

Exhibit 2-7: TOD Area 4 Map

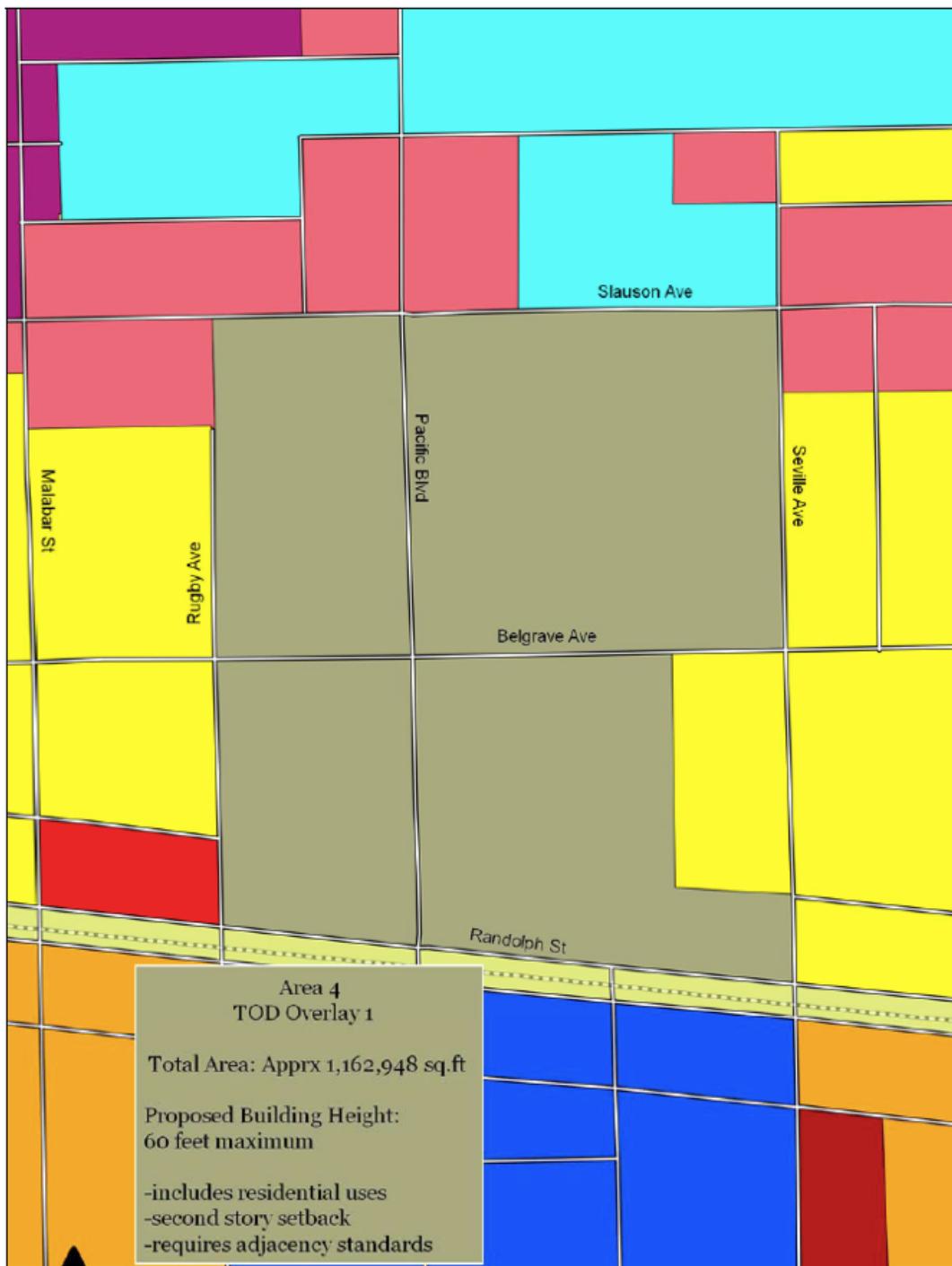


Exhibit 2-8: TOD Area 5 Map

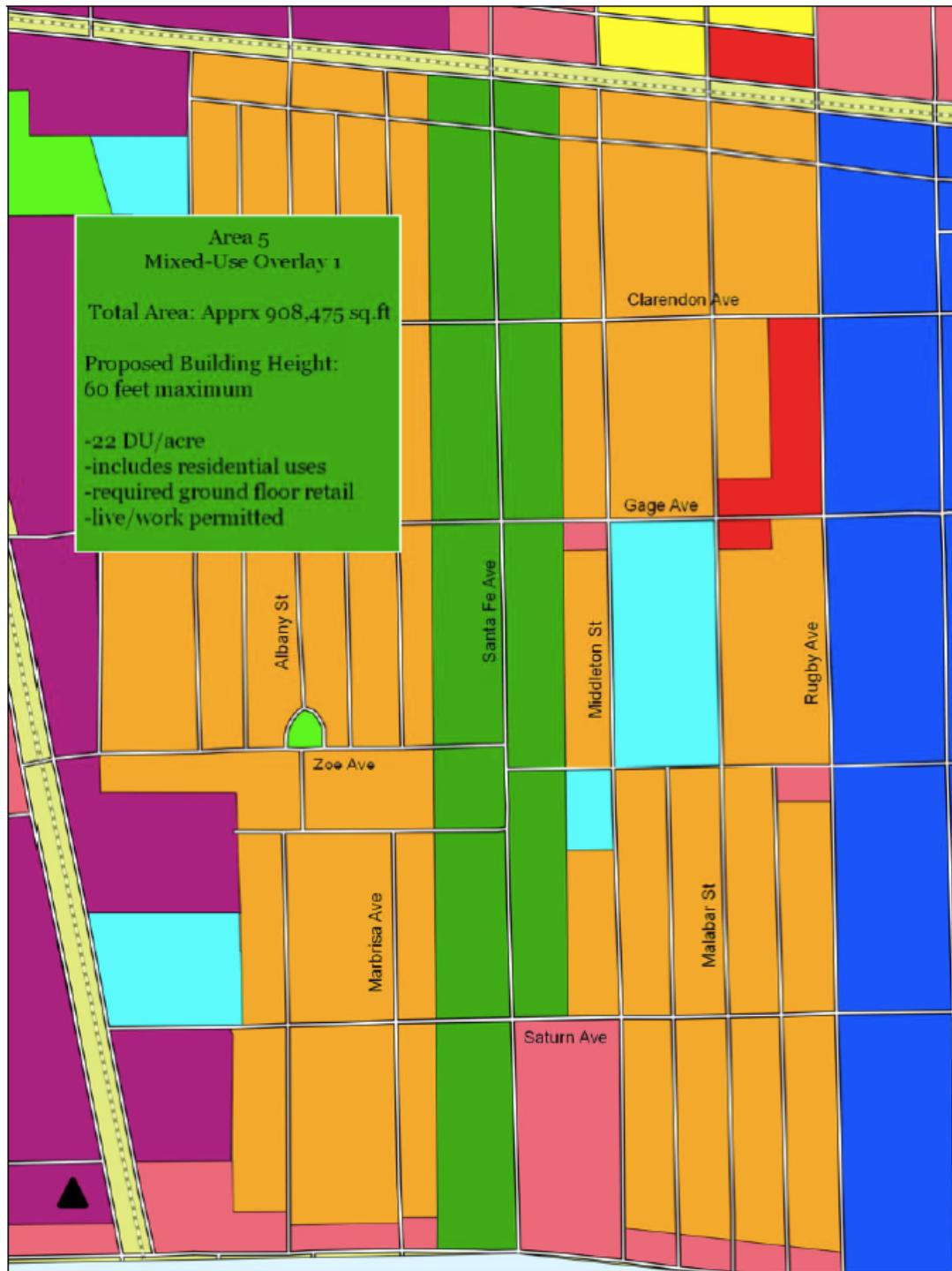
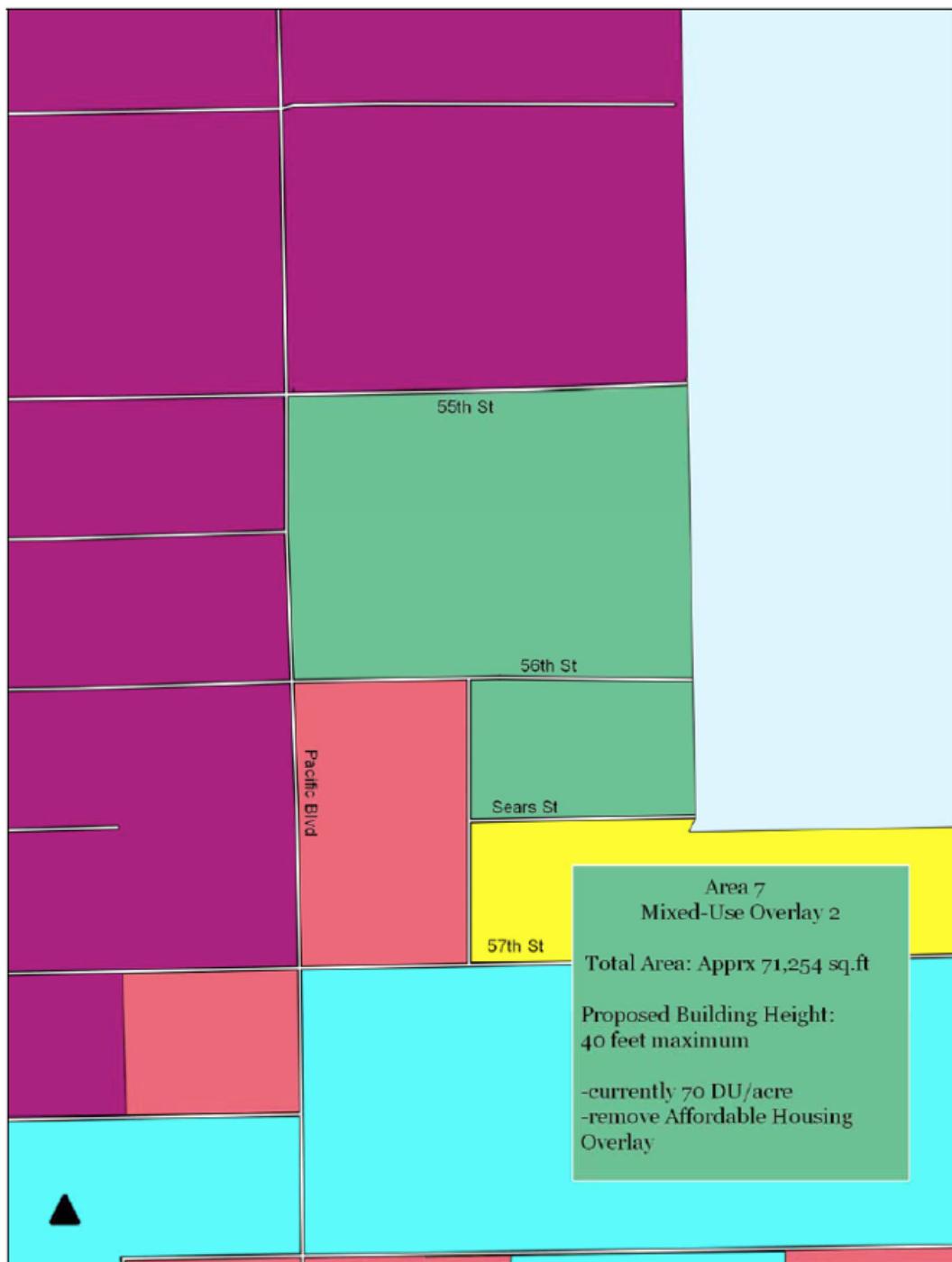


Exhibit 2-9: TOD Area 6 Map



Exhibit 2-10: TOD Area 7 Map



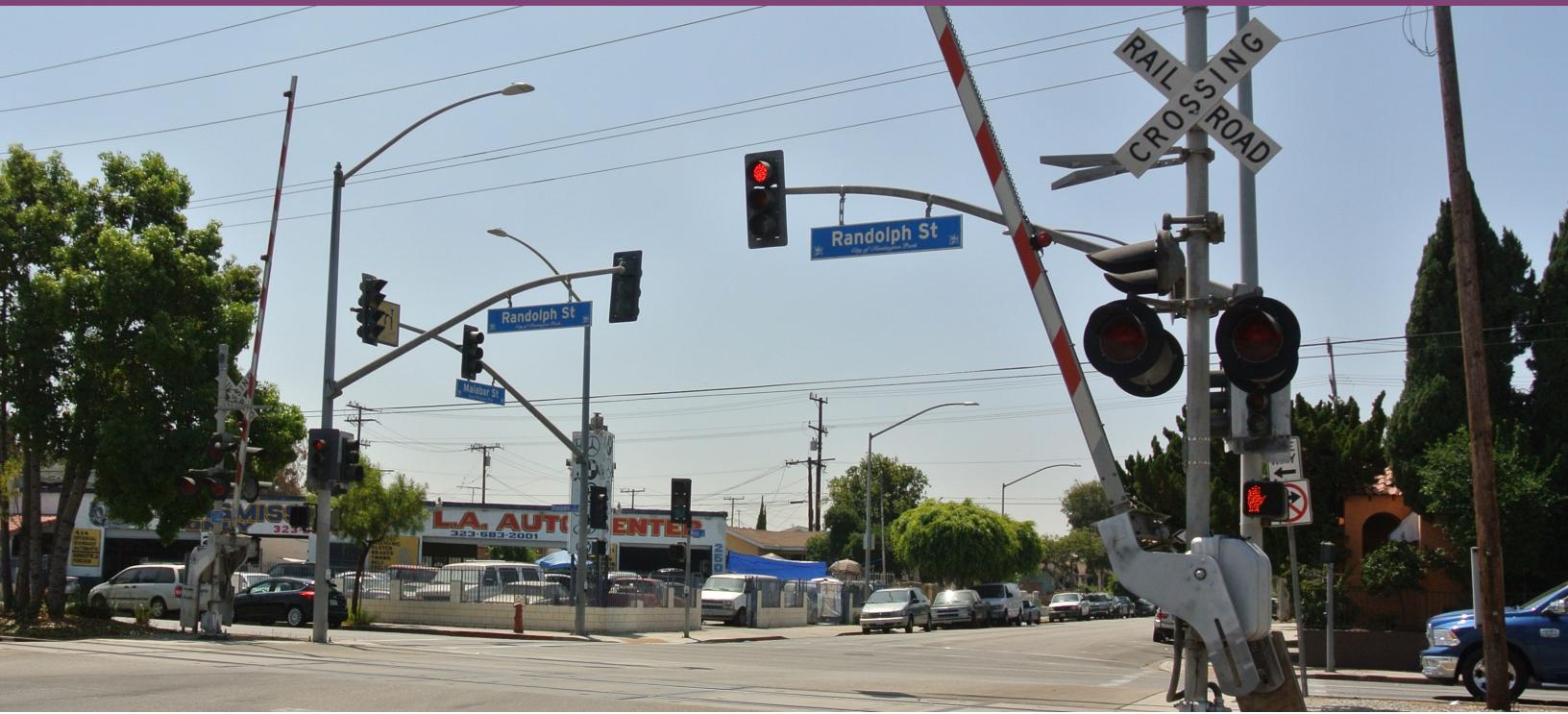
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MOBILITY & CIRCULATION ELEMENT

3.1 INTRODUCTION



This Mobility and Circulation Element of the Huntington Park General Plan is one of seven State-mandated General Plan elements and is intended to serve as a guide in the ongoing improvements to the City's roadway and transportation facilities and infrastructure. New development in the City and in the surrounding communities will place additional demands on the City's roadways in the coming years. The purpose of this Element is to provide for the development of a safe and efficient circulation system for the City. According to California Government Code Section 65302(b), this Element must identify the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other facilities, all correlated with the Land Use and Sustainable Development Element.

RELATIONSHIP TO THE GENERAL PLAN

This Element provides the planning framework for the roadway system that will be needed to accommodate existing and projected demand resulting from the land uses and development permitted under the Land Use & Sustainable Development Element.

- Traffic forecasts in this Mobility and Circulation Element are also used to determine future traffic noise levels within the Safety Element.
- The Mobility and Circulation Element, together with the Health and Safety Element, indicate emergency evacuation routes and minimum road widths required to accommodate emergency vehicles.
- Finally, this Mobility and Circulation Element is responsive to regional transportation plans, such as the Congestion Management Program, which focuses on the development of a regional transportation system to accommodate the future traffic demands within the region.

The remainder of the Mobility & Circulation Element consists of the following sections:



- **Background for Planning** describes existing traffic and circulation characteristics in the City.
- **Mobility and Circulation Policies and Programs** articulate City policies and implementing programs that are related to land use and economic development.
- **Mobility and Circulation Plan** indicates the location and extent of future development permitted in the City, as well as standards for this development.

3.2 BACKGROUND FOR PLANNING



MAJOR ROADWAYS

The major roadway system in the City and surrounding area was designed to accommodate commuter traffic in Huntington Park and the surrounding communities. Regional access to the City of Huntington Park is readily available through the Long Beach (I-710) Freeway, which has interchanges at Atlantic Boulevard and Florence Avenue. Major streets in the City include Florence Avenue, Slauson Avenue, and Gage Avenue, which are east-west arterials. Pacific Boulevard, Alameda Street, Santa Fe Avenue, State Street, and Miles Avenue/Soto Street are north-south arterials. Local collector streets in the City are primarily lined with residential uses. Major roadways in the City are described below.



- **Alameda Street** is designated as a Major Arterial and traverses Huntington Park in a north to south orientation through the western portion of the City. The Alameda Corridor, a 20-mile long rail cargo expressway, extends through the center of Alameda Street, thus splitting the street into two north-south segments. The western segment has a curb-to-curb width of 47 feet with two travel lanes provided in each direction and left-turn pockets at major intersections. Parking is prohibited on both sides of the street. The eastern segment is smaller in width - 18 feet - and has one travel lane in each direction. Parking is permitted on both sides of the street; however, certain portions along the western side of the street feature diagonal parking stalls. Alameda Street passes through the industrial part of the City. The daily traffic volumes for this roadway, between Slauson Avenue and Florence Avenue, range from 20,600 average daily trips (ADT) to 26,400 ADT.
- **Santa Fe Avenue** is another major north-south Major Arterial located in the western portion of the City. Santa Fe Avenue provides arterial access to/from downtown Los Angeles. The street has a curb-to-curb width of 65 feet and provides two travel lanes in each direction. There are left-turn pockets at major intersections and parking is generally permitted on both sides of the street. Land uses along Santa Fe Avenue are generally neighborhood-serving retail/commercial uses and single-family residential uses. The daily traffic volumes for this roadway, between Randolph Street and Florence Avenue, range from 26,600 ADT to 27,000 ADT.



- **Pacific Boulevard** is also a Major Arterial that extends in a north-south orientation and is the primary anchor for the City's historic Downtown. The street has a curb-to-curb width of 90 feet with two travel lanes provided in each direction. There are left-turn pockets at major intersections. Parking is provided along both sides of the street as diagonal stalls. The daily traffic volumes for this roadway, between 52nd Street and Florence Avenue, range from 17,500 ADT to 18,100 ADT.
- **Miles Avenue** is a Secondary Arterial that runs in a north-south direction through the City and terminates at Florence Avenue. This street transitions into Soto Street at its northern terminus. Miles Avenue is a four-lane (two lanes in each direction) undivided roadway with on-street parking permitted on both sides of the street. Land uses along Miles Avenue are generally single-family residential with City Hall, Miles Avenue Elementary School, and Henry T. Gage Middle School located on the east side of the street, between Gage Avenue and Saturn Avenue.
- **Florence Avenue** is an east-west Major Arterial roadway with two lanes in each direction with a two-way left-turn lane (TWLTL) serving as a median, with left turn pockets at major intersections. On-street parking is permitted on both sides of the street. Land uses along Florence Avenue are primarily retail/commercial uses. This roadway extends along the City's southerly side. The average daily traffic volumes for the segment of Florence Avenue, between Alameda Avenue and Miles Avenue, range from 31,900 ADT to 33,000 ADT.



- **Slauson Avenue** is also a Major Arterial with four-lanes (two lanes in each direction) that extends through the northerly portion of the City. Slauson Avenue also has a TWLTL serving as a median, with left turn pockets at major intersections. On-street parking is permitted on both sides of the street. Land uses along Slauson Avenue are primarily retail/commercial with some light industrial uses along the north side of the roadway. The traffic volumes on this arterial total approximately 45,000 vehicles per day.
- **Gage Avenue** is a four-lane east-to-west undivided Second Arterial roadway located in the central city area. Residential and commercial land uses front Gage Avenue along its length and parking is permitted on both sides of the street. Gage Avenue carries approximately 23,400 to 27,600 vehicles per day.

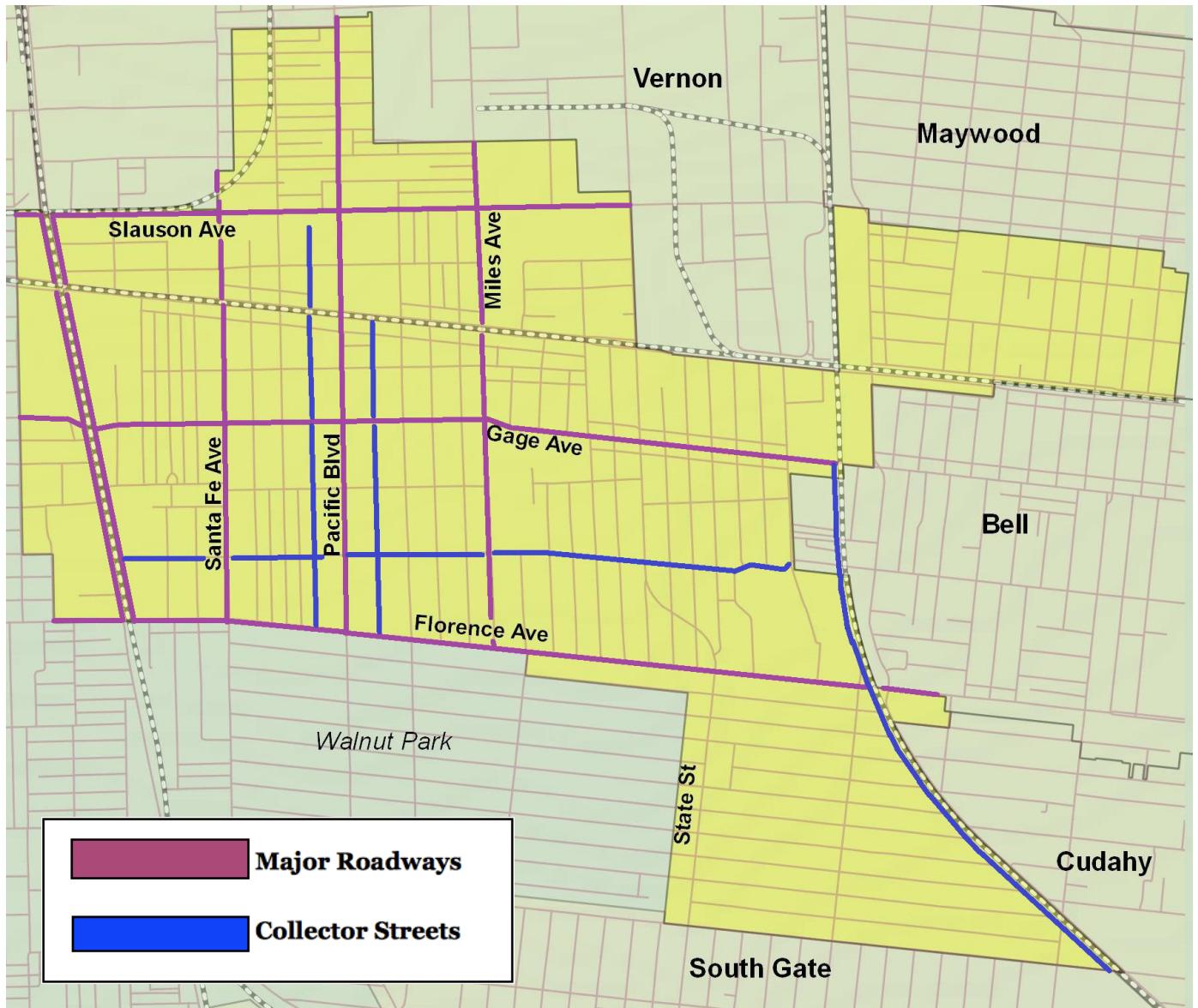
Other collector streets that serve the City are identified below.

- **Saturn Avenue** is designated as a collector roadway with two travel lanes in each direction.
- **Rita Avenue** is designated as a collector roadway with two travel lanes in each direction.
- **Rugby Avenue** is designated as a collector roadway with two travel lanes in each direction.
- **Salt Lake Avenue** is designated as a collector roadway with two travel lanes in each direction.

The remaining roadways in the City are local streets, providing one travel lane in each direction. **Exhibit 3-1** illustrates the roadway system that serves the City of Huntington Park.



Exhibit 3-1: Roadway System in the City



INTERSECTION LEVELS OF SERVICE

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable “performance criteria.” These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired “Level of Service,” and a technical component, which provides a more quantified measure. A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The *LOS* is a sliding scale (A through F), in which *LOS* A represents optimal traffic conditions, while *LOS* F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection’s level of service employs a ratio of the intersection’s design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to *LOS* definitions in **Table 3-1**.

- Santa Fe Avenue/Slauson Avenue (*LOS E* in PM peak hour)
- State Street/Florence Avenue (*LOS E* in both peak hours)



Table 3-1: Levels of Service

LOS	Traffic Flow Quality	ICU Value
A	Free flow; no traffic signal phase is fully utilized by traffic, and no vehicles wait longer than one red phase.	0.0-.61
B	Stable flow; an occasional signal phase is fully utilized, and a substantial number of phases are approaching full use.	.61-70
C	Stable flow; occasionally, drivers may have to wait through more than one signal cycle; most drivers feel somewhat restricted, but not exceptionally so.	.71-80
D	Approaching unstable flow; approaching vehicles may be substantially delayed during short periods within the peak period, but enough signal cycles occur with lower demand to permit periodic clearances of developing queues, thus preventing excessive queues.	.81-90
E	Unstable flow (at capacity); there may be long queues of vehicles and delays may be great.	.91 - 1.00
F	Forced flow; congestion on the cross street or downstream intersections restricts or prevents the movement of traffic at the intersection.	Above 1.00
Source: City of Huntington Park. 2016.		



Table 3-2: Intersection Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
1. Wilmington Avenue/Randolph Street (North)	stop-control	A	9.2	A	9.1
2. Wilmington Avenue/Randolph Street (South)	stop-control	B	12	B	10.7
3. Wilmington Avenue/Gage Avenue	signal	B	0.695	B	0.623
4. Alameda Street (West)/Slauson Avenue	signal	D	0.822	D	0.821
5. Alameda Street (East)/Slauson Avenue	stop-control	C	21.9	C	22.6
6. Alameda Street (West)/Randolph Street (North)	signal	A	0.505	A	0.398
7. Alameda Street (East)/Randolph Street (North)	stop-control	A	9.7	A	9.4
8. Alameda Street (West)/Randolph Street (South)	signal	B	0.667	B	0.668
9. Alameda Street (East)/Randolph Street (South)	stop-control	A	9.8	B	10.7
10. Alameda Street (West)/Gage Avenue	signal	D	0.832	D	0.825
11. Alameda Street (East)/Gage Avenue	stop-control	C	17.1	B	13.4
12. Alameda Street/Florence Avenue	signal	E	0.910	E	0.905
13. Santa Fe Avenue/Slauson Avenue	signal	D	0.875	E	0.904
14. Santa Fe Avenue/Randolph Street (North)	signal	B	0.627	B	0.607
15. Santa Fe Avenue/Randolph Street (South)	signal	B	0.651	B	0.643
16. Santa Fe Avenue/Gage Avenue	signal	D	0.894	D	0.887
17. Santa Fe Avenue/Florence Avenue	signal	D	0.845	D	0.855
18. Pacific Boulevard/Slauson Avenue	signal	D	0.827	C	0.739
19. Pacific Boulevard/Randolph Street (North)	signal	A	0.561	A	0.459
20. Pacific Boulevard/Randolph Street (South)	signal	A	0.562	A	0.481
21. Pacific Boulevard/Gage Avenue	signal	C	0.775	B	0.642
22. Pacific Boulevard/Florence Avenue	signal	D	0.833	C	0.775
23. Miles Avenue/Slauson Avenue	signal	D	0.858	D	0.844
24. Miles Avenue/Randolph Street (North)	signal	B	0.673	A	0.597
25. Miles Avenue/Randolph Street (South)	signal	A	0.594	B	0.620
26. Miles Avenue/Gage Avenue	signal	C	0.799	C	0.708



Table 3-2: Intersection Levels of Service (continued)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
27. Miles Avenue/Florence Avenue	signal	D	0.840	D	0.873
28. Boyle Avenue/Slauson Avenue	signal	E	0.920	E	0.964
29. Boyle Avenue/Randolph Street (North)	stop-control	A	0	A	0
30. Boyle Avenue/Randolph Street (South)	signal	D	0.888	C	0.708
31. State Street/Gage Avenue	signal	E	0.908	D	0.898
32. State Street/Florence Avenue	signal	E	0.971	E	0.933
33. State Street/Santa Ana Street	signal	C	0.749	C	0.748
34. Salt Lake Avenue/Florence Avenue (West)	signal	D	0.839	D	0.868
35. California Avenue/Santa Ana Street	signal	D	0.844	D	0.834
36. Salt Lake Avenue/Gage Avenue	signal	C	0.744	C	0.748
37. Salt Lake Avenue/Florence Avenue (East)	signal	D	0.884	C	0.708
38. Maywood Avenue/Randolph Street (North)	signal	B	0.802	A	0.393
39. Maywood Avenue/Randolph Street (South)	signal	A	0.575	A	0.581
40. Maywood Avenue/Gage Avenue	signal	B	0.611	A	0.527

¹ Level of Service, based on Intersection Capacity Utilization (ICU) for signalized intersections and Highway Capacity Manual (HCM) for unsignalized intersections.
² Volume-to-capacity ratio for signalized intersections; or delay in seconds/vehicle for unsignalized intersections.

TRUCK ROUTES

The City of Huntington Park has restricted trucks to major roadways in the City. These include Slauson Avenue, Florence Avenue, Gage Avenue, Santa Fe Avenue, and Alameda Street. Trucks are prohibited on residential streets except for emergencies or local deliveries. **Exhibit 3-2** shows truck routes in the City.

BIKEWAYS

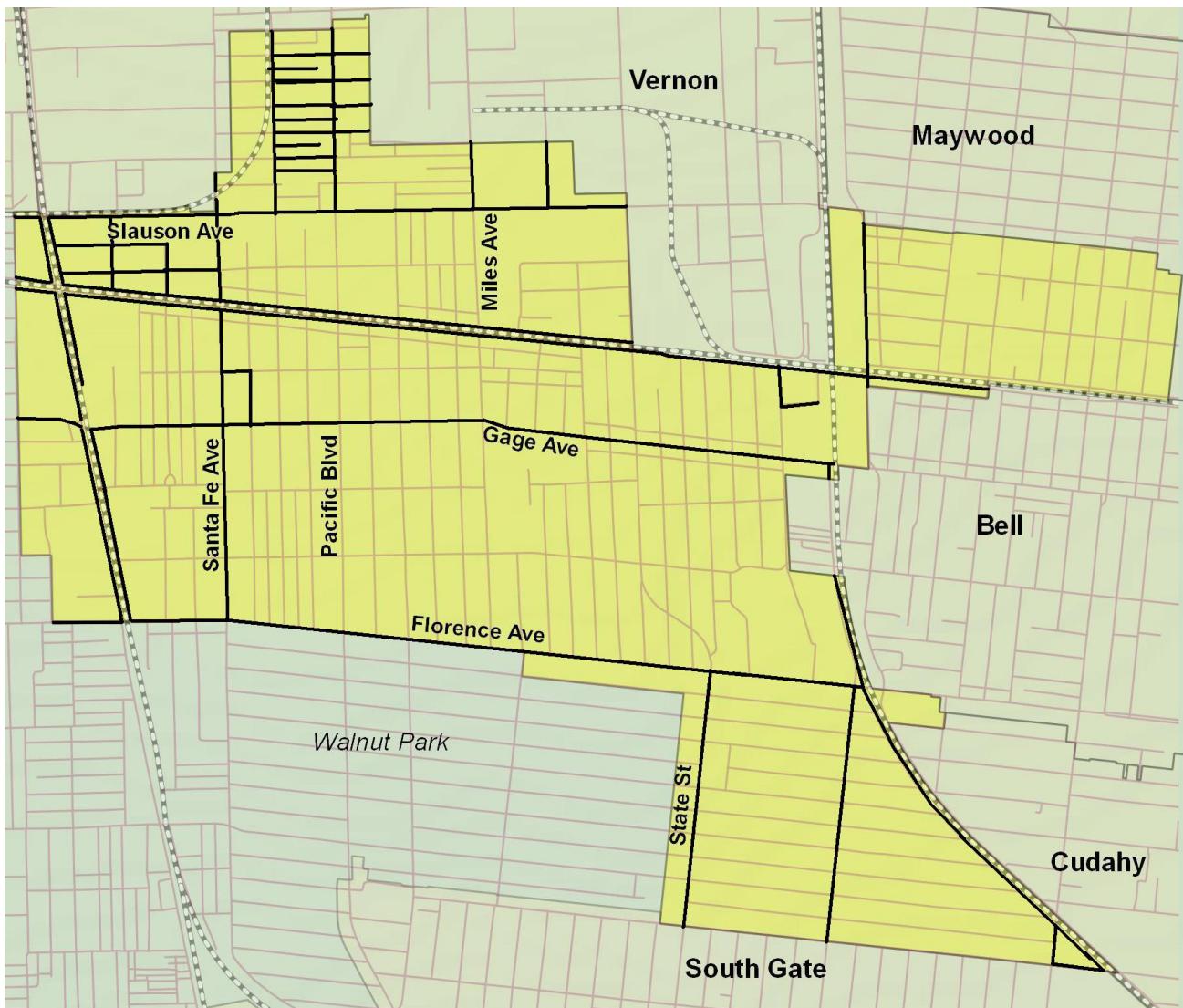
A Class I bikeway (trail dedicated exclusively for the use of bicyclists) extends along the banks of the Los Angeles River channel. This bikeway begins at Atlantic Avenue, near the northern end of the City and goes south to the City of Long Beach, connecting to the Shoreline Trail. The Class I bikeway along the Rio Hondo River meets the Los Angeles River trail where the two rivers connect, south of Huntington Park. A striped bike lane on Randolph Street connects to the Los Angeles River trail and extends west to the western boundary of the City.

PUBLIC TRANSPORTATION

The Los Angeles County Metropolitan Transportation Authority (MTA) buses run along major streets in the City including Pacific Boulevard, Florence Avenue, Gage Avenue, and Santa Fe Avenue. MTA buses passing through Huntington Park include Routes 60, 102, 108-358, 110, 111-311, 251, 254, 611, 612, 751, and 760. These routes pass through all major arterial roadways in the City and provide connections to most communities and major activity centers throughout the region. The MTA Metro Blue Line is a commuter rail service serving downtown Los Angeles and areas to the south down to Long Beach. The Blue Line is operated through Prop A funds with a fixed fare for any length of the trip. Bus routes complement the Blue Line, and several park-and-ride and kiss-and-ride lots have been developed along the route to encourage use of the Blue Line.



Exhibit 3-2: Truck Routes

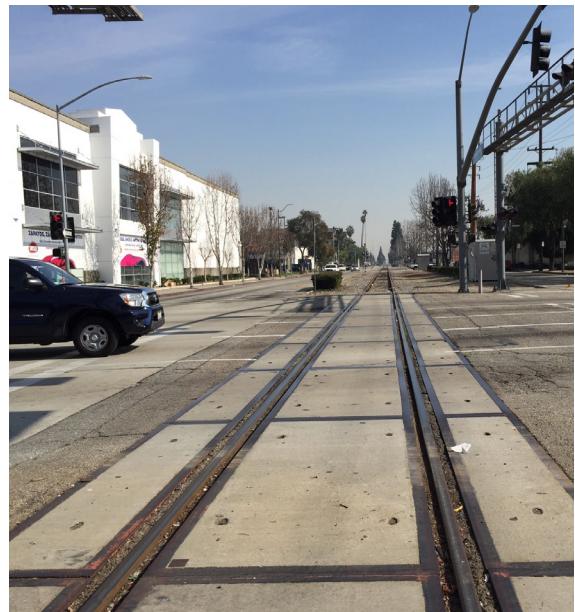


AIRPORTS

The Los Angeles International Airport (LAX) is approximately 13 miles west of the City. LAX provides air transportation to the entire region. Airplanes over the City of Huntington Park fly within the air space 2,000 to 7,000 feet above the City. The Long Beach Municipal Airport is located approximately 11 miles south of the City and provides additional air transportation services for local businesses and industries. The Compton Airport, located approximately 6.77 miles southwest of Huntington Park, is a County-owned airport used for general aviation of small planes. Other regional airports are located approximately 25 to 45 miles from the City and include John Wayne Airport, Long Beach Airport, and Ontario Airport.

HARBORS, PORTS, AND RAIL TRANSIT

The nearest harbor facilities to Huntington Park are located in the Ports of Los Angeles and Long Beach. In addition, the Alameda Corridor, a 20-mile long rail cargo expressway, traverses through the western portion of the City. The Alameda Corridor extends through the center of Alameda Street and provides Los Angeles with direct rail access to the Ports of Los Angeles and Long Beach. The portion of the Alameda Corridor that traverses the City is located within the 33-foot deep Mid-Corridor Trench. The Atchison, Topeka and Santa Fe (AT&SF) tracks are used by the Amtrak trains and Metrolink commuter trains. Amtrak operates trains daily with service between San Diego and Santa Barbara. Metrolink serves the station with four northbound trains and four southbound trains in the AM and PM peak periods, respectively. The Metrolink trains travel from downtown Los Angeles to Orange County and Oceanside.



3.3 POLICIES AND PROGRAMS



MOBILITY & CIRCULATION ELEMENT ISSUES

The City of Huntington Park, with the implementation of the Land Use & Sustainable Development Element, seeks to promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses. The following issues are the focus of this Mobility and Circulation Element policies:

- Local Street System;
- Regional Transportation;
- Traffic Reduction
- Public Transportation;
- Alternative Forms of Transportation;
- Parking; and,
- Truck Traffic.

The City's adopted land use and sustainability policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for the Land Use and Sustainability Element.

ISSUE: LOCAL STREET SYSTEM

- **Mobility & Circulation Element Policy 1.** The City of Huntington Park shall design and employ appropriate traffic control measures to ensure City streets and roads function with safety and efficiency and shall coordinate street system improvements and signalization with regional transportation efforts.
- **Mobility & Circulation Element Policy 2.** The City of Huntington Park shall design local, collector, and residential streets to discourage their use as through traffic routes.
- **Mobility & Circulation Element Policy 3.** The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to identify measures to mitigate the traffic impacts.
- **Mobility & Circulation Element Policy 4.** As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate along heavily traveled arterials.



ISSUE: REGIONAL TRANSPORTATION

- **Mobility & Circulation Element Policy 5.** The City of Huntington Park shall support completion of planned improvements to the Long Beach Freeway (I-710).
- **Mobility & Circulation Element Policy 6.** The City of Huntington Park shall coordinate the development of arterial streets with the Los Angeles County Congestion Management Plan to assure that arterial streets will be compatible with those of neighboring jurisdictions.
- **Mobility & Circulation Element Policy 7.** The City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the Eco-Rapid Transit Authority and Metro's West Santa Ana Branch.
- **Mobility & Circulation Element Policy 8.** The City of Huntington Park shall coordinate the development of goods movement system that will reduce the impact of trucks on the local traffic and the street infrastructure.

ISSUE: TRAFFIC REDUCTION

- **Mobility & Circulation Element Policy 9.** The City of Huntington Park shall support the implementation of employer traffic demand management (TDM) as required in the City's TDM Ordinance.
- **Mobility & Circulation Element Policy 10.** The City of Huntington Park shall require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions.
- **Mobility & Circulation Element Policy 11.** The City of Huntington Park shall promote ridesharing through publicity and outreach to the public.
- **Mobility & Circulation Element Policy 12.** The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as apportioning preferred parking for ridesharing.



ISSUE: PUBLIC TRANSPORTATION

- **Mobility & Circulation Element Policy 13.** The City of Huntington Park shall work with the MTA to develop improved connections to the Blue Line and encourage the MTA to upgrade its transit station located at Slauson Avenue.
- **Mobility & Circulation Element Policy 14.** The City of Huntington Park shall work with the MTA to identify needs for additional local and express bus service to Huntington Park.
- **Mobility & Circulation Element Policy 15.** The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary and if space is available.



ISSUE: ALTERNATIVE FORMS OF TRANSPORTATION

- **Mobility & Circulation Element Policy 16.** The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes.
- **Mobility & Circulation Element Policy 17.** The City of Huntington Park shall provide for safety of pedestrians and bicycles in the planning and construction of new roadway and transit projects.
- **Mobility & Circulation Element Policy 18.** The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways.
- **Mobility & Circulation Element Policy 19.** The City of Huntington Park shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths.



- **Mobility & Circulation Element Policy 20.** The City of Huntington Park shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.

ISSUE: PARKING

- **Mobility & Circulation Element Policy 21.** The City of Huntington Park shall review the City's off-street parking requirements and revise as necessary to conform to actual parking demands.
- **Mobility & Circulation Element Policy 22.** Joint use of parking facilities may be granted as part of an area plan or site plan in the City of Huntington Park, depending on the peak parking generation of the permitted uses in the planning area.
- **Mobility & Circulation Element Policy 23.** The City of Huntington Park shall establish a parking overlay zone and designate appropriate areas of the Land Use Plan Map to facilitate the development of parking facilities through such methods as alley vacation and lot consolidation.
- **Mobility & Circulation Element Policy 24.** The City of Huntington Park shall limit primary truck routes to major arterials to lessen the impacts to the residential neighborhoods.



ISSUE: TRUCK TRAFFIC

- **Mobility & Circulation Element Policy 25.** The City of Huntington Park shall limit primary truck routes to major arterials to lessen the impacts to the residential neighborhoods.
- **Mobility & Circulation Element Policy 26.** The City of Huntington Park shall maintain truck routes to appropriate design standards to safely accommodate truck volumes.

- **Mobility & Circulation Element Policy 27.** The City of Huntington Park shall require all truck parking and queuing to occur outside of the public rights-of-ways.
- **Mobility & Circulation Element Policy 28.** The City of Huntington Park shall allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.

MOBILITY & CIRCULATION ELEMENT PROGRAMS

This section of the Mobility & Circulation Element identifies those programs that will be effective in the implementation of the policies identified in the previous section. Each program is summarized below. Under each program, specific information regarding its implementation is listed, including the source of funding, the program objectives, the agency or City responsible for the program's implementation, and the timing of the program's implementation.

- **Caltrans Coordination.** The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the City is fully apprised of the improvement efforts in the early stages of planning and design. The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact Huntington Park.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** To continue with the ongoing dialogue and planning.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Capital Improvement Planning.** The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.



- **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** The City will review its CIP on an annual basis.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.
-
- **Enforcement of Truck Parking.** The City of Huntington Park Police Department will enforce laws concerning trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** The program will continue to be implemented.
 - **Responsible Agency:** Police Department.
 - **Implementation Schedule:** The program is ongoing and will be continued.
-
- **Environmental Review.** The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** To continue the CEQA review of qualifying projects.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.



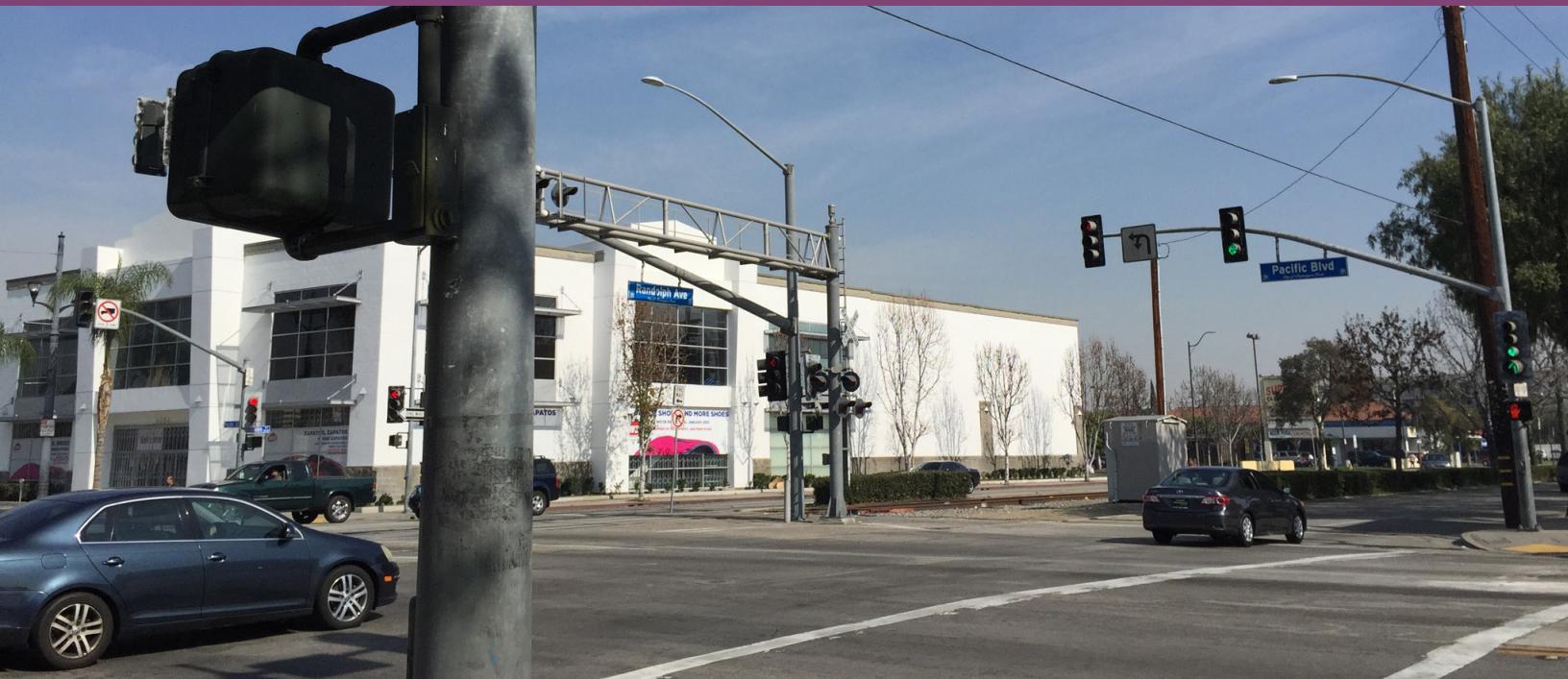
- **Residential Parking Program.** The City will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the storage of extra vehicles on city streets.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** The program will continue to be implemented.
 - **Responsible Agency:** Police Department and Community Development Department.
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Signalization.** The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Public Works.
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Truck Route Planning.** The City will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
 - **Source of Funding:** General Fund or other sources.
 - **2019-2024 Program Objectives:** To maintain and update on an annual basis.
 - **Responsible Agency:** Public Works and Community Development Department.
 - **Implementation Schedule:** The program is ongoing and will be continued.



- **Transit Centers.** Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and, in some areas, park-and-ride facilities, will be implemented as part of new development.
 - **Source of Funding:** General Fund for planning (grants will also be applied for to assist in long-range planning).
 - **2019-2024 Program Objectives:** To develop and implement a comprehensive plan for the creation of new transit centers.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.



3.4 MOBILITY & CIRCULATION PLAN



The Mobility & Circulation Plan for the City of Huntington Park supports the land use and development objectives outlined in the Land use and Sustainable Development Element. The Circulation Plan is discussed in this section.

ROADWAY CLASSIFICATIONS

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways serving Huntington Park. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street. If the observed characteristics of a street change from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards.



The primary circulation system in the City of Huntington Park serves two distinct and equally important functions: 1) providing access to individual properties, and 2) the transport of people and goods into and through the City. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. The roadway system in Huntington Park has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City of Huntington Park are classified according to their primary function that are described below.

- **Major Arterials.** The main function of a Major Arterial is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on major arterial roadways. These streets typically provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. Major arterial roadways typically contain 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide.
- **Collector Streets.** A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-city or through-traffic.
- **Local Streets.** Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Huntington Park are generally 40 to 50 feet wide, with a pavement width of between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks.



Table 3-3: Roadway Classifications and Standards

	Major	Secondary	Collector	Local
Travel Lanes	4-6	2-4 lanes	2 lanes	2 lanes
Parking Lanes	0-2	0-2 lanes	0-2 lanes	0-2 lanes
Volumes ADT	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.
Pavement Width	84 ft.	64 ft.	40 ft.	24-30 ft.
Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way.				

Table 3-3 summarize the standards generally applicable to each roadway classification.

ROADWAY PERFORMANCE STANDARDS

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), in which LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. The City of Huntington Park has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The City recognizes that not all intersections within Huntington Park can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies. The LOS definitions are illustrated in **Exhibit 3-3**.

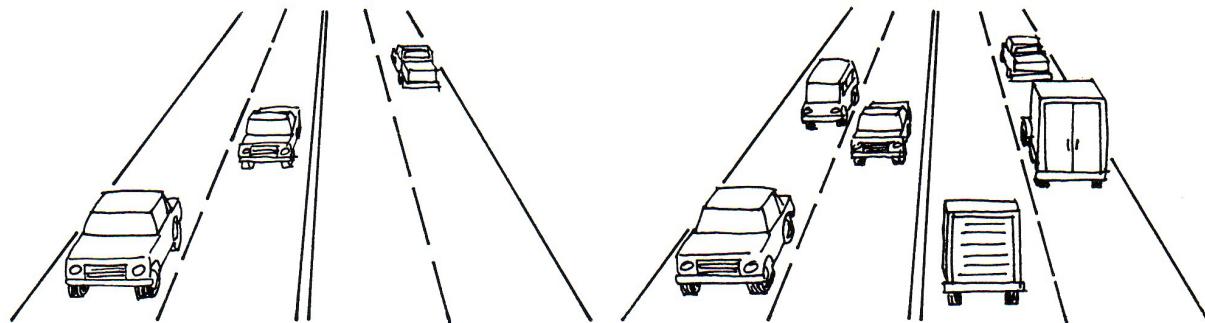


Table 3-4: Levels of Service

LOS	Traffic Flow Quality	ICU Value
A	Free flow; no traffic signal phase is fully utilized by traffic, and no vehicles wait longer than one red phase.	0.0-.61
B	Stable flow; an occasional signal phase is fully utilized, and a substantial number of phases are approaching full use.	.61-70
C	Stable flow; occasionally, drivers may have to wait through more than one signal cycle; most drivers feel somewhat restricted, but not exceptionally so.	.71-80
D	Approaching unstable flow; approaching vehicles may be substantially delayed during short periods within the peak period, but enough signal cycles occur with lower demand to permit periodic clearances of developing queues, thus preventing excessive queues.	.81-90
E	Unstable flow (at capacity); there may be long queues of vehicles and delays may be great.	.91 - 1.00
F	Forced flow; congestion on the cross street or downstream intersections restricts or prevents the movement of traffic at the intersection.	Above 1.00
Source: City of Huntington Park. 2016.		



Exhibit 3-3: Intersection Level of Service

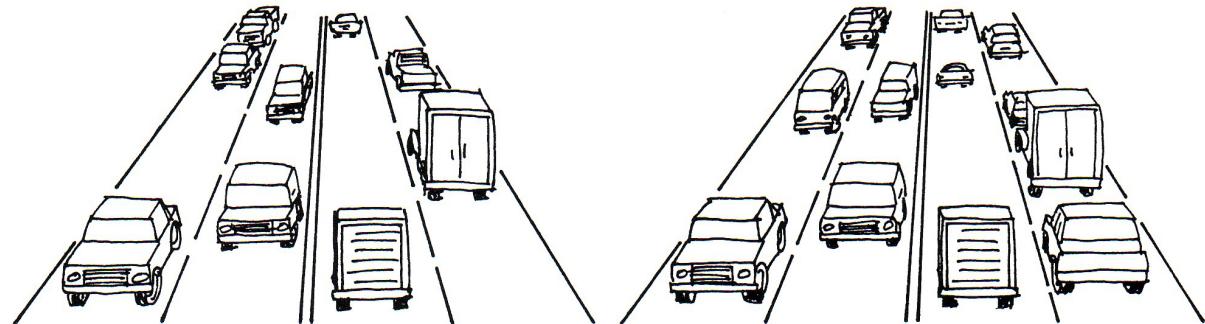


Level of Service A

Free flow in which there is little or no restriction on speed or maneuverability.

Level of Service B

Stable flow though operating speed is beginning to be restricted by other traffic.

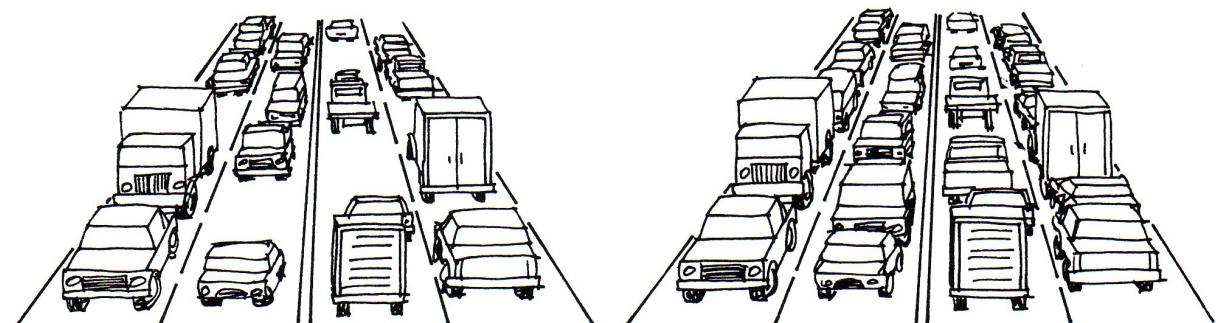


Level of Service C

Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.

Level of Service D

Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E

Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.

Level of Service F

Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.



Table 3-5: Future Intersection Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
1. Wilmington Avenue/Randolph Street (North)	stop-control	A	9.2	A	9.1
2. Wilmington Avenue/Randolph Street (South)	stop-control	B	12	B	10.7
3. Wilmington Avenue/Gage Avenue	signal	B	0.695	B	0.623
4. Alameda Street (West)/Slauson Avenue	signal	D	0.822	D	0.821
5. Alameda Street (East)/Slauson Avenue	stop-control	C	21.9	C	22.6
6. Alameda Street (West)/Randolph Street (North)	signal	A	0.505	A	0.398
7. Alameda Street (East)/Randolph Street (North)	stop-control	A	9.7	A	9.4
8. Alameda Street (West)/Randolph Street (South)	signal	B	0.667	B	0.668
9. Alameda Street (East)/Randolph Street (South)	stop-control	A	9.8	B	10.7
10. Alameda Street (West)/Gage Avenue	signal	D	0.832	D	0.825
11. Alameda Street (East)/Gage Avenue	stop-control	C	17.1	B	13.4
12. Alameda Street/Florence Avenue	signal	E	0.910	E	0.905
13. Santa Fe Avenue/Slauson Avenue	signal	D	0.875	E	0.904
14. Santa Fe Avenue/Randolph Street (North)	signal	B	0.627	B	0.607
15. Santa Fe Avenue/Randolph Street (South)	signal	B	0.651	B	0.643
16. Santa Fe Avenue/Gage Avenue	signal	D	0.894	D	0.887
17. Santa Fe Avenue/Florence Avenue	signal	D	0.845	D	0.855
18. Pacific Boulevard/Slauson Avenue	signal	D	0.827	C	0.739
19. Pacific Boulevard/Randolph Street (North)	signal	A	0.561	A	0.459
20. Pacific Boulevard/Randolph Street (South)	signal	A	0.562	A	0.481
21. Pacific Boulevard/Gage Avenue	signal	C	0.775	B	0.642
22. Pacific Boulevard/Florence Avenue	signal	D	0.833	C	0.775
23. Miles Avenue/Slauson Avenue	signal	D	0.858	D	0.844

Table 3-5: Future Intersection Levels of Service (continued)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
28. Boyle Avenue/Slauson Avenue	signal	E	0.920	E	0.964
29. Boyle Avenue/Randolph Street (North)	stop-control	A	0	A	0
30. Boyle Avenue/Randolph Street (South)	signal	D	0.888	C	0.708
31. State Street/Gage Avenue	signal	E	0.908	D	0.898
32. State Street/Florence Avenue	signal	E	0.971	E	0.933
33. State Street/Santa Ana Street	signal	C	0.749	C	0.748
34. Salt Lake Avenue/Florence Avenue (West)	signal	D	0.839	D	0.868
35. California Avenue/Santa Ana Street	signal	D	0.844	D	0.834
36. Salt Lake Avenue/Gage Avenue	signal	C	0.744	C	0.748
37. Salt Lake Avenue/Florence Avenue (East)	signal	D	0.884	C	0.708
38. Maywood Avenue/Randolph Street (North)	signal	B	0.602	A	0.393
39. Maywood Avenue/Randolph Street (South)	signal	A	0.575	A	0.581
40. Maywood Avenue/Gage Avenue	signal	B	0.611	A	0.527

¹Level of Service, based on Intersection Capacity Utilization (ICU) for signalized intersections and Highway Capacity Manual (HCM) for unsignalized intersections.
²Volume-to-capacity ratio for signalized intersections; or delay in seconds/vehicle for unsignalized intersections.

Table 3-5 indicates the Future Level of Service and Volume-to-Capacity Ratio for major intersections in the City. The volumes shown in Table 3-5 reflect anticipated volumes from future development, as well as ambient growth in traffic consistent with that assumed in the Los Angeles County Congestion Management Plan (CMP).



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RESOURCE MANAGEMENT ELEMENT



4.1 INTRODUCTION



SCOPE OF RESOURCE MANAGEMENT ELEMENT

The Resource Management Element of the Huntington Park General Plan conforms to the requirements for the open space and conservation elements. In the Huntington Park General Plan, these mandated elements have been combined into a single Resource Management Element. This Resource Management Element outlines conservation programs that address resource utilization, resource preservation, and the regulation of activities that could affect these resources. This Resource Management Element also focuses on the maintenance of open space areas and the provision of parks and recreational facilities.

This Resource Management Element focuses on those natural resources in Huntington Park that must be considered in future planning and development in the City. The Element focuses on a number of issues including earth and water resources, cultural resources, air quality, and parks and open space. Natural and cultural resources in the

City are limited and are often non-renewable. As a result, these resources should be carefully preserved and managed to prevent potential misuse and ensure their future availability. The City of Huntington Park has identified important local resources and the necessary preservation programs as a means to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable.

RELATIONSHIP TO THE GENERAL PLAN

The Resource Management Element of the Huntington Park General Plan meets the requirements for a conservation element and an open space element in the General Plan. This Resource Management Element complies with regulations in Sections 65302(d) and 65302(e) of the California Government Code and the State Mining and Reclamation Act (SMARA). The Element identifies significant resources within the City and establishes a plan for their conservation, management, or preservation.

The Resource Management Element also fulfills the requirements of Section 65560 to 65570 of the California Government Code regarding the preparation of an open space element. This Element contains a local open space plan for the comprehensive and long-range preservation and conservation of the City's remaining open space. All future development projects, including the acquisition and disposal of open space lands, shall be consistent with the open space plan.

In addition, Public Resources Code Section 5076 requires the open space element to consider demands for trail-oriented recreational use along with specific open space programs. For example, there is a potential for the addition of a new bikeway trail that will extend from the City to the existing regional trail located along the Los Angeles River. In addition, there are a number of other State-mandated issues, such as the utilization of rivers, harbors, forests, that are not applicable to the City of Huntington Park and thus, they will not require further consideration in this Element. Open space and recreation issues are also addressed in this Resource Management Element because the remaining open space resources are valuable resources for both outdoor recreation and scenic enjoyment.

The policies contained in this Resource Management Element build upon those contained in other elements of the Huntington Park General Plan. The Land Use Element designates specific areas for open space and conservation areas. The Health and Safety Element identifies areas with constraints that should be preserved in open space for public health and safety reasons.



4.2 PLANNING BACKGROUND

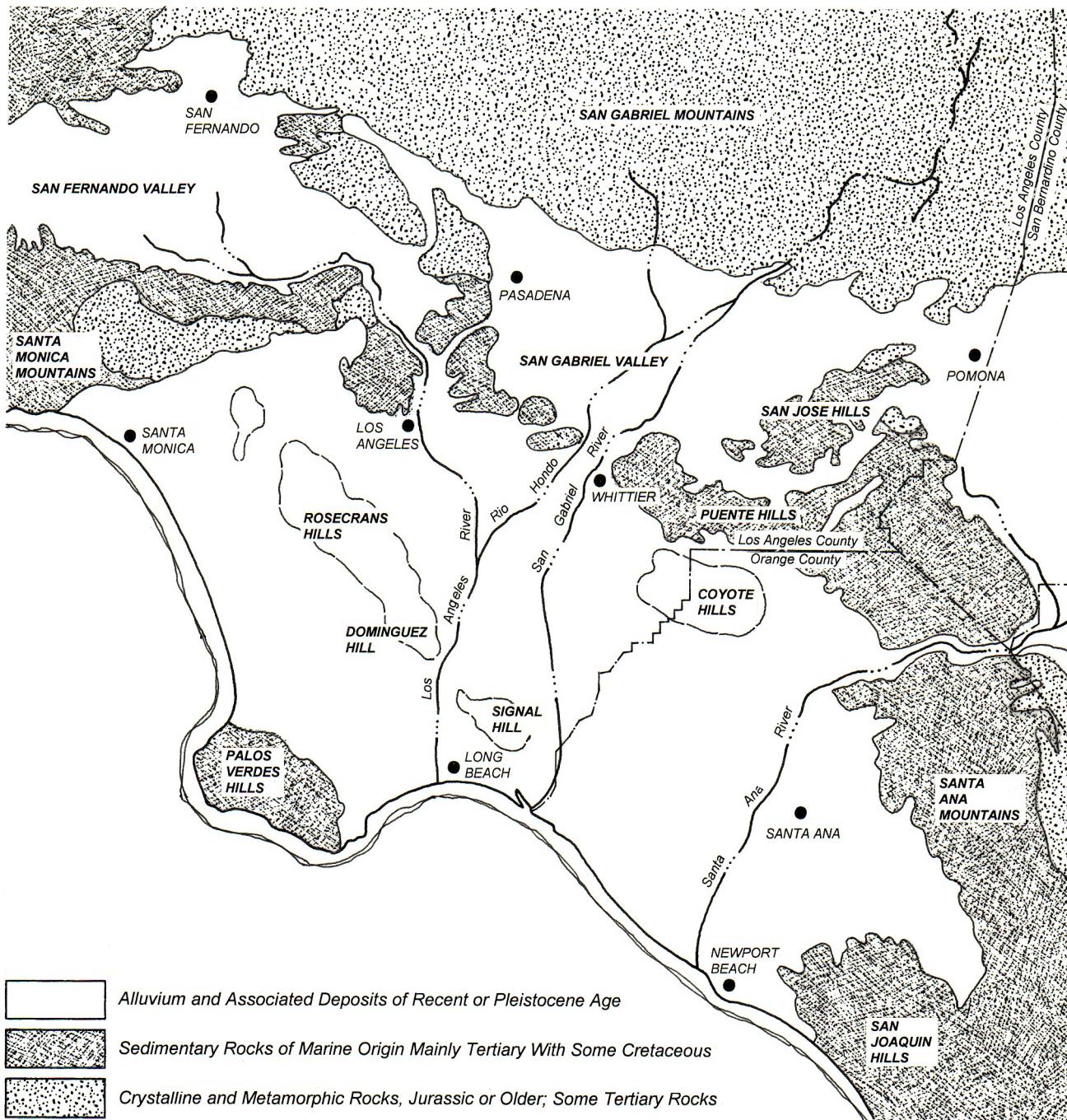


NATURAL SETTING

The City of Huntington Park is centrally located within the coastal plain of the Los Angeles basin. The Los Angeles Basin is bounded by mountainous areas on three sides: the San Gabriel Mountains to the east, the Santa Monica Mountains to the north, and the Santa Ana Mountains to the south. The basin is also traversed by three major river systems including the Los Angeles River, the San Gabriel River, and the Rio Hondo River. The area's geomorphology is illustrated **Exhibit 4-1**.

The topography of the Los Angeles basin is a result of long periods of deformation associated with faulting and uplift, the deposition of river-borne sediments, and periodic changes in sea levels, and erosion. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between the Elysian and Repetto Hills) through the Ballona gap. The soils in the area are typical of the sediments that were deposited in the broad alluvial plain on which Huntington Park and the surrounding communities are located. These alluvial materials and rocks are

Exhibit 4-1: Regional Geomorphology



of recent age (15,000 years ago) and are unconsolidated and uncemented. Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting 40 to 80% of the deposits) and gravels and coarse sands with discontinuous lenses of sandy silt and clay in the lower layers. Beneath the Lakewood Formation is the San Pedro Formation. The San Pedro Formation consists of San Pedro sand, Timms Point silt, and Lomita silt approximately 1,050 feet thick. The Lakewood and San Pedro Formation are deposits of the Pleistocene age (one to three million years ago). More detailed discussion of the underlying soil formations is provided under Groundwater Resources.

SOIL RESOURCES

A generalized soils map for Los Angeles County that was prepared by the United States Department of Agriculture, Soil Conservation Service identifies the surface soils in Los Angeles County according to their characteristics and qualities. A soil association is defined by the predominant soil series in a group of soils and each association has different properties and characteristics such as soil composition, surface texture, slope, arrangement, sequence of layers, or other characteristics. The General Soil Map for Los Angeles County indicates that soils in the City of Huntington Park consist of the Hanford soil association and soils of the Tujunga-Soboba association. Each soil association is described in detail below:

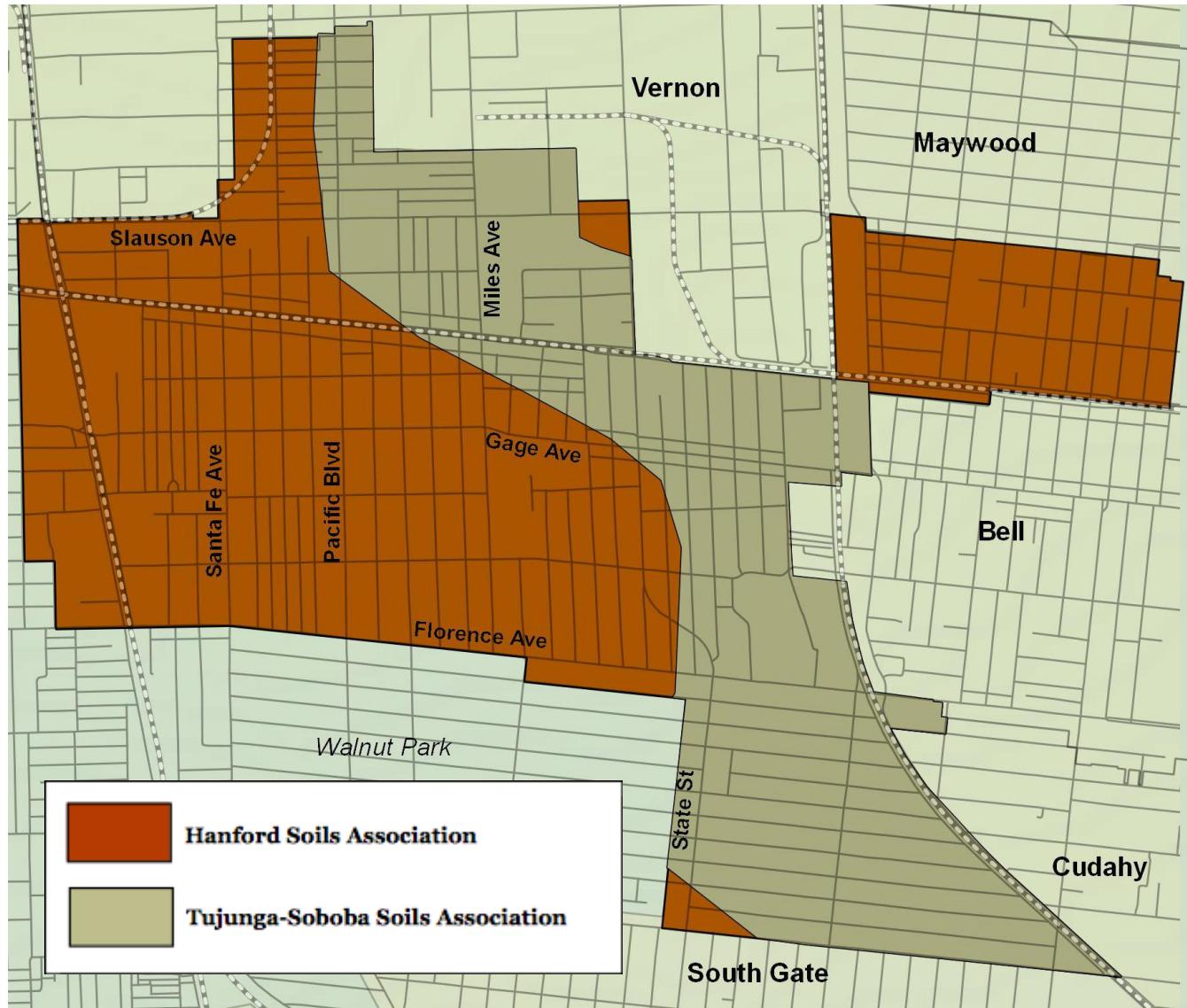
- The **Hanford association** consists of 85 percent Hanford soils, 10% Yolo soils and 5% Hesperia soils. Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish brown coarse sandy loam and gravelly loam coarse sand substratum. These soils are over 60 inches deep, well drained and slightly acidic to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. The Hanford soils association was placed into Class II, which are soils described as having some limitations. Hanford soils are at a slight risk for erosion; however, the City is completely developed and the underlying soils were disturbed in order to facilitate previous construction activities. The soils are not prone to shrinking and swelling because shrinking and swelling is influenced by the amount of clay present in the underlying soils. Clay is not present in the composition of Hanford soils. Moreover, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the City.



- The **Tujunga-Soboba association** consists of 60% Tujunga soils, 30% Soboba soils and 10% of unnamed sandy and cobbly materials in the beds of intermittent streams. This association, over 60 inches deep, is excessively drained and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and is used extensively for residential development, but is also suitable for recreational and industrial uses. Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is four to five inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard, although soils of the Tujunga Soboba Association have a moderate to high wind erosion risk. Lastly, Tujunga-Soboba soils are not prone to shrinking and swelling because clay is not present in the composition of Tujunga Soboba soils. The location of the two different soils within the City is shown in **Exhibit 4-2**.



Exhibit 4-2: Generalized Soils Map



MINERAL RESOURCES

The City is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there is one abandoned well located within the City. The well was formerly owned by Occidental Petroleum Corporation and was located at the intersection of Benedict Way and Bissell Street. The well was abandoned on June 5, 1967. No other well extraction activities are located within City boundaries nor are there any significant mineral resources.

GROUNDWATER RESOURCES

The City of Huntington Park is located within the central section of the Downey Plain and is underlain by the Central groundwater basin. Water-bearing deposits found beneath the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments that yield significant amounts of groundwater. The Central Basin is bounded on the north by the Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills.

Groundwater resources in the Central Basin consists of a body of shallow, unconfined, and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; by direct percolation of rain and artificial recharge at spreading basins or injection wells. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through, and are referred to as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water and form the boundaries between aquifers. The geologic structure underlying the Huntington Park area consists of a topmost layer of deposition from recent time (15,000 years ago), consisting of alluvium and the Gaspur Aquifer. Alluvium found on or near the surface of the City is 60 inches thick or less and contains poor quality water in small quantities. The Gaspur Aquifer consists of cobbles and



pebbles from the San Gabriel Mountains. The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquiclude.

- The **Exposition Aquifer** underlies the Gaspar aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds.
- The **Gage Aquifer** underlies the Exposition aquifer and is approximately ten to 160 feet thick. This aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel. The Gardena Aquifer has coarser deposits than the Gage Aquifer, but these deposits are about the same age, thickness, and elevation. Both aquifers yield large amounts of water.

The San Pedro Formation contains five major aquifers interbedded with fine grained layers. These aquifers are the principal aquifers used for domestic water in the Los Angeles area and include the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside Aquifers.

- The **Hollydale Aquifer** is a discontinuous aquifer located underneath the Gage-Gardena Aquifer. This aquifer consists of shallow marine deposits, including yellow sands and gravel in the northeastern sections and grey, blue, and black sand with mud, clay, and marine shells near the Newport-Inglewood fault. It is found between 250 to 500 feet below mean sea elevation in an area located to the south of the City of Huntington Park. The Hollydale aquifer does not yield large amounts of water.
- The **Jefferson Aquifer** consists of sand with gravelly and clayey layers and has a maximum thickness of 14 feet. Near the City of Huntington Park, it is approximately 30 feet thick with a base 300 feet below mean sea level. Like the Hollydale aquifer, few wells tap into the Jefferson Aquifer.
- The **Lynwood Aquifer** consists of yellow, brown, and red coarse gravel, sand, silts, and clay, approximately 50 to 1,000 feet thick. The Rio Hondo and Pico faults have caused offsets on the Lynwood Aquifer in the Pico Rivera area. The Lynwood aquifer contains significant groundwater resources, with yields ranging from 200 to 2,100 gallons per minute.



- The **Silverado Aquifer** consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer is 500 feet thick and can be found at a maximum depth of 1,200 feet below mean sea level. It has also been considerably offset by all faults in the Los Angeles region. The Silverado aquifer is a major groundwater resource for the region, with a maximum yield of 4,700 gallons per minute.
- The **Sunnyside Aquifer** consists of coarse deposits of sand and gravel with interlayers of sandy clay and clay. Marine shells and marine type clays and shales are also found within this aquifer. The Sunnyside aquifer is 300 feet thick or less and has a maximum yield of 1,500 gallons per minute. It is also offset by many faults in the region.

Bedrock within the surrounding mountains and hills do not contain groundwater. Also, Pliocene age deposits in the region found 1,400 feet or more below the ground surface are not tapped by groundwater wells in the region due to their depth.

PLANT AND ANIMAL LIFE

The City of Huntington Park is completely urban and no longer supports any natural habitats including those that are considered to be ecologically sensitive. Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents as well as plants used for landscaping purposes. The channelization of the Los Angeles River has also resulted in the loss of riparian habitats. A review of the California Department of Fish and Wildlife California Natural Diversity Database (CNDDB) Bios Viewer for the South Gate Quadrangle (the City of Huntington Park is listed under the South Gate Quadrangle) indicated that out of a total of 15 native plant and animal species, five are either threatened or endangered. These species include:

- The **Coastal California Gnatcatcher** is not likely to be found within the City due to the level of urbanization in the area and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.



- The **least Bell's vireo** lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any least Bell's vireos will be encountered within the City.
- The **southwestern willow flycatcher's** habitat consists of marsh, brushy fields, and willow thickets. These birds are often found near streams and rivers and are not likely to be found within the City due to the lack of marsh and natural hydrologic features.
- The **western yellow-billed cuckoo** is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of urbanization present in the surrounding areas and the lack of riparian habitat.
- **California Orcutt Grass** is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties. As indicated previously, the City is located in the midst of an urban area and is completely developed. There are no bodies of water located in the City that would be capable of supporting populations of California Orcutt grass.

CULTURAL RESOURCES

The greater Los Angeles Basin was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission. The Gabrielino-Tongva tribe has lived in this region for around 7,000 years. Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin. Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. The Spaniards established missions in the area in the 1770's and the Gabrielino population started to decline. The Spaniards brought agriculture and cattle into Los Angeles and the missions became the population centers in the region.

The City of Huntington Park's initial development started with the establishment of Rancho San Antonio in 1809 by Antonio Maria Lugo. The Lugo family owned approximately 29,000 acres where their ranch was situated and maintained ownership of the ranch throughout the 19th century. By the turn of the 20th century the ranch dissolved and the land was distributed to various settlers and developers. Among those developers were two men, A.L. Burbank and E.V. Baker, who subdivided a 100-



acre portion of the former ranch. The two men were instrumental in laying the City's foundation by granting railroad tycoon Henry Huntington right-of-way access through their subdivision along Randolph Street in 1902. In addition, the City was renamed Huntington Park.

Very little development was found in the Huntington Park area prior to 1896. During that time, the Los Angeles River was not channelized and a few scattered single-family homes were found in the area. The City of Huntington Park was incorporated on September 1, 1906, with a population of 526 residents. The City developed as a suburban community, providing a centralized location for workers employed in Los Angeles and the surrounding industrial cities of Commerce, Vernon, and South Gate. The City's land use and development patterns were well established by the 1930's and a thriving downtown centered along Pacific Avenue was testament to the area's prosperity.

In 2006, the City of Huntington Park adopted a Historic Preservation Ordinance to preserve and protect historic assets located in the City. The City included the following criteria to determine eligibility for the designation of historic resources:

- **Historic Resource.** Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archeology, or culture and is designated by the City according to the following criteria:
 - Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State, or Nation;
 - Associated with the lives of persons who are significant in the history of the City, Region, State, or Nation;
 - Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style, or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant;
 - Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State, or Nation.
- **Historic Designation.** A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant includes the following:





- Historically the space has been open to the public;
- The materials, finishes, and/or detailing are intact or later alterations are reversible;
- The plan, layout, and features of the space are illustrative of its historic function;
- Its form and features articulates a particular concept of design; or,
- There is evidence of distinctive craftsmanship.

- **Historic Sign.** A Historic Sign shall include all signs designated historically significant by the Historic Preservation Commission and such sign meets the criteria described in Section 9-3.1806(A)(3). All other regulations described in Title 9, Chapter 3, Article 12 of this Code shall also apply.
- **Historic District.** A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties, which contribute to each other and is designated by the City according to the procedures set forth by the National Register of Historic Places Bulletin #21: "Defining Boundaries for National Register Properties" and the following criteria:
 - The grouping of properties are unified by planned or physical development or a significant and distinguishable entity of Citywide importance; and,
 - The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development, and/or architectural context(s).

Historic resources identified by the City are included in **Table 4-1** provided on the following page.

Table 4-1: Historical Structures

Structure	Address	Description
Warner Theater	6714 Pacific Blvd.	An Art Deco style theater located in the heart of Downtown Huntington Park. The theater was open to the public from the 1930's to the 1980's.
Civic Center	6550 Miles Ave.	A Spanish Colonial revival style complex built to accommodate the increased size of the City and demand for City services.
Garlow House	6610 Malabar St.	The first large townhouse built in 1903 by one of the City's founders.
Moore-Sanchez House	6727 Santa Fe Ave.	A Craftsman bungalow style house built in 1900. The house reflects the style of architecture that was prominent in the City at the turn of the 20 th century.
St. Matthias Church	3095 East Florence Ave.	The church was built in 1951 and demonstrates the importance of the Catholic Church to the City's history and residents.
Laguna Residence	2743 East 57 th St.	A Queen Anne style single-family dwelling built in 1890. Much of the house's interior is still intact.
Queen Anne	2458 Randolph St.	This Queen Anne style house was built circa 1890 and reflects the dominant style of architecture from 1880 to 1900.
Newell Residence	6700 Newell St.	A house that blends Craftsman style architecture with Colonial revival elements. The house was constructed in 1913.
Brownell-Carlson House	7030 Marconi St.	A Spanish Colonial Revival style house constructed in 1930.
Squire Residence	3247 Olive St.	Built in 1930, this house was the residence for two former mayors, William Cunningham and John Noguez.
Post Office	6606 Seville Ave.	This post office was the first free standing post office in the City. The Post Office incorporates elements of the Spanish Colonial Revival style into its Neo-Classical architectural style.
Malabar Street Historic District.	Malabar St.	The Malabar Street District consists of one- and two-story bungalows, duplexes, bungalow courts, and apartment buildings with varying period revival styles including Colonial, Spanish, Craftsman, Tudor, and Minimal Traditional. The street features mature trees located on the public right-of-way.
Craftsman Style single-family unit	6125 Rugby Ave.	A Craftsman style house built in 1910. This house represents the typical style of architecture that dominated the City during the early part of the 20 th century.
Craftsman Style single-family unit	6139 Rugby Ave.	A Craftsman style house built in 1908. This house represents the typical style of architecture that dominated the City during the early part of the 20 th century.
Craftsman Style single-family unit	6205 Rugby Ave.	A Craftsman style house built in 1909. This house represents the typical style of architecture that dominated the City during the early part of the 20 th century.
Source: City of Huntington Park		





AIR QUALITY

The City of Huntington Park is located in the central portion of the South Coast Air Basin of California (SCAB). The basin covers approximately 6,600 square miles, encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The South Coast Air Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

The South Coast Air Basin has a Mediterranean climate, characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. Variations in rainfall, temperatures, and localized winds occur throughout the South Coast Air Basin due to the presence of various mountains and hills inland and the Pacific Ocean on the west. Rain also varies seasonally. Summers are often dry and four to five months can pass with no rain. In the winter, occasional storms often bring rain. Rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and highest in the mountain areas. Winters are cold but frost is rare, as

temperatures seldom fall below 28°F. The annual average daytime temperatures range from 84°F in August to 67°F in January, with temperatures often reaching 100°F during the summer months. Annual rainfall in Huntington Park is ten inches and occurs almost exclusively from late October to early April.

During summer, sunshine provides the energy for photochemical reactions between nitrogen oxides and reactive organic compounds which form ozone. Because of the long time period required to form ozone in the atmosphere, ozone concentrations are largely determined by transport patterns. With southwesterly winds occurring on most days in Huntington Park, the ozone transport route into the City is from sources to the west and southwest, and as far as the urban areas of Los Angeles. In turn, ozone pollutants emitted in Huntington Park are most likely to contribute to ozone levels in areas east of the City. Ozone concentrations in Huntington Park generally peak during the afternoon, after the noon sunlight has occurred and after the transport of reactive organic compounds from the Los Angeles area. Ozone levels are the greatest during the summer and early fall, when abundant sunshine exists.

Ozone and other contaminants from urban areas in the region move eastward in the South Coast Air Basin through the mountain passes and up the mountain slopes. These emissions pass through the Beaumont Pass and into the Low Desert area. In the winter, temperature inversions occur close to ground-level during the night and early morning hours. Thus, carbon monoxide (CO) and nitrogen oxide concentrations are highest during these times. CO transport is also limited by light wind speeds. Since CO is produced primarily from automobile exhaust, the highest concentrations are found in areas with heavy traffic.

Wind flow patterns affect air quality by directing pollutants downwind of their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as surrounding mountain ranges) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions are created by a semi-permanent subtropical high pressure cell over the Pacific Ocean that traps cool air near the ground with warm air from the ocean. These inversions hamper dispersion by trapping air pollutants in a limited atmospheric volume near the ground.

Air quality in the Southern California region is generally poor even with Federal, State, and local pollution controls. Ambient air quality standards set by State of California Air Resources Board and the Environmental Protection Agency to protect public health are



frequently violated. Ozone levels are being exceeded in the region more frequently than anywhere else in the nation.

Under predominant wind conditions, emissions generated in the City of Huntington Park are dispersed to the east and northeast during the day, and slowly drift southwest or south at night. Local emissions contribute to regional ozone concentrations downwind, but can, under stagnant meteorological conditions, add to localized levels of ozone and other pollutants. At the same time, local ozone concentrations are due to nitrogen dioxide and reactive organic compounds from areas west and southwest of the City. Levels of ozone exceed both National and State standards throughout the Basin. The Basin exceeds this standard more frequently than any other area in the United States and also records the highest peak readings. National and State standards for carbon monoxide are exceeded in more densely populated Los Angeles and Orange counties, but not in Riverside and San Bernardino counties.

The South Coast Air Quality Management District (SCAQMD) is a regional agency charged with the regulation of pollutant emissions and the maintenance of local air quality standards. The SCAQMD samples ambient air at over 32 monitoring stations in and around the Basin. Regulations on air pollution control focusing on the reduction of industrial emissions have been expanded to include automobile emissions. Recently, the regulations have included the use of alternatives to transportation, land planning, and energy sources, rather than on expanding technological controls. These actions are leading to greater participation by local governments in controlling air pollution.

BIKEWAYS

A bicycle master plan was prepared for the City and the final version was completed on February 4, 2014. The bicycle master plan identified the streets that would be part of the proposed bicycle network and categorized them according to class type. The aforementioned class types and their corresponding streets are described below:

- **Class I – Bike Path.** The two streets that are designated as Class I Bike Paths are Randolph Street and Salt Lake Avenue.
- **Class II – Bike Lane.** State Street and the portion of Pacific Boulevard that extends through Downtown are classified as Class II Bike Lanes.



- **Class III – Bike Route.** The streets that are designated as Class III Bike Routes include East 58th Street, Belgrave Avenue, Soto Street, the portion of Pacific Boulevard that extends north of Randolph Street, Malabar Street, Miles Avenue, Clarendon Avenue, Cottage Street, Gage Avenue, Zoe Avenue, Saturn Avenue, Albany Street (the bike route terminates at Chesley Park), Florence Avenue (this bike route begins at the Santa Fe Avenue and Florence Avenue intersection and extends west along Florence Avenue), Walnut Street, California Avenue, Santa Ana Street, Carmelita Avenue, and East 61st Street.

A striped bike lane on Randolph Street passes through Huntington Park, continues through the City of Bell and connects to the Los Angeles River trail. An additional Class I bikeway (trail dedicated exclusively for the use of bicyclists) extends along the banks of the Los Angeles River channel. The Los Angeles River Bikeway will eventually extend 52 miles from Canoga Park to Long Beach.

OVERVIEW OF OPEN SPACE AND PARK FACILITIES

Because of the developed character of the city, open space land is very limited. Virtually all of the parcels in the City have been developed and the remaining vacant parcels are limited to infill properties that are likely to be developed in the near term. The City of Huntington Park contains more than 31 acres of total park space, including a total of six parks and recreational facilities. The six park facilities are described below:

- **Chesley Park** is located at the corner of Zoe Avenue and Albany Street. The facility contains approximately 7,850 square feet of park space. Amenities include a playground, four grills, and picnic benches.
- **Robert Keller Park** is located at 6550 Miles Avenue, between City Hall and the Police Department. The park is approximately two acres in size and contains a concession stand, playground, and a picnic area with benches and grills.
- **Freedom Park** is located at the corner of Carmelita Street and 61st street at 3801 East 61st Street. Freedom Park contains approximately 2.5 acres of park space. Amenities include a recreation center, splash pad, two basketball courts, and a playground. This park also hosts an after-school program.



- **Salt Lake Park** is the largest park facility in the City with a total of 23 acres dedicated for open space and recreation. The park is located at the corner of Florence Avenue and Salt Lake Avenue at 3401 East Florence Avenue. The park fosters three recreational programs including a summer camp, youth and adult sports, and tiny tots.
- **Senior Citizen Park** is a 0.75-acre park located at 6923 Salt Lake Avenue. The park provides the following amenities: a picnic shelter with grill, benches, electrical outlets, and horseshoes.
- **Raul R. Perez Memorial Park** is a 4.47-acre park located at 6208 Alameda Street. The park provides a 4,488 square-foot community building, an indoor fitness room, a large room with kitchen for private events, a grass sports field with lights, outdoor basketball courts, a playground, a walking trail, and outdoor exercise equipment.

An additional park, Westside Park, was closed in 2008. In 2008 the City of Huntington Park completed a Parks and Recreation Master Plan, which serves as the blueprint for future park expansion, improvements, and policy decisions. The Parks and Recreation Master Plan identified several key conditions that will be continued to be addressed in the years to come. The City currently provides approximately 0.52 acres of parkland space for every 1,000 residents, which is less than the statewide park acreage standards of five acres of parkland for every 1,000 residents. The existing park facilities in the City are shown in **Exhibit 4-3**.



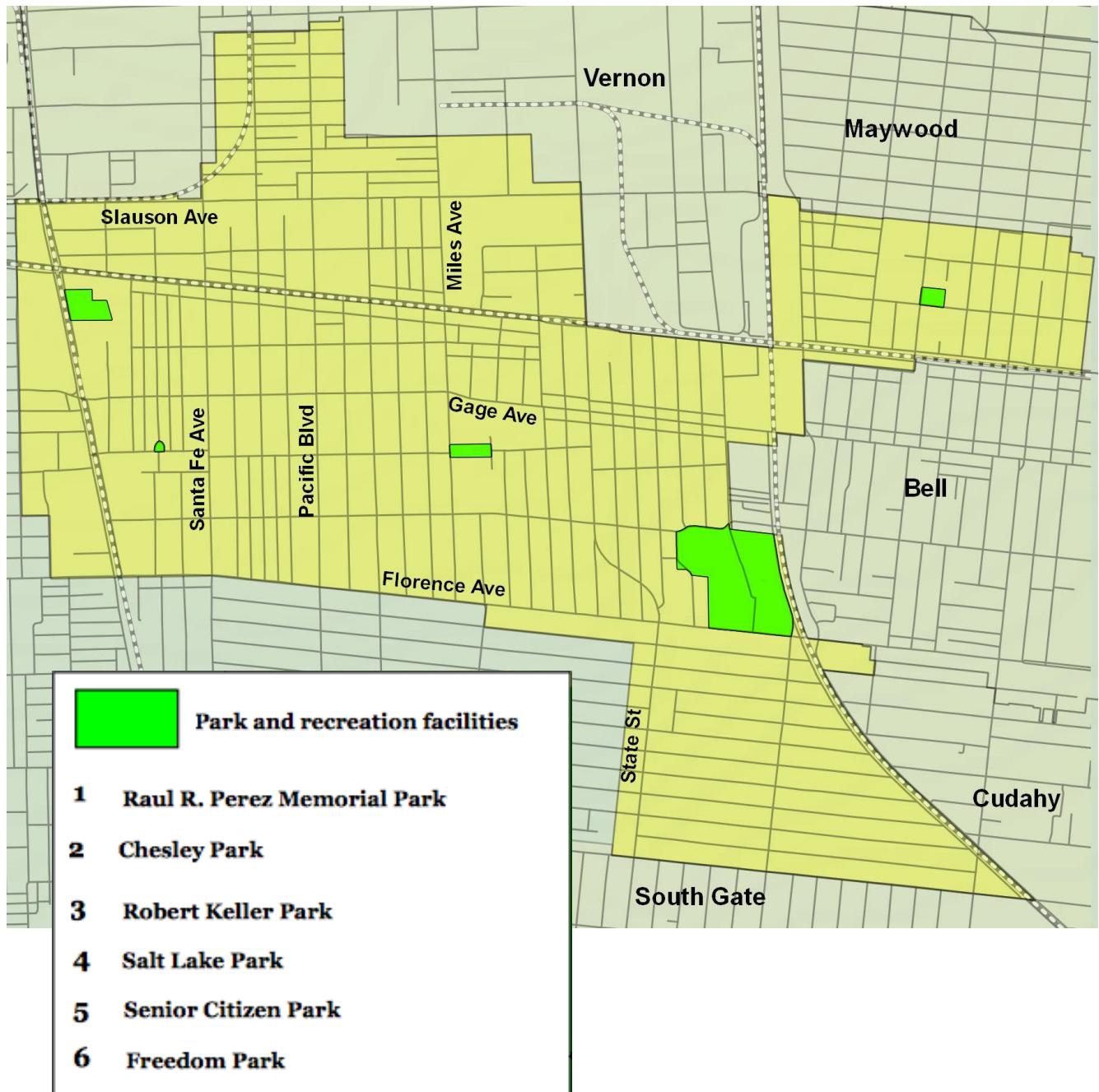
STREET TREES AND LANDSCAPING



Title 7 (Public Works) Chapter 5 – Street Trees of the City of Huntington Park municipal code serves as the City's "Tree Ordinance." The ordinance was established with the intent on aiding in the improvement and beautification of the City's commercial and business areas, most notably Pacific Boulevard. The ordinance also provides protection for trees located in the public right-of-way. Parkway trees are located along Miles Avenue, Pacific Boulevard, and Malabar Street. Many of the residential street right-of-ways are lined with street trees.



Exhibit 4-3: Parks and Recreational Facilities Map



4.3 PLANNING VISION

The City of Huntington Park, with the implementation of the Resource Management Element, seeks to promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses. The following issues will be addressed with the implementation of the policies and programs contained in the Resource Management Element:

- To promote the maintenance and preservation of open space resources for recreation;
- To promote the development and provision of passive open space resource conservation;
- To promote the conservation and preservation of cultural resources for the benefit of future generations; and,
- To promote the conservation and preservation of important natural resources.

The City's resource management policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for this Resource Management Element.

RESOURCE MANAGEMENT ELEMENT POLICIES

ISSUE: REDUCE AIR POLLUTION

- **Resource Management Element Policy 1.** The City of Huntington Park shall endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.
- **Resource Management Element Policy 2.** The City of Huntington Park shall participate in regional and statewide measures to address global warming.



- **Resource Management Element Policy 3.** The City of Huntington Park shall encourage the improvement of existing, and the development of new shuttle and transit systems to reduce vehicular trips and air pollution.
- **Resource Management Element Policy 4.** The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use.

ISSUE: CONSERVE & PROTECT WATER RESOURCES

- **Resource Management Element Policy 5.** The City of Huntington Park shall protect groundwater resources from depletion and pollution.
- **Resource Management Element Policy 6.** The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible.
- **Resource Management Element Policy 7.** The City of Huntington Park shall comply with Statewide measures that are designed to promote a reduction in water use.
- **Resource Management Element Policy 8.** The City of Huntington Park shall implement a water conservation ordinance that includes the installation of xeriscape and water-conserving plumbing fixtures.

ISSUE: ENERGY CONSERVATION

- **Resource Management Element Policy 9.** The City of Huntington Park shall encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
- **Resource Management Element Policy 10.** The City of Huntington Park shall establish, update, and implement building code requirements in



accordance with State Title 24 energy and low impact development (LID) regulations.

- **Resource Management Element Policy 11.** The City of Huntington Park shall promote the use of solar panels as a mean to reduce electricity usage.
- **Resource Management Element Policy 12.** The City of Huntington Park shall promote the use of energy-efficient lighting throughout the City.

ISSUE: MAN-MADE AND NATURAL RESOURCES

- **Resource Management Element Policy 13.** The City of Huntington Park shall promote the preservation of important historic resources in the City, including but not limited to, the ongoing implementation of the City's Historic Preservation Ordinance.
- **Resource Management Element Policy 14.** The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the review of new development proposals.
- **Resource Management Element Policy 15.** The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments.
- **Resource Management Element Policy 16.** The City of Huntington Park shall strive to maintain parkway landscaping throughout the City.

ISSUE: OPEN SPACE, PARKS, & RECREATIONAL FACILITIES

- **Resource Management Element Policy 17.** The City of Huntington Park shall provide an active and passive park system and recreational facilities, based on the distribution of population within the City so as to serve the needs of residents of all ages, economic levels, and physical conditions.
- **Resource Management Element Policy 18.** The City of Huntington Park shall upgrade existing park facilities to improve park use and appearance and shall



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

- **Resource Management Element Policy 19.** The City of Huntington Park shall encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities.
- **Resource Management Element Policy 20.** The City of Huntington Park shall coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands.

RESOURCE MANAGEMENT PROGRAMS

The following programs will be implemented to ensure the City's policies are realized:

- **Cultural Awareness.** A cornerstone of this program will be the continued use of the Huntington Park home as a depository for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts, furniture, etc., that may be displayed in the future. The City will continue to support cultural resource conservation and preservation efforts in Huntington Park.
 - **Source of Funding:** General Fund and Community Development Block Grant (CDBG).
 - **2019-2024 Program Objectives:** To establish and enhance to Huntington Park Home depository.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program will be established in 2017.
- **Cultural Resource Management.** Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. The former Appendix K of the California Environmental Quality Act (CEQA) Guidelines



shall be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.

- **Source of Funding:** Future development.
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Energy Conservation.** The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other State laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The City will continue to work with Southern California Edison and the Sempra Energy Company to promote energy conservation.
 - **Source of Funding:** General Fund and Future Development
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Historic Building Code.** The City will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require City staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures.
 - **Source of Funding:** General Fund.
 - **2019-2024 Program Objectives:** To initiate this program following the adoption of the General Plan.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program will start in 2017.



- **Park Development & Renovation Program.** The City will continue to evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Potential improvements will be programmed into the City's Capital Improvements Program (CIP). This program will also evaluate the feasibility of new park development in the City. Huntington Park has an evident need for additional space for parks and open space. The Pritchard Field is slated for redevelopment as a means to provide additional active recreational resources to accommodate existing and future demand. Given physical and economic circumstances, it is impractical to plan for the acquisition and development of large-scale open space or park areas. In this light, it is beneficial to consider the implementation of a tot lot/ mini park program to add more open space and recreational opportunities. This program also would be of value to the City's transportation-dependent population.
 - **Source of Funding:** General Fund or other available funding.
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Services Department
 - **Implementation Schedule:** The program is ongoing and will be continued.
- **Parks and Recreation Program.** There is a need to continue the existing level of service of parks and recreation for current and future residents. The Parks and Recreation Department is charged with the responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions that will be beneficial in enhancing the services provided by the City. These actions include the following: 1. Adoption of a policy which states that the City's park land standard is one-acre per 1,000 population; 2. Promote the use of joint use agreements to share facilities. 3. Conduct an outreach program to increase participation in local park and recreation resources by residents of certain neighborhoods and population groups such as the transportation-dependent; and 4. Publish a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.



- **Source of Funding:** General Fund.
 - **2019-2024 Program Objectives:** To initiate this program following the adoption of the General Plan.
 - **Responsible Agency:** Community Services Department
 - **Implementation Schedule:** The program will begin following the adoption of the General Plan.
-
- **Park Watch/Adopt a Park.** The City will consider the feasibility of implementing an adopt-a-park program along with a “park watch” program. Individual neighborhoods will be encouraged to become more involved with the operation, maintenance, and safety of their parks through an expanded neighborhood watch program. The first step of implementation will involve coordination with the Police Department to expand the scope of the neighborhood watch program to include the monitoring of local parks. The City will then establish a program by which individuals, organizations, and businesses can “adopt” a local city park. Qualifications for “park adoption” will be identified by the City Parks and Recreation Department. As part of the adoption process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.
 - **Source of Funding:** General Fund.
 - **2019-2024 Program Objectives:** The program will start in 2016.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program will start in 2016.
-
- **Storm Water Pollution Prevention.** This program is designed to prevent contaminants from entering the storm drain system. Key elements of this program are the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a County-wide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The City shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.



- **Source of Funding:** General Fund and Developers.
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Development and Public Works Departments
 - **Implementation Schedule:** The program is ongoing and will be continued.
-
- **Street Tree and Landscaping Program.** To achieve a "sense of natural openness", the City has instituted very successful programs involving street trees and landscaped railroad rights-of-way. This specialized street tree and landscaping exists along several City streets.
 - **Source of Funding:** General Fund and Community Development Block Grant (CDBG).
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Development and Public Works Departments
 - **Implementation Schedule:** The program is ongoing and will be continued.
-
- **Water Conservation Ordinance.** The City will continue to implement its water conservation ordinance. In addition, the City will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. Finally, the City shall review, and as appropriate, develop water conservation programs for public facilities (civic center, parks, maintenance yards, etc.).
 - **Source of Funding:** General Fund and Community Development Block Grant (CDBG).
 - **2019-2024 Program Objectives:** To maintain the existing service level.
 - **Responsible Agency:** Community Development Department
 - **Implementation Schedule:** The program is ongoing and will be continued.



4.4 PLANNING IMPLEMENTATION



The Resource Management Plan for the City of Huntington Park calls for maximum protection of the local environment and available resources. The plan's major components address the conservation of the remaining resources and the provision of parks and recreation facilities for City residents. The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also addresses parks, recreation facilities, and open space.

PARK SERVICE STANDARDS

The park classifications include the following:

- **Mini-Parks** are smaller parks that are typically between 2,500 square feet to under one acre in area. Mini-parks typically have a service area radius of $\frac{1}{4}$ mile or less. These facilities typically include a small picnic area and tot-lot. Chesley Park is an example of a mini-park.



- **Neighborhood Parks** are the basic type of park facility as they typically serve individual neighborhoods. According to National Recreation and Park Association (NRPA) standards, these facilities are $\frac{1}{2}$ -acre to five acres in area. Neighborhood parks have a service area radius of between $\frac{1}{4}$ mile to $\frac{1}{2}$ mile. The facilities typically provided by neighborhood parks may include game courts, athletic fields, picnic areas, and playgrounds. The majority of the City's parks fall into this category.



- **Community Parks** are larger parks that serve multiple neighborhoods. These parks typically have five acres or more in area and include a variety of facilities that may include game courts, athletic fields, picnic areas, playgrounds, and community facilities. These parks have a service area radius of between $\frac{1}{2}$ mile to three miles. Salt Lake Park is the City's only Community Park.
- **Special Facilities** includes specialized facilities that may serve a single purpose (game court, swimming pool, etc.) that cannot be readily classified. Many of the amenities provided by the City's parks fall into this category.

The NRPA has developed a generic classification system for park facilities as well as corresponding standards applicable to the various types of parks. This classification system is designed to apply to a broad range of communities and requires some modification to make the park standards applicable to Huntington Park. The NRPA standards classify parks according to their size, service area, and function. However, there may be some difficulty in making a direct link between the NRPA standards and activities that are presently available to Huntington Park residents. For example, the acreage of a particular park may correspond with the recommended NRPA standards for a neighborhood park, though its actual function (as characterized by its facilities and use) may correspond more closely with that of a community park. In these instances, it is more appropriate to place the park in a category that better describes the park's actual function.

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