complement the existing street trees.
2. Establish a hierarchy for street trees which shall include:

- a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
- b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
- c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

STREET LIGHTING

- 1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
- 2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/ signage program.
- 3. Any new street lighting or pedestrian lighting system built in the public right-of way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
- 4. New lighting systems will be designed to minimize glare and "light trespass".
- 5. No new or replacement street tree shall be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
- 6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
- 7. Ornamental or historic poles can not be removed without the prior approval of the City's Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Repave existing sidewalks and crosswalks in the Central Business District with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or path-ways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks.
3. Ensure that public signage complements and does not detract from adjacent commercial and residential uses.
4. Provide for signage which uniquely identifies principal commercial areas.

PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate plant and hardscape materials.

RICHARD RIORDAN, Mayor
James Kenneth Hahn, City Attorney
Rick Tuttle, Controller

CITY COUNCIL

John Ferraro, President
Hal Bernson
Laura Chick
Michael Feuer
Ruth Galanter
Jackie Goldberg
Mike Hernandez
Nate Holden
Cindy Miscikowski
Nick Pacheco
Alex Padilla
Mark Ridley-Thomas
Rudy Svorinich, Jr.
Joel Wachs
Rita Walters

CITY PLANNING COMMISSION

Peter M. Weil, President
Robert L. Scott, Vice-President
Marna Schnabel
Nicholas H. Stonnington
Jorge Jackson

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning
Franklin Eberhard, Deputy Director
Gordon B. Hamilton, Deputy Director
Robert H. Sutton, Deputy Director

COMMUNITY PLAN UPDATE

COMMUNITY PLANNING

Jack Sedwick, Principal City Planner
Merryl Edelstein, Senior City Planner
James Yoshinaga, City Planner
Jeff Pool, City Planning Associate

GEOGRAPHIC INFORMATION SYSTEMS

John Butcher, GIS Supervisor II
Paul Burns, GIS Supervisor I
Carmen Mirafior, GIS Supervisor I
Louie Angeles, GIS Specialist

PUBLICATION

Gary Booher, City Planner
Jae H. Kim, City Planning Associate

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION

MABEL CHANG
PRESIDENT
DAVID L. BURG
VICE-PRESIDENT
JOY ATKINSON
ERNESTO CARDENAS
SUSAN CLINE
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271
FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.lacity.org/PLN

April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.