



City of Hawaiian Gardens

General Plan

Prepared for:
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Adopted January 26, 2010
Resolution No. 008-2010

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Introduction

Section 1

The City of Hawaiian Gardens is dedicated to continually strive for new opportunities and a flourishing quality of life for its residents. From its early history of a Gabrielino Indian settlement, to the current setting, Hawaiian Gardens has matured into a prominent and prosperous community. Although the community has achieved many accomplishments, it continually evolves and therefore must set its future course. That is what this General Plan is intended to do.

The City of Hawaiian Gardens is a general law city, and was incorporated in April 1964. Located in the Greater Los Angeles area, the City encompasses 0.9 square miles, bound by the City of Long Beach to the west and south, the City of Lakewood to the north, and the City of Cypress to the east.

On May 14, 2002, the City Council adopted the official mission statement for the community. The purpose of the mission statement is to create a strong relationship between the residents, businesses, and employees. The Mission Statement was endorsed by the Mayor and City Council:

“Residents and the businesses are the most important people to enter the office; in person, by mail, or by telephone. Residents and the businesses are not dependent upon us; on the contrary, we are dependent upon them. Residents and the businesses are not an interruption of our work; they are the purpose of it....our work begins and ends with the residents and the businesses of Hawaiian Gardens, California, and is measured by how well we serve them.”

The City fosters and encourages its relationship with the community; one key way in doing this is through the assessment of the community’s needs and desires. The General Plan Update process provides an appropriate mechanism to evaluate existing conditions in the community, and affirm a desired future. The community has garnered several achievements, through the expansion of amenities and useful facilities, to the development of recreational programs and opportunities for residents. The General Plan recognizes the progress and achievements the community has accomplished thus far. The plan will build from this foundation by presenting a vision for the community and supporting the vision with a comprehensive strategy to achieve its vision.

WHAT IS A GENERAL PLAN?

A General Plan is a long-range planning document that addresses the key factors for a well-functioning community. According to Government Code Section 65300, every city and county in the State must adopt a comprehensive, long term general plan. The General Plan is a community's vision of its shared future. It provides the blueprint for development throughout the community and addresses all aspects of development, including housing, traffic, natural resources, open space, safety, land uses, and public facilities. These policies are then translated into implementation tools, such as land use standards, rehabilitation programs, beautification plans, and others. Under State law, a city's general plan must include a statement of the City's development policies, and must include diagrams and text establishing goals, principles, standards, and plan proposals.

In addition to providing a framework for a community's development, a General Plan serves to inform residents, business owners, and stakeholders of the community planning process, and provides a forum for direct public participation. Government Code Section 65302 requires that a General Plan have seven specific elements addressed in a city's general plan. These include land use, circulation, housing, open space, conservation, noise, and safety.

In addition to the required elements, the City of Hawaiian Gardens has identified four additional elements that relate to the development and character of the community. These include the Economic Development Element, Air Quality Element, Capital Improvement Element, and Community Design Element.

Land Use

The Land Use Element identifies the proposed distribution and intensity of the uses of the land for different types of uses, including housing, commercial retail, industrial, open space, public facilities, and others.

Circulation

The Circulation Element identifies the location of existing and proposed major roads, transportation routes, and other local public utilities.

Housing

The Housing Element identifies and analyzes existing and projected housing needs and includes a statement of goals and policies, and scheduled programs for the preservation, improvement, and development of housing.

Open Space

The Open Space Element is the plan for long-range development and preservation of open space land. This land may include land for outdoor recreation, public health, and safety.

Conservation

The Conservation Element addresses the identification, conservation, and use of natural resources. This element may consider issues of flood control and water and air pollution.

Noise

The Noise Element identifies and evaluates noise levels in the city, particularly from roadways, industrial plants, and other major noise sources, and helps to protect uses in the community that are sensitive to noise impacts.

Safety

The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood and fire.

Economic Development

The economic character of the community plays a vital role in the success and prosperity of a local area. The Economic Development Element includes goals and policies to guide physical development while retaining a sound economic base and identifying potential for new market opportunities. In addition, a fiscal analysis component will provide for a stable annual City Budget.

Air Quality

Consideration of air pollution and its damaging effects is a necessary component of public safety and welfare. The Air Quality Element examines relevant conditions, land use and development patterns to establish policies and programs related to air quality.

Capital Improvements

Capital improvements are the framework that supports development of a city. The Capital Improvements Element identifies necessary improvements and provides policy direction for short-term programs.

Community Design

The Community Design Element includes policies and programs that relate to the aesthetic environment of the community and provide a sense of place. The element provides goals and recommendations for specific areas of the community, including public realm, private realm, and residential areas.

GENERAL PLAN UPDATE BACKGROUND

The last comprehensive update to the City of Hawaiian Gardens General Plan was completed in 1994. An update is therefore needed because the current General Plan has outdated information, projections and policy direction. While many of the goals in the current General Plan have been accomplished, such as City Beautification and traffic improvements, more needs to be done in order to make Hawaiian Gardens an even better place to live, work, and play. The update will help the community guide future development for the next 10-15 years.

The current General Plan (1994) includes several components, such as the mandated elements as required by State law; goals and policies relative to topic areas—such as land use, circulation, housing, economic development, open space, and others—and discussions on existing conditions throughout the community.

PLANNING AREA

The planning area refers to the area that is encompassed by the General Plan. The Hawaiian Gardens General Plan covers the extent of the City's corporate boundaries, with the exception of public easements that are located within the City.

COMMUNITY PARTICIPATION

The Hawaiian Gardens General Plan Update process commenced in April 2007. From the initiation of the process, the City had identified community outreach and participation as a continuous priority. Through several forums, the General Plan update process provided an opportunity for residents and community members to engage in discussions that ranged from identifying current issues in the community, selecting a unifying vision, or explaining how current development projects relate to the general plan.

The General Plan team began its community outreach program with interviews with City staff. This uncovered an initial understanding of significant issues in the community. Following early meetings, stakeholders in the community were interviewed to gain further perspective on current issues and opportunities facing the community. The outreach program is further described as follows.

Meetings with City Staff

The kickoff meetings with City Staff revealed the first opportunity to discuss existing conditions in the City, potential issues, and items for inclusion in the Hawaiian Gardens General Plan. These initial meetings also provided the General Plan team with clarity as to the City's expectations and the protocol for the update process. The General Plan team also conducted a field survey and tour of the City with City staff and the Mayor to obtain further knowledge and perspective of issues and conditions within the community related to major General Plan themes.

Stakeholder Interviews

Over a period of two days, the General Plan team held intimate interviews with community members in an effort to receive open and straightforward input from various stakeholders. The City identified a group of stakeholders that included elected officials, residents, and business representatives. Selected interviewees included City Council members, Planning Commissioners, Public Safety Commissioners, and Parks and Recreation Commissioners. Department Directors for various City Agencies were interviewed also, in focused discussions related to the community. Other business representatives that conduct business daily within the City were included as well.

Interview topics included current issues of concern, recent important events in the community, and the current general plan content. Several ideas were mentioned during the interviews, related to relations with local media, City image, and interest for recreational amenities.

Community Meetings

The first workshops introducing the General Plan Update process to the community were held in June, 2007. The workshops provided an overview of the General Plan and the update process. The workshops served to gain feedback related to the community's issues, in order to provide the framework for the update process. Workshop attendees participated in a collaborative discussion regarding direction and focus of the general plan.

Additional workshops were later held in the Summer of 2008, presenting the Draft General Plan to the community and gathering feedback and comments on the plan.

General Plan Advisory Committee

A General Plan Advisory Committee (GPAC) was appointed by the City Council to work with the General Plan team throughout the update process. The GPAC helped formulate the community vision and guiding principles, as well as relevant goals and policies for inclusion in the general plan. The GPAC reviewed materials and drafts of general plan components, and provided feedback and guidance on the development of the plan. Several GPAC meetings took place throughout the update process.

Joint City Council and Planning Commission Study Sessions

The joint meetings provided an opportunity to discuss progress and receive feedback from both the Council and Commission. Joint sessions were held at major milestones in the update process, with the first session on August 21, 2007. The first session provided an opportunity to engage the Council and the Commission, as well as the public in general, on the issues uncovered during the initial outreach and data gathering phases. Circulation, housing, and economic development topics were discussed at the first meeting.



The City Council, Planning Commission, GPAC and general public were invited to a study session for a presentation of existing conditions and findings on August 21, 2007.

The City also initiated additional forms of outreach, including newsletter mailings, public notices, and a website. Newsletters were mailed to households to keep them informed and up-to-date on the progress of the update process. Newsletters also served as invitations to upcoming community meetings. A website dedicated to the General Plan Update was also developed. The website featured general plan overview information and a calendar to mark the community meetings, GPAC meetings, and other significant dates. The website also made easily available downloadable draft reports, documents, and maps.

ORGANIZATION OF THE GENERAL PLAN

A General Plan is made up of text describing goals and policies, principles, implementation measures, and relevant maps and diagrams. Also of importance in a General Plan is the identification of issues that contribute to the goals, policies and implementation measures.

An **issue** is an important unsettled community matter that is identified in the General Plan for the purpose of dealing with the plan's policies, plan proposals, and implementation programs.

A **goal** is a general direction-setter. It is an ideal end related to public health, safety, or general welfare. A goal is broad and is intended to be a general expression of community values.

A **policy** is a specific statement that guides decision-making. Each policy directly relates to, and supports, a particular overall goal. It demonstrates the commitment of decision-makers to a course of action.

An **implementation measure** is an action, procedure, program, or technique that carries out general plan policy. Each policy should have one or more corresponding implementation measures that will apply the policy to short-term actions.

A **diagram** is a graphic expression of a general plan's development policies, particularly its plan proposals. Examples of diagrams in this plan include distribution of land uses, circulation routes, urban design principles, geologic and other hazards, to mention a few.

The Hawaiian Gardens General Plan contains 11 elements grouped into five major sections: Community Development, Housing, Infrastructure, Community Resources, and Public Safety.

The Community Development Section (Section 2) contains the Land Use, Economic Development, and Community Design Elements. Statutory requirements mandate the Housing Element be updated every five years. For this purpose, the Housing Element is organized into a separate section (Section 3).

The Infrastructure Section (Section 4) contains the Circulation and Capital Improvement Program Elements. The Community Resources Section (Section 5) contains the Conservation, Open Space and Recreation, and Air Quality and Waste Elements. Finally the Public Safety Section (Section 6) contains the Safety and Noise Elements.

The General Plan Implementation Program is consolidated into the Implementation Section (Section 7), and discusses implementing actions for the goals and policies of each element. The program assigns responsibility to City departments and agencies by goal and policy.

COMMUNITY OVERVIEW

Regional Setting

The City of Hawaiian Gardens is located in Los Angeles County, generally in the southeast area of the greater Los Angeles Metropolitan Area. The City of Long Beach lies directly to the west and south, along with the City of Lakewood to the north, and the Orange County City of Cypress to the east. Hawaiian Gardens is regionally accessible from Interstate 605 (San Gabriel River Freeway), which is located to the immediate west of the City. Also, the Carson Street off ramp is located at the western entrance to the City. The City is also regionally accessible from the Interstate 405 (Long Beach Freeway) located to the south, and Highway 91 to the north.

Hawaiian Gardens is amongst the gateway cities of the southeast area of Los Angeles County. Considered an industrial powerhouse, this southeast sub-region of the County provides one out of every seven jobs in Southern California. The City of Hawaiian Gardens is the smallest jurisdiction in the County of Los Angeles, encompassing a total of 0.9 square miles.

Historical Context

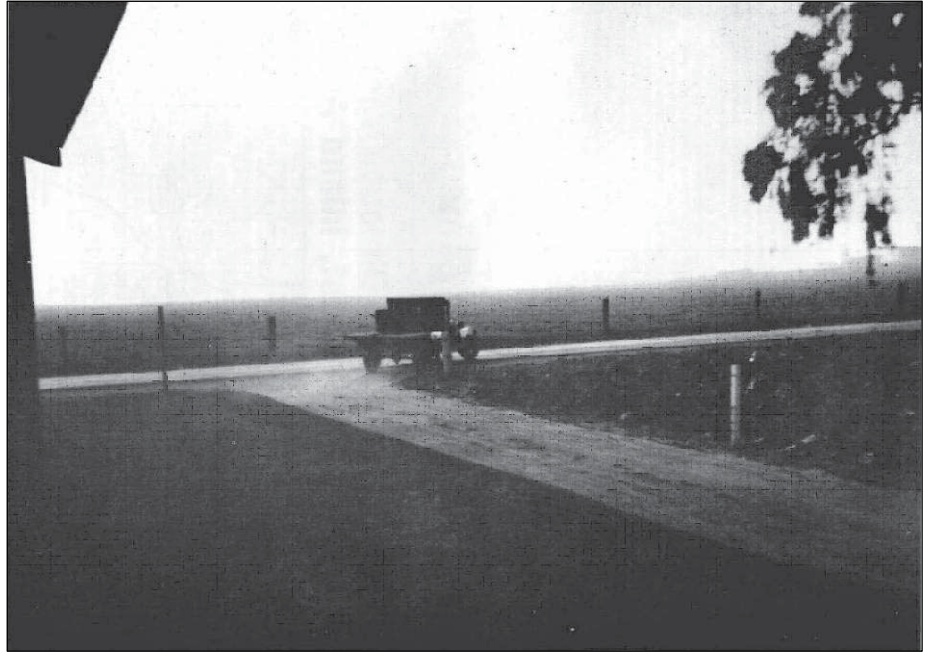
From its early days as dairy farms and wooded marsh, to the present-day bustling and lively community, Hawaiian Gardens has continually evolved with character and spirit. Several historical factors influenced the shape, size, and immediate development of the City, originating with the purchase and subdivision of land for the exploration of oil.

It is widely believed that the colorful name of the City originated from a small juice stand in the City's early history. In the 1920's, a trail followed Coyote Creek and travelers going north or south on horseback rode it frequently. A shack near the corner of present-day Norwalk Boulevard and Carson Street was built as a "pit stop" for those travelers. The stand was merely a bamboo frame covered with palm leaves, with two detached covered outhouses out back. The stand was called Hawaiian Gardens, and the name soon became synonymous with the area.

Around the turn of the 20th century, Frederick "Sheep" Smith owned approximately 360 acres in the proximity of present day Norwalk Boulevard and Carson Street. This land was largely subdivided during the "oil rush".

However, by the late 1920s, Hawaiian Gardens was still sparsely populated and considered a predominant agricultural area.

A farm truck is turning north on Pioneer Boulevard from 215th Street during the late 1930s.



Frequent subdivisions and the post-war building boom continued to attract a growing population to the region. It was determined that Hawaiian Gardens would attempt incorporation into its own city. However, in the early 1950s, Artesia attempted to annex the area of Hawaiian Gardens. The response by Hawaiian Gardens residents was a steadfast move to incorporate as a city. The first attempt at incorporation included everything in its boundaries from the El Dorado Park land to the west, to the Orange County line to the east. A last minute withdrawal, by the owners of the land at El Dorado Park, prevented the first successful attempt at incorporation. Shortly thereafter, the City of Long Beach also tried to annex the Hawaiian Gardens area within its boundaries.

A second attempt to incorporate the City was made a year later, this time obstructed by residents north of Carson Street. Tirelessly, Lee Ware and Jack Leaf began a petition for signatures in support of incorporation. With voter support, on April 9, 1964, Hawaiian Gardens became a city. At this time, the area was less than a half square mile in size and the smallest city in California.

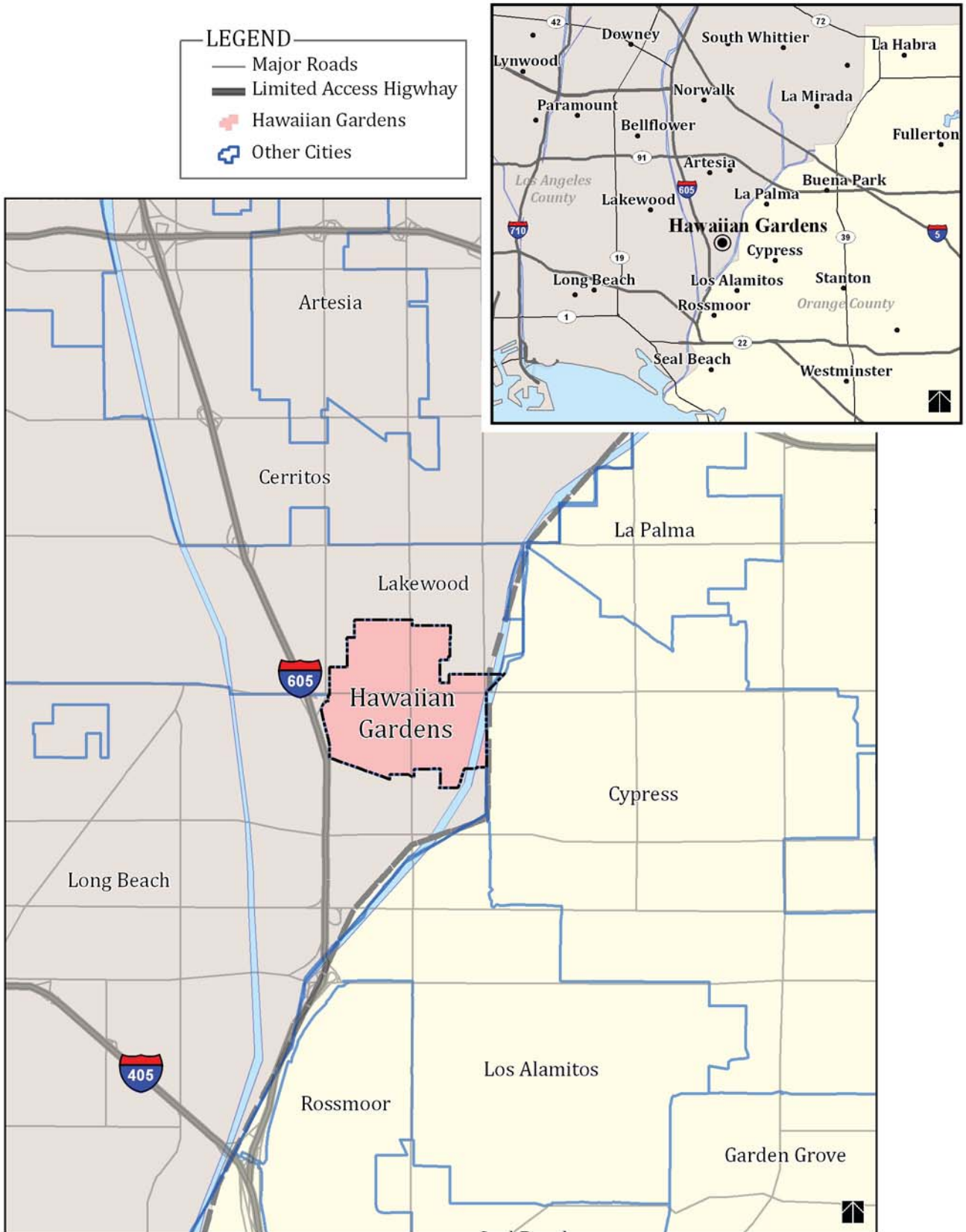
At the time of City incorporation, the newly formed City Council moved actively to initiate several changes. The Artesia, Bloomfield, and Carmenita School Districts formed into ABC School District. Practically all streets were still dirt roads, except Carson Street and Norwalk and Pioneer Boulevards were paved. The Council prioritized paving so that before the City was five years old, nearly all streets within the City were paved.

Flooding had also been a major issue, which led to the reconstruction of the storm drainage system in the 1960s.

Another issue the City embarked upon was providing amenities and recreation opportunities. The City Council appointed the first Parks and Recreation Commission in 1965. The commission immediately began the planning and development of youth programs, a teen post, and parkland, including Lee Ware Park. The community center and other facilities followed soon thereafter. The dedication and services of several citizens and organizations sprung communal activity to life and provided a strong foundation for a growing and evolving community.

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Exhibit I-1: Regional Map



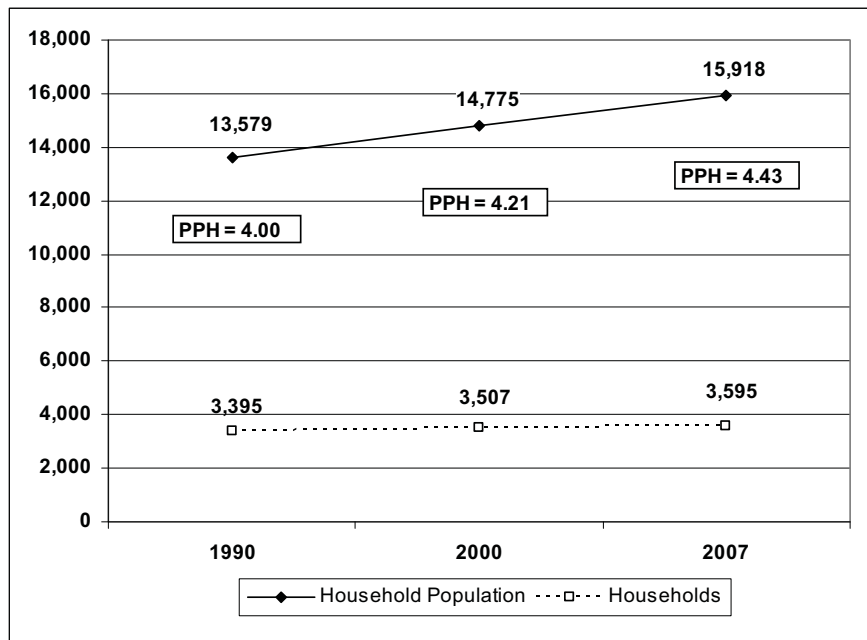
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COMMUNITY PROFILE

The community has seen substantial growth in population over recent years. Total population in the City grew from 14,779 in 2000, to 15,922 in 2007. This represents an increase of 1,143 in approximately seven years, or a 7.7 percent increase. The number of households has also increased, from 3,507 total households in 2000, to 3,595 in 2007, an increase of 88 households. In 1990, persons per household (PPH) was 4.00, which then gradually increased to 4.21 in 2000, and in 2007, the persons per household was 4.43, for a total increase of 10.7 percent between 1990 and 2007 (Figure 1-1).

Between 1990 and 2007, the total population in Hawaiian Gardens increased 16.7 percent. Compared to Los Angeles County overall, the County experienced a similar 16.6 percent growth during the same period. However, the person per household rate is significantly higher in Hawaiian Gardens, compared to Los Angeles County. The 2007 persons per household ratio in Hawaiian Gardens is 4.43, an increase of 5.2 percent since 2000; whereas the Los Angeles County persons per household ratio is 3.00 in 2007, which represents an increase of 0.7 percent since 2000.

Figure 1-1: Household Population and Households Growth: 1990 – 2007



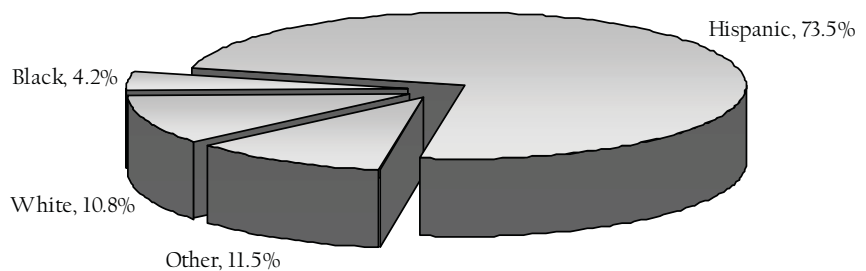
Source: Stanley R. Hoffman Associates, Inc.

In 2000, 36.8 percent of total population was under the age of 18; 29.5 percent of the population was between the ages of 18 to 34; 27.6 percent of the population was between the ages of 35 to 64; and 6.2 percent of the population was ages 65 and older. The predominant age group in 2000 was the under 18 years of age population, which increased from 35.5 percent in 1990.

The average household income for Hawaiian Gardens also increased between 1990 and 2000. In 2006 dollars, the average household income increased from \$53,377 in 1990, to \$55,363 in 2000. Median income however, decreased from \$48,394 in 1990, to \$43,701 in 2000 (in 2006 dollars). The change in median income is comparable to Los Angeles County overall, which also decreased in median income from \$57,339 in 1990, to \$53,441 in 2000 (in 2006 dollars).

Racial and ethnic composition in the City's population experienced little change between 1990 and 2000. In 1990, the largest ethnic category was Hispanic, which made up 66.6 percent of the population. The second largest group was White, comprising 19.8 percent of the population. 4.2 percent of the population was Black, 8.9 percent was Asian or Pacific Islander, and 0.5 percent were classified as "Other". In 2000, Hispanic continued to be the largest classification, comprising 73.5 percent of the population. The largest change between 1990 and 2000 was the decrease of the White classification, from 19.8 percent in 1990 to 10.8 percent in 2000. The Black classification remained the same in 2000 as in 1990, at 4.2 percent of the population. (Figure 1-2)

Figure 1-2: Race and Ethnicity in Hawaiian Gardens: 2000



Source: Stanley R. Hoffman Associates, Inc.
U.S. Census 2000.

Based on historical trends it is likely that the City of Hawaiian Gardens will experience growth in population, along with increases in households, employment, and persons per households (PPH). The Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP) growth forecasts indicate that the total population in 2003 was 15,633, and is estimated to reach a total of 17,509 persons by the year 2035, a projected increase of 1,876 persons. For the General Plan horizon, at the year 2020, it is estimated that the total population will be approximately 17,000. Households are expected to similarly increase, from a total of 3,566 households in 2003, to a projected total of 4,107 households in 2035, an increase of 541 households. An interesting trend to note however is that although the persons per households (PPH) ratio has experienced an increase in recent several years, the ratio is actually expected to decrease. In 2003 there were 4.38 persons per household. Based on SCAG RTP growth forecasts, persons per household begin to decrease between the years 2005 and 2010. In 2005, there were 4.41 persons per household, and in 2010 this ratio drops to 4.39. It is predicted to continually decline through the year 2035, reaching 4.26 persons per household. The table below (Table 1-1) includes demographic projections for the City of Hawaiian Gardens, and also compares the City to regional growth forecasts.

Table 1-1: Growth Forecasts for Hawaiian Gardens and Gateway Cities (including Hawaiian Gardens)

	2003	2005	2010	2015	2020	2025	2030	2035	Change from 2003-2035	AAGR: 2003-2035
Hawaiian Gardens										
Population	15,633	15,813	16,094	16,338	16,580	16,856	17,176	17,509	1,876	0.40%
Households	3,566	3,586	3,663	3,748	3,849	3,948	4,033	4,107		0.40%
Employment	2,713	2,768	2,887	2,978	3,038	3,107	3,181	3,254		0.60%
Persons Per Household	4.38	4.41	4.39	4.36	4.31	4.27	4.26	4.26		
Jobs Per Household	0.76	0.77	0.79	0.79	0.79	0.79	0.79	0.79		
Gateway Cities (including Hawaiian Gardens)										
Population	2,069,487	2,094,272	2,147,792	2,194,461	2,240,568	2,289,438	2,341,999	2,395,025	325,538	0.50%
Households	574,546	577,983	595,722	613,561	633,334	651,282	667,211	680,771	106,225	0.50%
Employment	741,897	745,533	763,611	778,838	792,192	807,741	823,153	838,332	96,435	0.40%
Persons Per Household	3.60	3.62	3.61	3.58	3.54	3.52	3.51	3.52		
Jobs Per Household	1.29	1.29	1.28	1.27	1.25	1.24	1.23	1.23		

Source: Stanley R. Hoffman Associates, Inc.
SCAG RTP Preliminary Draft, 2007.

COMMUNITY VISION

The General Plan characteristically describes existing conditions in the community and provides guidance for its future. The plan establishes an organization for long-range planning and provides directive actions for implementation. The 1994 Hawaiian Gardens General Plan, although comprehensive, does not provide an overall direction or vision for the community's future development. An overarching vision that is supported by the various elements in the General Plan is essential in providing a framework for the plan's direction. The community vision is intended to be a statement that reflects the community's values and that is supported by the general plan's objectives.

Throughout the course of extensive outreach and discussions with the community, the priorities and issues of significance were revealed and helped formulate a true vision of the community.

“The City of Hawaiian Gardens will strive to maximize opportunities for the development and continued revitalization of a balanced community, by providing a safe, stable, and pleasant living environment for existing and future residents.

New developments and future changes should display Hawaiian Gardens in a positive way to enhance the community's reputation and character. Hawaiian Gardens will remain dedicated to promoting local businesses, and encourage vitality as it addresses beautification and quality of life.”

In support of this vision statement, the community defined guiding principles that embody the community's values and will guide all decisions made in implementing this General Plan. The guiding principles address major themes in the community that can be applied to the respective elements in the general plan, including land use, neighborhood, economic development, city image, recreation, public safety, and circulation.

Land Use

- Collaborate with applicants and developers to provide high quality development projects
- Ensure compatibility between residential and nonresidential land uses to create harmonious living environments

Neighborhoods

- Preserve and enhance the community’s quality of life by fostering safe and appealing neighborhoods
- Provide a variety of housing options

Economic Development

- Create and promote dynamic commercial businesses that enrich the community
- Encourage the revitalization of the downtown area as the commercial base of the community
- Develop a vibrant commercial core that serves residents and visitors

City Image

- Promote Hawaiian Gardens as a safe, friendly, and diverse community
- Celebrate the community’s achievements
- Ensure a high quality visual environment

Recreation

- Provide well-rounded recreational opportunities for residents
- Maintain and improve existing parks, open spaces, and recreational facilities
- Encourage healthy and active lifestyles

Public Safety

- Promote safe, walkable neighborhoods

Circulation

- Maintain and enhance an efficient circulation system to accommodate the travel needs of the City
- Provide a balance between economic development, regional mobility, and the preservation of residential neighborhoods and community facilities
- Ensure the efficient and safety of vehicular and non-motorized traffic on the City Streets

These guiding principles define a direct course for the general plan and overall community. The Hawaiian Gardens General Plan horizon is the year 2020. Specifically, the general plan policy foundation is based upon the goals and direction the community will strive to achieve by the year 2020.

HAWAIIAN GARDENS AS A LIVEABLE CITY

The fundamental ideas as part of the community's vision and guiding principles aim to improve the livability of Hawaiian Gardens. Although Hawaiian Gardens is almost entirely built out, opportunities for change and improvement still exist through redevelopment endeavors, beautification programs, and new development. According to the Southern California Association of Governments (SCAG), the idea of creating and maintaining a livable community embodies the following eight elements:

- **Design**

Streets, buildings and public spaces should be designed to human scale so that pedestrian access is ensured. Urban design should be used to enhance safety, prosperity and beauty, while preserving links to natural, cultural and architectural history.

- **Center Focus**

A community is strengthened by an economically healthy town center or downtown combining commercial, cultural, civic and recreational uses. The center should be linked to both local and regional public transportation systems. Residential neighborhoods also benefit from an appropriately-scaled center focus that enhances neighborhood identity and character.

- **Public Spaces**

Livable communities require open spaces that serve the entire community in the form of parks, squares, and greens. Boulevards, streets, and paths should also be designed to encourage their use throughout the day and into the night, making them safe and more of a community asset.

- **Balance Transportation**

The transportation system should balance pedestrian, transit, and auto access to reduce the dependence on autos and provide secure, convenient and affordable mobility for all citizens. Compact land use patterns improve access to jobs, recreation, shopping and community services for all ages and incomes. Streets, pedestrian and bike paths are linked in a system of fully-connected and interesting routes to all destinations.

- **Diversity**

Livable communities contain a mix of housing and employment opportunities for citizens from all ages, ethnicities, and incomes. Civic facilities and services reflect the needs of residents.

- **Environmental Sustainability**

Livable communities conserve resources, and help improve air quality so as not to jeopardize the quality of life of future generations. Energy conservation is encouraged by the design and placement of buildings, shading, and landscaping.

- **Public Safety**

Livable communities are places where streets, buildings, and public spaces are designed to human scale so that pedestrian safety is ensured. Safer neighborhoods improve the quality of life, add to the attractiveness of a community, and create a sense of identity and place.

- **Full Community Participation**

Livable communities come from the full participation of residents, neighborhood organizations, and the business community. Information and education about planning, land use and transportation issues and policies are readily available to promote involvement in decision-making.

Hawaiian Gardens residents have a vision of safety, revitalization of the community, and a high quality of life. The guiding principles that will help implement that vision are intended to foster safe and appealing neighborhoods, provide dynamic commercial centers, celebrate the various achievements of Hawaiian Gardens, and encourage healthy and active open spaces for the residents that they serve. These principles will help Hawaiian Gardens achieve its vision of a more livable community.

RELATED PLANS AND PROGRAMS

The following plans and programs are plans, programs, and ordinances that must be considered in association with the General Plan when making development decisions.

Federal Plans and Programs

National Pollutant Discharge Elimination System

In an effort to improve the quality of water resources nationwide, the Federal government authorized the State Regional Water Quality Control Board and its regional offices, such as the Los Angeles Regional Water Quality Control Board to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and to the City of Hawaiian Gardens as co-permittee, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time construction permits are issued, as well as over the long term through periodic inspections.

National Flood Insurance Program

The Federal Emergency Management Agency administers the National Flood Insurance Program (NFIP). The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas. The City of Hawaiian Gardens participates in the NFIP to provide assistance to properties, both residential and commercial, which are within the 100-year floodplain, provided structures are elevated one foot above the 100-year floodplain.

Clean Water Act

Congress passed the Federal Water Pollution Control Act Amendments of 1972 and the Clean Water Act (CWA) of 1977 to provide for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's lakes, streams, and coastal waters. Primary authority for the implementation and enforcement of the CWA (33 U.S.C. 1251) now rests with the U.S. Environmental Protection Agency (EPA) and, to a lesser extent, the U.S. Army Corps of Engineers. In addition to the measures authorized before 1972, the CWA implements a variety of programs, including: federal effluent limitations and state water quality standards; permits for the discharge of pollutants and dredged and fill materials into navigable waters; and enforcement mechanisms. Section 404 of the CWA is the principal federal program that regulates activities affecting the integrity of wetlands. The Clean Water Act affects the policies in the Conservation Element of the Hawaiian Gardens General Plan.

California State Plans and Programs

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the state legislature in 1970 in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA in the instrument for ensuring that environmental impacts of local development projects are appropriately assessed and mitigated, and if not fully mitigated, ensuring that project benefits to the community are substantial. The Department of Community Services reviews projects for conformance with CEQA. This General Plan was the subject of environmental analysis through the preparation of an Environmental Impact Report (EIR), which analyzed and documented the potential impacts of the General Plan's policies and implementation programs on the community's environment.

Seismic Hazards Mapping Act

California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the new hazard responsibilities of state and local agencies in the review of development within seismic hazard zones throughout California. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report, and local agency consideration of the policies and criteria established by the Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as liquefaction- and slide-prone areas. The Safety Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps.

Regional and County Level Plans and Programs

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning for the six-county SCAG region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The Regional Comprehensive Plan and Guide sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the South Coast Air Quality Management District. SCAG has adopted companion documents to the Regional Comprehensive Plan and Guide, most notable the Regional Transportation Plan (see below).

Congestion Management Plan

The Congestion Management Plan (CMP) is a program adopted by the state legislature and approved by voters in 1990 through Proposition III. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel
- To propose transportation projects that are eligible to compete for state gas tax funds

The CMP addresses mobility issues and localized traffic concerns for Los Angeles County and the Gateways Cities sub-region, including the City of Hawaiian Gardens. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for preparing the County's CMP. Metro is required by state law to monitor local implementation of CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region, and provides strategies to reduce problems related to congestion and mobility.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a nonattainment area. The Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state air quality standards within the South Coast Air Basin. The assumptions and programs in the AQMP draw directly from regional goals, objectives, and assumptions in SCAG's Regional Comprehensive Plan and Guide. The

AQMP is a comprehensive strategy to achieve clean air goals for the entire South Coast Air Basin, which includes the City of Hawaiian Gardens.

City Level Plans and Programs

Hawaiian Gardens Zoning Ordinance

The Zoning Ordinance is the governing land use law for the City, and to the degree practical, implements the goals, policies, and expectations of the Hawaiian Gardens Land Use Plan. The Zoning Ordinance establishes land use regulations for the City, allowable intensity of use, and development standards for all land uses allowed in the City. There are a total of 15 zones and four overlays, consisting of residential, commercial, industrial, and public land uses. The Zoning Ordinance was last updated in March, 2006 and will be further updated as a result of adopting this General Plan.

Redevelopment Plan

State law authorizes cities to form redevelopment agencies and adopt redevelopment plans as a tool to reduce blight and promote community renewal. The Redevelopment Plan for the Hawaiian Gardens Redevelopment Agency was adopted on November 27, 1973. The redevelopment plan identifies Project Area No. 1, which includes the entire corporate boundaries of the City of Hawaiian Gardens. The Redevelopment Plan identifies the following actions in order to eliminate blight and revitalize the community:

- Acquisition of certain real property;
- Demolition or removal of certain buildings and improvements;
- Relocation assistance to displaced residential and non-residential occupants;
- Installation, construction, or reconstruction of streets, utilities, landscaping, and other on-site and offsite improvements;
- Disposition of property for uses in accordance with the plan;
- Redevelopment of land by private enterprises or public agencies for uses in accordance with the plan;
- Providing for open space, recreational or other public land uses.

Specific Plans

There are currently two adopted specific plan areas within the City; a specific plan area is located south of Carson Street and east of Hawaiian Avenue, on Canada Drive; and the other specific plan area is located east of Norwalk Boulevard and north of 214th Street, Schultze Drive.

Natural Hazards Mitigation Plan

The City of Hawaiian Gardens Natural Hazards Mitigation Plan includes resources and information to assist the City in reducing risk and preventing loss from future natural hazard events. The plan was adopted on August 24,

2004. The action items address multi-hazard issues, as well as activities from earthquake, flooding, and windstorms. The goals of the plan are to protect life and property, public awareness, balanced natural systems, encourage communication and leadership in the implementation of the plan, and strengthen emergency facilities and services.

Hawaiian Gardens Emergency Operations Plan

The Hawaiian Gardens Emergency Operations Plan was adopted in March, 2003. The plan provides a strategy for the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The focus of the plan is on operations to address potential large-scale disasters, which can generate unique situations requiring unusual emergency response. The goals of the Emergency Operations Plan are to provide effective life safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost recovery efforts.

The City has adopted the Standardized Emergency Management System (SEMS) for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies. Title 19 of the California Code of Regulations establishes the standard response structure and basic protocols to be used in emergency response and recovery. Fully activated, the SEMS consists of five levels: field response, local government, operational areas (countywide), OES Mutual Aid Regions, and state government.



Community Development

Section 2

Community Development

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Land Use Element

INTRODUCTION

The Land Use Element designates the location and extent of the uses of land within the City for housing, business, industry, open space, recreation, public buildings and grounds, and other categories of public and private uses of land. The Land Use Element serves as a guide to use and development of land in the City of Hawaiian Gardens. In addition, the land use element includes standards of population density (the number of housing units allowed per acre) and building intensity (the allowed square footage of nonresidential uses).

The Land Use Element functions as a guide to decision makers, City staff, planners, and the general public as to the established ultimate land use pattern at “build out” of the Land Use Plan. The Land Use Element is the foundation for decision making and policies related to development within the City. The element provides the long-range framework for day-to-day actions. Its primary implementation tool is the City’s Zoning Code and Zoning Map.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is a mandatory component of a general plan. According to State law, the Land Use Element must be consistent with all other General Plan elements. Several issues, goals, and policies discussed in one element may coincide with those related to other elements in the General Plan. However, this is an exemplary approach to ensuring that the community’s issues and needs are addressed through implementation strategies and actions.

The Land Use Element has the broadest scope of all elements because of its pivotal role in tying together all matters and issues related to the development of the community. Essentially, the Land Use Element and in

turn, the Land Use Plan, are often referred to during the development review process. The Land Use Element relates to the setting and framework of the circulation system, and ensures that public facilities and basic infrastructure have the capacity to serve all areas of the community. The Land Use Element also identifies and mandates the preservation of open space and natural resources. The Land Use Element also accounts for the existing housing stock of the community and potential future needs, affirming the residential development pattern. The Land Use Element, along with the other 10 elements in the Hawaiian Gardens General Plan, provides the long range context for development decisions and actions.



Single family residences are the predominant housing type in Hawaiian Gardens.

LAND USE CONTEXT

The community's early history stems back to a foundation as a primarily agricultural settlement. Around the turn of the twentieth century, the area was largely unsettled, aside from a few scattered farms. During the early 1900's, an attempt to relieve a water shortage revealed oil instead, causing a surge of interest in the area. Before long, land was being bought up in order to quickly subdivide large lots to sell off. It was eventually realized that there was no oil under Hawaiian Gardens; however, the newly subdivided land attracted several farmers and new families to the area.

Into the 1930's Hawaiian Gardens continued to prosper as a small rural community of mostly dairy farms. Early developmental constraints revealed severe flooding, lack of a dependable potable water supply, and seismic hazards. However, external factors continued to influence a rapid growth rate, including the Great Depression and the post-war population boom. Development within the community reacted to these changes with tract homes quickly springing up south of Carson Street. These historical subdivisions influenced the layout of land in the community, even to present day. The first zoning map was recorded in August, 1971, which looks strikingly similar to the current land use plan of the City.

The highly urbanized framework of Hawaiian Gardens indicates that current land use distribution will continue to reflect historical land use patterns. Currently, the City is made up of residential, commercial, industrial, and public and quasi-public land uses. Residential land uses account for nearly 60 percent of the total land area in the community, and the second largest land use, commercial, makes up over 23 percent of land area (Table 2-1). All public facilities, when consolidated, make up almost 14 percent of the land use distribution.

Table 2-1: Land Use Distribution

Land Use	Total Percentage
Residential	59.9%
Commercial	23.3%
Industrial	3.1%
Civic	1.0%
Institutional	0.8%
Park	0.5%
Hospital	1.3%
Schools	8.3%
Church	1.8%
Total	100.0%

The regional setting of the community is also predominantly urban, surrounded on all sides by existing, incorporated cities.

LAND USE PATTERNS

Because the major arterials, Carson Street and Norwalk Boulevard, perpendicularly intersect at the general center of Hawaiian Gardens, they serve as axes, dividing the layout of the land into quadrants. In conformance with this organization, all commercial and industrial uses are located along these axes. The City's traditional "Downtown" is located on Norwalk Boulevard just north of Carson Street. As other newer commercial shopping centers developed over the years this older area has declined in importance.

Commercial uses within Hawaiian Gardens range from automotive related, car wash, and service-related uses, to restaurants, shops, major commercial shopping centers, and regional entertainment features, such as the Hawaiian Gardens Casino and Bingo Club. The City's industrial area is concentrated in an industrial park located at the northern edge of the City, west of Norwalk Boulevard.

The residential neighborhoods in Hawaiian Gardens offer diverse housing opportunities and alternative options to that of the single family detached home. The southwest quadrant of the community contains a concentration of duplexes and single-family detached homes on very small lots. This subdivision pattern dates back prior to incorporation of the City; upon initial urbanization, this area was part of Los Angeles County. The southeast quadrant offers primarily duplexes, or two-family residences, in addition to multi-family options, including apartments, town homes, and condominiums. The two mobile home parks in the community, Lakewood Estates Mobile Home Park and Bloomfield Mobile Home Park, are also located in the southeast area.

The northwest portion of the community includes various interspersed residential land uses. This area includes Low Density, Medium Density, Intermediate Density, and High Density residential land use designations. There are two large high-density multi-family complexes in this area; the Creekside Condominiums located on Norwalk Boulevard, north of 214th Street, and another apartment complex located on Centralia Avenue, east of Pioneer Boulevard. In addition, Fire Station No. 34, operated by the Los Angeles County Fire Department, and the U.S. Post Office, are located along Norwalk Boulevard within this quadrant of the City

Finally, the northeast portion of Hawaiian Gardens features the community's lowest-density residential land uses. The lowest density area is located north and south of 213th Street, east of Norwalk Boulevard. This area is being preserved as Very Low Density, with lots that average 10,000 square feet in lot size. One of the City's two specific plan areas is also located in the community's northeast area on Schultze Drive. In addition, there are several churches located throughout Hawaiian Gardens that are typically located in residential neighborhoods.

PUBLIC FACILITIES

Schools

School facilities in Hawaiian Gardens are served by the ABC Unified School District. Two elementary schools and one middle school are located in the City. Hawaiian Elementary School is located at 12350 East 226th Street and serves the southeast portion of the city. Venn W. Ferguson Elementary School is located at 22215 South Elaine Avenue and serves the southwest portion of the city. Melbourne Elementary School, located northwest of Hawaiian Gardens in the city of Lakewood, serves the northern portion of the community.

The schools within ABC Unified School District provide grades preschool through twelve. The District serves the communities of Lakewood, Artesia, Cerritos, Hawaiian Gardens, and portions of Norwalk. The District consists of 19 elementary schools, five middle schools, three comprehensive high schools, a college preparatory 7-12 school, a continuation high school, preschool programs, infant/children centers, extended day care, and an adult school.

Hawaiian Elementary School

Hawaiian Elementary School was first opened in 1959. The total enrollment for the 2005-2006 school year was 578. The school offers grades kindergarten through six, and includes students from diverse ethnicities and backgrounds. In 2006, the average class size was 21 students. According to an interim evaluation, the School District reports that facilities are in good condition; this includes facilities and improvements such as restroom, sewer, playground/school ground, mechanical systems, interior surfaces, and other major systems.

Venn W. Ferguson Elementary School

Ferguson Elementary School currently serves approximately 630 students in grades kindergarten through six. The total enrollment for the 2005/2006 school year was 610.

The average class size at Ferguson Elementary School for grades kindergarten through six is 23 students. Major school facilities are operating in good repair, including restroom, sewer, playground/school ground, mechanical systems, interior surfaces, and other major systems and facilities.



Pharis F. Fedde Junior High School

Fedde Junior High School is located at 12409 South Elaine Ave, in the northwest portion of the city. The school is the only middle school in the community and serves 542 students. Fedde Junior High School includes grades 7 and 8. The total 2005/2006 student enrollment at Fedde was 578. During the 2005/2006 school year, there were a total of 283 students in seventh grade, and 295 students in eighth grade.

Hawaiian Gardens high school students attend Artesia High School in the city of Lakewood. Additional school facilities in the community include the Hawaiian Gardens Head Start program, located at 22150 Wardham Avenue. Hawaiian Gardens Head Start provides child care services.

Civic Center

City administration is located at 21815 Pioneer Boulevard, on the western edge of the City. The administrative complex houses City Departments, City Council chambers, and a public works yard. The Public Works Department is located at the southern portion of the complex. The building was completed in 1980.

Aside from governmental uses, the Civic Center complex is the location of the C. Robert Lee Activity Center and the Mary Rodriguez Senior Center. The C. Robert Lee Center is approximately 30,000 square feet in size, and includes basketball courts, weight lifting and gymnastics facilities, an arts and crafts area, and multi-purpose activity or meeting rooms. Several of the recreational programs offered by the City take place at the activity center.

Proposed civic center projects include expansions of the C. Robert Lee Activity Center, the City Hall administration building, and the parking area. Addition of a second story to accommodate additional fitness equipment is proposed for the activity center. The administration building expansion includes additional office and conference room space, as well as an expansion of the senior center. Parking improvements will include providing additional parking for the activity center, by removing the existing underutilized tennis courts and courtyard.

Library

The Hawaiian Gardens Library is located at 12100 East Carson Street. The library was founded in 1974, and is operated by the County of Los Angeles Public Library. The facility is approximately 4,000 square feet, and is located in a commercial shopping center. The library's collection consists of approximately 42,973 books, 3,555 video recordings, 2,827 audio recordings and 50 magazine and newspaper subscriptions. Materials are available from the library in English, Spanish, and Chinese.

A proposed new facility for the Hawaiian Gardens Library is currently under construction in an existing building located at 11940 Carson Street. The library facility is also home to the future Hawaiian Gardens Public Safety Center.



Hawaiian Gardens will be home to an upgraded library facility and future Public Safety Center.

Fire Station

Fire protection services throughout the City of Hawaiian Gardens are provided by the Los Angeles County Fire Department. Fire response is dispatched out of Fire Station No. 34, located at 21207 South Norwalk Boulevard. The station is equipped with one fire truck and three personnel, including a fire captain, engineer, and firefighter.

Post Office

The United States Post Office is located at 21101 Norwalk Boulevard, on the northern edge of the City.

LAND USE ISSUES

There are several notable land use trends that exist within the City. The Land Use Element contains goals and policies to address current issues in Hawaiian Gardens:

- The southwest and southeast quadrants characteristically contain many narrow, 25-foot wide single family residential lots that are uncommon in the remainder of the City. Due to the narrow width of the lots, building setbacks and open space amenities, such as front yard space and landscaping, are extremely limited. Since almost all of these small lots are within the Medium Density land use category, which allows the development of duplexes, the General Plan will need to address the development of these small lots in a manner that protects the existing character of the neighborhood and ensures quality development with associated open space amenities.
- The Code Enforcement Department handles a high number of property maintenance cases. A field survey of neighborhoods indicates that several residences lack proper maintenance and have front yards that appear unkempt. This may include aging and poorly maintained frontages, cars parked on front lawn areas, and dilapidated fencing.
- Another code enforcement issue is the prevalence of illegal garage conversions. Single family homes that include garages are often converted into an additional living space, such as a bedroom or den. This problem is unfortunately related to other issues common in the community, like overcrowding and vehicle parking spilling onto the street, causing the lack of available surface street parking, in turn, making the residential circulation network increasingly narrow.
- Many commercial uses are undistinguished, which are uses that do not serve a large retail base. The consolidation of small lots into larger development sites should be a priority for this area. Without the City's assistance in land assembly, this area will likely not achieve its full development potential and may continue to decline.
- Except for the larger shopping centers along Carson Street, commercial properties tend to be small and relatively shallow. Land assembly to accommodate larger projects is difficult for small developers, which hampers larger, more substantial and sustainable development. These areas would benefit from additional commercial land, where appropriate, along Carson Street and Norwalk Boulevard south of Carson Street. General Plan policies and programs should support the consolidation of small lots so that larger development areas can be assembled and more substantial commercial development can take place.

- Other smaller strip commercial centers are located on Norwalk Boulevard, along with what has become known as the “Downtown District”, located on Norwalk Boulevard between Carson and 214th Streets. The City has designated this area for intense rehabilitation and has implemented a façade improvement program to help improve the physical appearance of the district. A streetscape enhancement program is also planned, including the undergrounding of overhead electrical lines. Providing the right mixture of land uses in this area will be critical to its success as a pedestrian-oriented commercial district.
- The Downtown District should be identified and preserved as an effective pedestrian environment. In order to achieve this, it will be necessary to ensure that the types of commercial uses allowed to locate there are appropriate and contribute to a pleasant pedestrian experience. Uses such as automobile repair and offices that do not contribute to the desired retail commercial and pedestrian character of the area should not be allowed. Shops fronting on Norwalk Boulevard should be retail in nature with merchandise display windows that invite shoppers into the store for a closer look. Restaurants are also the types of uses that should be encouraged and assisted.
- Almost all of the older developments in the Downtown District lack sufficient parking. Parking areas should be encouraged to the rear of buildings, in order to improve customer parking and preserve the walkability of the area.

LAND USE OPPORTUNITIES

Although the Land Use Plan remains consistent with historical land use patterns, the General Plan Update provides an opportunity for including essential additions to the City’s development policy. In addition to crafting goals, policies, and implementing actions, the Land Use Element and Plan also contains the following:

- Update of existing land use conditions in Hawaiian Gardens;
- Update of development and buildout projections to the General Plan horizon, year 2020. Projections for population, residential, and non-residential development have been updated for the year 2020;
- The establishment of density ranges for residential land uses, which include Very Low Density, Low Density, Medium Density, Intermediate Density, High Density, and Mobile Home Park residential land use designations;
- The establishment of building intensities for all non-residential (commercial, industrial, and institutional) land use categories;

- Establishment of guiding principles which direct the Land Use Element goals, policies, and implementing actions;
- Expansion of some commercial areas along Carson Street and Norwalk Boulevard in order to create deeper commercial development areas to accommodate more efficient development in the future.
- The creation of a new residential land use category, Very Low Density Residential (4 DU/Acre), in order to preserve the City's only remaining estate residential lots; and
- The establishment of a Downtown Commercial district and subsequent development standards and regulations to encourage revitalization of the City's downtown area and facilitate the formation of a pedestrian-friendly district.

The City of Hawaiian Gardens is approximately 99 percent built out, and as such, the Land Use Plan focuses on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities, and encouraging the revitalization of focus areas.

GUIDING PRINCIPLES

In support of the General Plan vision statement, the Land Use Element guiding principles embody the community's values and will guide all decisions made pursuant to this General Plan. Due to the interconnected nature of the Land Use Element's subject, guiding principles that support neighborhood and community image topics have been included, that are also featured in the Housing and Community Design Elements, respectively.

Land Use Guiding Principles

- *Collaborate with applicants and developers to provide high quality development projects*
- *Ensure compatibility between residential and nonresidential land uses to create harmonious living environments*
- *Ensure continued economic development through the provision of adequate sites for commercial and industrial development*

Neighborhood Guiding Principles (Housing)

- *Preserve and enhance the community's quality of life by fostering safe and appealing neighborhoods*



- *Provide a variety of housing options*

City Image Guiding Principles (Community Design)

- *Promote Hawaiian Gardens as a safe, friendly and diverse community*
- *Celebrate the community's achievements*
- *Ensure a high quality visual environment*

These guiding principles together are concise ideas for focus of the Land Use Element and will help shape future land use and development decisions in Hawaiian Gardens.

GOALS AND POLICIES

To ensure effectiveness and suitability, the Land Use Element goals and policies must be compatible with the General Plan vision statement defined by the community, the guiding principles that serve as the foundation for the Land Use Element direction, and the 10 other elements in this General Plan. These factors collectively form the plan that will guide the physical development of the community.

Goals and policies established for the Land Use Element communicate the plan for achievement of a balanced community, preservation of housing opportunities in Hawaiian Gardens, an economically sustainable commercial core and dynamic Downtown District that enhance the community, a positive collective image, and efficient development review procedures.

Goal LU-1: Provide opportunity for continued revitalization of a balanced community.

Policies:

- LU-1.1 Accommodate new development in accordance with the Land Use Map (Exhibit 2-1).
- LU-1.2 Preserve and maintain existing parks, institutions, and cultural facilities.
- LU-1.3 Manage residential growth that is supported by the necessary facilities and services provided by the City, special districts, and utilities.
- LU-1.4 Require necessary improvements and/or fees of new development that will adequately serve each project.

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- LU-1.5 Provide economic assistance and administer programs for the improvement and upkeep of physically deteriorated structures.
- LU-1.6 Accommodate, and make accessible, uses that support social welfare needs of the community.
- LU-1.7 Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
- LU-1.8 Provide necessary improvements and additions to existing infrastructure to serve existing and future land uses.
- LU-1.9 Ensure that unique land uses, characterized by high occupancy or intensity of activity, be sited, designed, and administered to mitigate impacts on adjacent land uses.
- LU-1.10 Facilitate the integration of regionally beneficial improvements, including flood control systems, utility corridors, and recreational corridors.
- LU-1.11 Require all new development to incorporate adequate onsite landscaping.
- Goal LU-2: Preserve and enhance residential neighborhoods in Hawaiian Gardens.**
- Policies:
- LU-2.1 Encourage land assembly and small lot consolidation for proposed residential projects with contiguous parcels.
- LU-2.2 Actively utilize the Hawaiian Gardens Redevelopment Agency to maximize residential redevelopment activities in neighborhoods where concentrations of substandard housing conditions exist.
- LU-2.3 Require multi-family developments to incorporate site design features, including, but not limited to, open space, landscaping, communal courtyards, and outdoor furniture.
- LU-2.4 Require the design of all residential development to utilize notches, balconies, roof lines, open space, setbacks, landscaping and other architectural accents that add visual interest to buildings and streetscape and avoid monotonous, flat facades.

LU-2.5 Require all new residential development to provide adequate landscaping.

LU-2.6 Require residential development to provide direct and convenient access to abutting sidewalks.

LU-2.7 Develop design criteria for residential development on narrow lots to improve the visual quality of these developments from the public street.

LU-2.8 Maintain a persistent approach to the regulation of garage conversions.

Goal LU-3: Provide equal opportunities for home ownership and owner occupancy of single family residences.

Policies:

LU-3.1 Encourage the development of single-family owner-occupied residences.

LU-3.2 Promote the City’s housing rehabilitation programs for the benefit of existing and future residents.

LU-3.3 Encourage the development of mixed-use housing opportunities in the General Commercial land use designation, on sites with a minimum lot size of 1 acre.

Goal LU-4: Provide commercial retail opportunities that serve residents and visitors.

Policies:

LU-4.1 Provide continued incentives for the upgrading of commercial properties through the ongoing commercial rehabilitation programs.

LU-4.2 Encourage development of vacant and underutilized commercial parcels.

LU-4.3 Assist in the consolidation of small commercial parcels in order to encourage larger and more sustainable commercial projects.

LU-4.4 Encourage the development of high quality commercial projects.

LU-4.5 Ensure that applicable land use regulations allow for commercial uses that serve a broad market area, including visitor-serving uses.

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- LU-4.6 Support redevelopment of underutilized and blighted commercial areas along Norwalk Boulevard.
 - LU-4.7 Provide neighborhood commercial uses throughout the community to make goods and services available within walking distances of residents.
- Goal LU-5: Support the revitalization of a dynamic Downtown District on Norwalk Boulevard.**

Policies:

- LU-5.1 Encourage and establish practical and innovative incentives for the adaptive reuse of underutilized parcels, which may include financial grants, reduction of development fees, increased development potential, shared-parking arrangements, or other available methods.
 - LU-5.2 Encourage the development of specialty commercial retail uses, including boutiques, restaurants, and entertainment.
 - LU-5.3 Require commercial uses to reflect a human scale and incorporate design elements as recommended in the Community Design Element (Section 2).
 - LU-5.4 Create a pedestrian-oriented district that attracts visitors through the use of street furniture, varying pavement patterns, distinctive lighting, and appealing signage.
 - LU-5.5 Encourage parking lots to be located to the rear of commercial buildings. Parking lots should not be located at the front of the building where they may detract from the desired pedestrian-friendly atmosphere.
- Goal LU-6: Create visually prominent public spaces in Hawaiian Gardens.**

Policies:

- LU-6.1 Encourage commercial signage that is attractive and complies with design policies and guidelines in accordance with the Community Design Element (Section 2).
- LU-6.2 Acquire and remove existing billboards when feasible, prioritizing areas that are most blighted. Future billboards should be prohibited.
- LU-6.3 Install and maintain street trees and landscaping in all public rights-of-way by developing landscaping standards for commercial areas that unify and humanize each area.

LU-6.4 Create cohesive, walkable, and attractive pedestrian environments along predominant areas of visibility, such as Carson Street and Norwalk Boulevard.

LU-6.5 Encourage the development of landscaped open spaces and pedestrian plazas in commercial land uses.

Goal LU-7: Ensure the compatibility of land uses in close proximity to residential areas and public facilities.

Policies:

LU-7.1 Preserve the scale and rhythm of residential and commercial neighborhoods.

LU-7.2 Provide appropriate mitigation measures for proposed commercial uses that abut residential land uses in order to reduce potential negative impacts.

LU-7.3 Provide adequate buffering through the use of onsite design elements to minimize potential adverse conflicts between different land uses.

LU-7.4 Require that all commercial building facades facing residential parcels be designed to continue the architectural character established for the main street facing elevations and be aesthetically pleasing.

LU-7.5 Encourage lower-intensity land uses in commercial areas when adjacent to residential land uses.

LU-7.6 Evaluate the potential to develop an amortization program for non-conforming land uses, especially on properties where there are only limited improvements.

Goal LU-8: Streamline the development review process for maximum efficiency and utilization of staff resources.

Policies:

LU-8.1 Assist applicants through the development review process to ensure timely, efficient, and successful completion of each project.

LU-8.2 Assess current development review processes to evaluate areas of strength and areas that may need improvement.

See the Implementation Program Section (Section 7) for implementing actions that support the goals and policies in the Land Use Element.

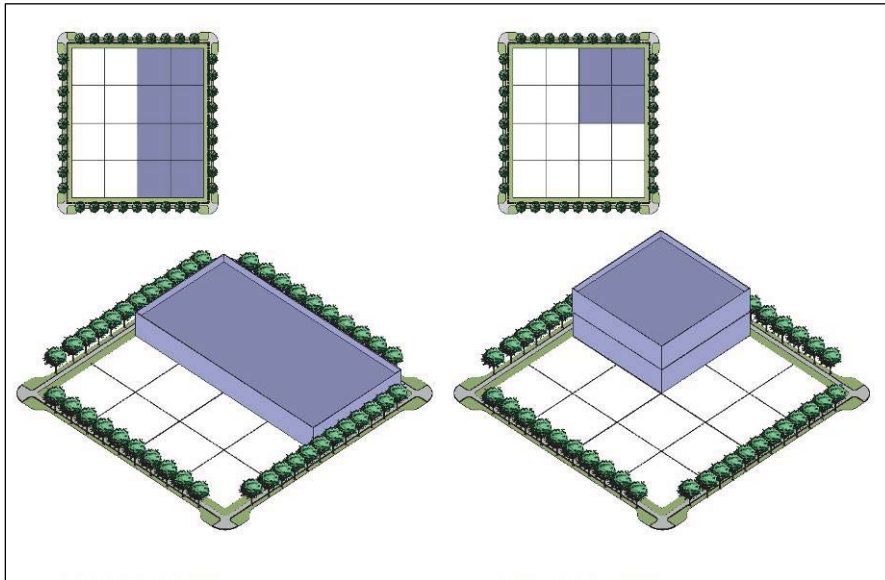
LAND USE PLAN

Interpreting the Plan

The General Plan identifies specific categories of land use. Whether it is residential, commercial, industrial, open space, public facilities, or other types of uses, each lot within the City is assigned a specific land use designation. Land use designations may specify density and/or intensity of development for each site. Density, which commonly refers to the number of residential dwelling units in a given land area, is often used as an interpretation for residential land development capacity. The standard format to describe residential density is dwelling units per acre (DUs/Acre), which is used as a measurement of population and development capacity for each area. This represents the number of dwelling units or development capacity per acre. Each residential designation also includes an allowable range in density that is applied to each site. The lower end of the density range describes the least (minimum) amount of development required, and the higher end of the density range represents the maximum number of allowable units. In addition to the residential land use density ranges, the zoning code provides further standards for required minimum lot size and allowable uses.

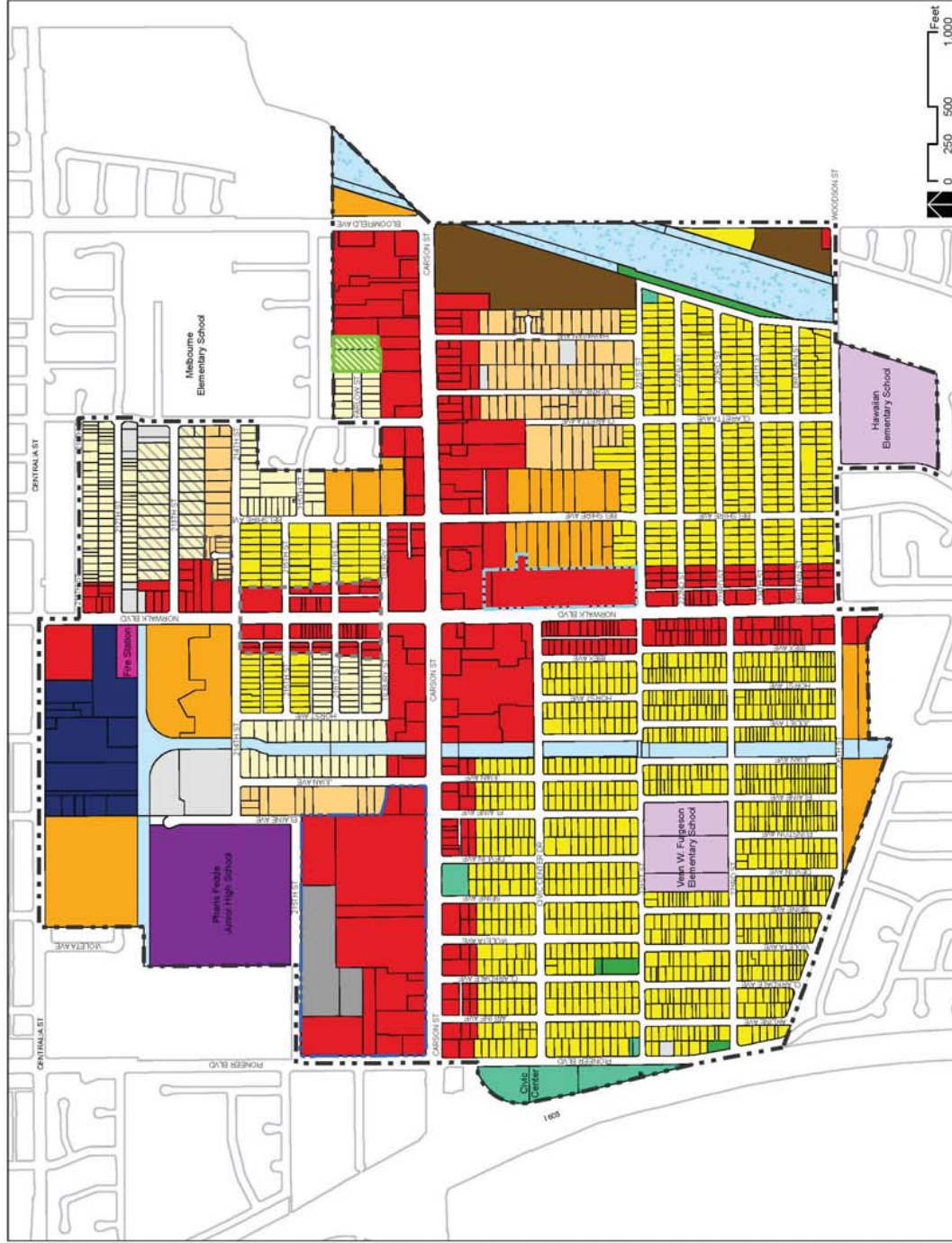
Alternatively, building intensity is used to describe development capacity for commercial, industrial, and other nonresidential uses. The standard commonly used for building intensity is floor area ratio (FAR). This describes the gross floor area permitted on a site divided by the total net area of the site. An FAR is typically applied on a parcel by parcel basis; that is, the intensity (permitted floor area) is calculated specific to the area (square feet) of a particular site.

Figure 2-1: Example of 0.5 Floor Area Ratio (FAR)



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Exhibit 2-1: Land Use Map



LEGEND

- | | |
|--------------------------------|------------------------------------|
| RESIDENTIAL | MAX DENSITY |
| Very Low Density | 4 du/acre |
| Low Density | 8.4 du/acre |
| Medium Density | 17.0 du/acre |
| Intermediate Density | 19.0 du/acre |
| High Density | 24.0 du/acre |
| Mobile Home Park | |
| COMMERCIAL | General Commercial |
| INDUSTRIAL | Light Industrial |
| PUBLIC / QUASI - PUBLIC | Civic |
| | Institutional |
| | Park |
| | Hospital |
| | Elementary School |
| | Junior High School |
| | Assembly |
| MISC. | Artesia Norwalk Storm Drain |
| | Coyote Creek |
| | City Boundary |
| | Casino Overlay |
| | Bingo Overlay |
| | Specific Plan Area |
| | Downtown Policy Area |
| | Study Area |

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General Plan Land Use Designations

Residential Land Uses

Residential land uses include all the areas dedicated to housing the residents of Hawaiian Gardens. Other related uses may be permitted, as further determined by the Zoning Code. Hawaiian Gardens features a diverse housing stock, providing low density estate lots, high density apartments and multi-family housing, and various types of single family detached homes and duplexes.

Very Low Density Residential (Density Range: 1 – 4 DUs/Acre)

The Very Low Density Residential designation is a new category in the Land Use Plan. The purpose of this designation is to preserve the City's only remaining large, estate residential lots. Lots within this designation are typically an average of 10,000 square feet.

Permitted uses in this category are single family residences, accessory dwelling units, small community care and day care facilities, cultural and educational facilities, recreational uses, and public facilities. Permitted uses are subject to consistency with zoning code requirements.

Low Density Residential (Density Range: 4.1 – 8.4 DUs/Acre)

The Low Density Residential designation allows for relatively large single-family residential lots. Typically, residential lots average approximately 5,000 square feet, and contain one dwelling unit per lot. Allowable uses include single-family dwellings, in addition to:

- Accessory dwelling units
- Small community care and day care facilities
- Cultural and educational facilities
- Recreational uses
- Public facilities

Uses permitted are subject to consistency with zoning code requirements.

Medium Density Residential (Density Range: 8.5 – 17.0 DUs/Acre)

Areas in the Medium Density Residential designation are single-family uses and duplexes. Medium Density Residential is most prevalent in the southwest portion of the city, with 25-foot lot frontages as standard. Allowable uses in this designation include single-family homes, duplexes, multi-family developments, and public park facilities. Other use permitted, subject to consistency with zoning code requirements, include:

- Ancillary uses and accessory dwelling units
- Small community care and day care facilities
- Cultural and educational facilities

-
- Recreational uses
 - Public facilities

Intermediate Density Residential (Density Range: 17.1 – 19.0 DUs/Acre)

The Intermediate Density Residential land use designation is classified by multi-family residences, including town homes, condominiums, and other multi-family residential uses. Densities within this land use category allow up to 19 dwelling units per net acre. Additional uses permitted consistent with zoning code requirements include:

- Ancillary uses and accessory dwelling units
- Small community care and day care facilities
- Cultural and educational facilities
- Recreational uses
- Public facilities

High Density Residential (24.0 DUs/Acre)

High Density Residential land uses are also intended for multi-family residences, including town homes, apartments, and condominiums. Densities within this land use category allow between 17.1 and 24 dwelling units per net acre. The locations of high density land uses are in close proximity to commercial areas, for increased accessibility and convenience. Additional uses permitted consistent with zoning code requirements include:

- Ancillary uses and accessory dwelling units
- Small community care and day care facilities
- Cultural and educational facilities
- Recreational uses
- Public facilities

Mobile Home Park

The Mobile Home Park land use designation allows for mobile home living areas, not to exceed 21 dwelling units per net acre. There are two existing mobile home parks within Hawaiian Gardens, which serve an alternative housing type offered in the City. Additional uses permitted consistent with zoning code requirements include:

- Ancillary uses and accessory dwelling units
- Small community care and day care facilities
- Cultural and educational facilities
- Recreational uses
- Public facilities

Nonresidential Land Uses

Nonresidential land uses include all categories of land use other than residential throughout Hawaiian Gardens, including commercial, industrial, open space, institutional uses, and public facilities.

General Commercial (0.5 FAR)

General Commercial land uses are classified by a broad range of commercial services and uses, including retail sales, service-related uses, entertainment, community service organizations, and professional offices. All General Commercial areas are located along the City's major arterial corridors, Carson Street and Norwalk Boulevard. The maximum floor area ratio allowable for General Commercial land uses is 0.5. The maximum allowable building intensity is also supported by the zoning code, which establishes maximum site coverage of 70 percent. Additional uses permitted in the General Commercial designation that are consistent with the zoning code include:



- Inns and boarding houses
- Institutional uses and public facilities
- Emergency shelters
- Health services
- Social service facilities
- Mixed-use development, on a minimum lot size of 1 acre.

The City has recognized that the City's population will continue to grow in the future, resulting in the impending need for diverse housing opportunities in the community. In order to address this need, mixed-use development will be encouraged in the City. In order to be classified as mixed-use, development should include the following components:

- A combination of two or more significant land uses as part of a single or contiguous site;
- Significant functional and physical integration of project components; and
- Development in conformance with a coherent plan.

There are considerable benefits to mixed-use development, including increasing housing options within the community, reducing auto dependency, and creating a sense of place.

Light Industrial (0.5 FAR)

There is currently one industrial park, located in the northwest corner of the City. The Light Industrial land use designation includes light intensive industrial uses, which are not likely to have adverse effects upon each other or upon adjacent commercial and residential land uses. Additional uses permitted in the Light Industrial designation that are consistent with the zoning code include:

-
- Social service facilities
 - General offices
 - Parking lot, garage, or structure

Public and Quasi-Public Land Uses

Civic

The Civic land use designation includes public land uses, such as the City Administration Complex (City Hall), the Library and future Public Safety Center site, and other miscellaneous public sites.

Park

The Park land use designation includes the designated public park space within the City. The three existing parks—Pioneer Park, Clarkdale Park, and Lee Ware Park—include the Park designation. Any future additional park space would also be classified as a Park land use.

Elementary School

The Elementary School land use designation includes the City's two elementary schools, Venn W. Ferguson Elementary School and Hawaiian Elementary School. The schools are within the ABC Unified School District, which operates and maintains each facility and associated functions.

Junior High School

The Junior High School land use designation includes Pharis F. Fedde Junior High School, located in the northwest corner of the City. Fedde Junior High School serves students at the seventh and eighth grade levels within the ABC Unified School District.

Institutional

The Institutional Land Use Designation includes the Fire Station and Post Office, both quasi-public land uses. The Institutional category replaces the previous Land Use Plan's Fire and Post Office designations, and combines the uses under one land use designation.

Hospital

The Hospital land use designation includes the Tri-City Regional Medical Center, located near the Pioneer Boulevard and 215th Street intersection. The hospital provides inpatient and outpatient services, and contains a total of 137 beds.

Assembly

The Assembly land use designation includes assembly service facilities typically used for religious worship and activities, and maintained and operated by an organization or religious body.

Overlays and Policy Areas

Artesia Norwalk Storm Drain

The Artesia Norwalk Storm Drain is located west of—and runs parallel to—Norwalk Boulevard. The drain traverses almost the entire City, generally approximately 100 feet in width, and extending slightly below the northern City boundary, directly adjacent to the fire station. Currently, the entire drain is a concrete lined channel.

Coyote Creek

The Coyote Creek channel flows northeast to southwest, located along the eastern edge of the City. The entire length of the channel that flows through the City is concrete lined. A proposed future regional bike trail will also run along the western bank of the channel.

Downtown Policy Area

The Downtown Policy Area is a new component of the Land Use Plan, for the City's traditional downtown area located along Norwalk Boulevard north of Carson Street, between 214th Street to the north and Tilbury Street to the south. This commercial area is established in order to preserve the City's pedestrian-scale commercial and to develop this specific area of the City for small-scale retail businesses, specialty shops, personal service uses, and restaurants that support resident's needs and also cater to a broader subregional market.

The City has prioritized the revitalization and beautification of the Downtown District to allow for the preservation of the area's unique design form and quality, encouragement of high quality development projects, and the rejuvenation of the Downtown pedestrian atmosphere through the installation of new streetscape and public realm elements.

The Downtown Policy Area is intended to accommodate a variety of retail uses within a well-designed environment with a strong pedestrian-oriented character. The maximum floor area ratio allowed for Downtown land uses is 0.5 FAR. In order to promote a pedestrian atmosphere, development standards should require that new buildings be constructed adjacent to the sidewalk for convenient pedestrian access. Goals and policies established in the Land Use and Community Design Elements are intended to support specific development standards and design criteria established in the zoning code.

Specific Plan Area

Specific Plan Areas outlined in the Land Use Map are areas with an adopted specific plan, subject to development standards and design criteria of the approved specific plan for the area. The Specific Plan Areas are located at 1) Canada Drive at Hawaiian Avenue, south of Carson Street, and 2) Schultze Drive, at 214th Street, north of Carson Street.



Casino Overlay

The Casino Overlay includes the parcels located on Carson Street, between Pioneer Avenue and Juan Avenue. The Hawaiian Gardens Casino currently operates their 57,513 square foot facility at this location. The Casino Overlay is intended to allow for a gaming use, operating as a card club or casino with accessory uses provided for the convenience of the patrons.

Bingo Overlay

The Bingo Overlay is located along Norwalk Boulevard, south of Carson Street and north of 221st Street. The purpose of the Bingo Overlay is to permit the relocation and expansion of the proposed Bingo Club at this site. The overlay permits the operation of bingo facilities at the location, and is consistent with the Bingo Club Overlay Zone in the zoning code.

Study Areas

The Study Area on the Land Use Map includes two parcels located at Farlow Street, north Carson Street. The Study Area is currently inaccessible, with no direct access from any side. Future development of this area would require direct access; therefore the area is primarily suitable for a comprehensive development project that consolidates existing lots.

Land uses that may be considered appropriate for this area include low-density residential or general commercial. The City may entertain development proposals with either or both of these land uses with approval of a specific development plan, General Plan amendment, and subsequent amendment of the Zoning Map.

Table 2-2: Land Use Plan

Land Use Designation	Maximum Density /Building Intensity
Very Low Density Residential	4.0 DU/Acre
Low Density Residential	8.4 DU/Acre
Medium Density Residential	17.0 DU/Acre
Intermediate Density Residential	19.0 DU/Acre
High Density Residential	24.0 DU/Acre
Mobile Home Park	21.0 DU/Acre
General Commercial	0.5 FAR
Light Industrial	0.5 FAR
Civic	0.5 FAR
Institutional	0.5 FAR
Park	N/A
Hospital	0.5 FAR
Elementary School	0.5 FAR
Junior High School	0.5 FAR
Assembly	0.5 FAR

LAND USE FOCUS AREAS

In accordance with the General Plan vision and goals and policies presented in the Land Use Element, specific areas in the City have been identified as areas of focus for revitalization and rehabilitation. Through the implementation of this plan, the City will strive to attract quality development in the following areas (Exhibit 2-2):

1. Downtown District

This area is located along Norwalk Boulevard, between Tilbury Street to the south and 214th Street to the north. The Downtown District is made up of commercial uses, specifically small and local serving businesses. The area is part of the City's Norwalk Boulevard Façade Renovation Program, which includes a façade improvement concept and streetscape enhancements.

In order to create a dynamic downtown atmosphere, specialty businesses that attract residents and visitors—such as coffee shops, restaurants, and boutiques—should be located here. In addition, sufficient parking to meet the demands of existing and potential businesses should also be considered. The General Plan Update includes policies focused on the revitalization of the Downtown District, and has also expanded the commercial area to provide larger and varying lot sizes, in order to be viable and attractive to diverse new business opportunities.

2. South Norwalk Boulevard Corridor

The South Norwalk Boulevard Corridor lies between 221st Street and the City border to the south. The corridor is commercially designated and covers approximately 12 acres. There are several underutilized and blighted parcels, and businesses located in small and indistinct strip centers. The existing subdivision pattern makes it difficult to assemble development areas adequate to support economically viable commercial uses. This area should be of focus in order to attract new larger developments through parcel consolidation. Emphasis should be placed on attracting commercial development that is compatible with adjoining residential land uses; the incorporation of a consistent landscape theme on street frontages and within the public right-of-way; consistent design and signage treatment; and the provision of safe and adequate parking areas.

3. Study Area

This area consists of two parcels located at the eastern end of Farlow Street. In the 1994 General Plan, this area was part of a larger area intended for recycling or major development, specifically new single family residential homes. One parcel is currently landlocked, and therefore cannot be developed individually, without public access. This area is designated as a Study Area in the Land Use Map, in order to provide a comprehensive development that will include public access. The area will respond to future

development demands, with a possibility of either residential or commercial development.

4. Southwest Portion

This area is made up of residences on the southwest portion of the City, generally south of 221st Street and west of Ibex Road. This area has a high concentration of substandard housing, blighted conditions, code violations, and is characterized by a subdivision pattern that makes parcel assembly difficult. Redevelopment and revitalization in this area will focus on substandard housing, the provision of adequate improvements with new development, and parcel assembly to provide high-quality housing development.

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Exhibit 2-2: Focus Area Map



Rehab Focus Areas

- 1 - Downtown District
- 2 - South Norwalk
- 3 - Study Area
- 4 - Southwest
- City Boundary

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LAND USE PLAN REVISIONS

This section details specific revisions made to the Land Use Plan as proposed in the comprehensive General Plan Update. Revisions were made to the 1994 Hawaiian Gardens Land Use Plan in consideration of various factors such as the community’s changing needs, a desire to facilitate economic revitalization, and a need to accommodate future potential residents and visitors. Table 2-3 identifies revisions to the plan.

Table 2-3: Land Use Revisions

	Location	Amendment	Discussion
1	Southwest corner of 221st Street and Wardham Avenue, across from Lee Ware Park	Designate one parcel from Medium Density Residential to Civic Designation	Wardham Avenue is often congested with on-street parking from visitors to Lee Ware Park. The park does not provide sufficient parking, thereby spilling visitor parking into the residential streets surrounding the park. The intent of the City is to explore possibilities of providing parking in the future.
2	Specific Plan area, located south of 223rd Street, between Pioneer Boulevard and Devlin Avenue.	Remove Specific Plan area overlay	The 1994 General Plan established this Specific Plan overlay for renovation and rehabilitation, and to establish development standards. The adoption of the zoning code in 2006 provided comprehensive development standards for the City, therefore, the Specific Plan area is no longer relevant.
3	General area east of Norwalk Boulevard and south of Brittain Street	Create Park Overlay area	The City’s buildout and intensity have constrained the development of parkland for residents. The City would like to explore the potential to develop a future park in this general area.
4	East of Claretta Street, north of Carson Street, at the end of Farlow Street	Create Study Area	A Study Area was created for two parcels, designated Low Density Residential, in order to encourage contiguous development. Market demands and other variables in the future can call for either commercial or residential development. The Study Area provides flexibility for a future project at the site and will also require public access, as one of the parcels is currently landlocked.
5	North and south of 213th Street, east of Norwalk Boulevard	New Very Low Density residential land use designation	The new Very Low Density land use category calls for a minimum density of 4 DU/Acre. The category was created to preserve the City’s last remaining estate residential lots and provide a diverse housing stock.
6	South of Carson Street, east of Norwalk Boulevard	Bingo Overlay	The Bingo Overlay will support the relocation and expansion of the Bingo Club.
7	North of Carson Street, west of Pioneer Boulevard	Casino Overlay	The Casino Overlay will support the improvements proposed for the existing Hawaiian Gardens Casino.
8	Norwalk Boulevard, between Tilbury Street and 214th Street	Downtown Policy Area	The Downtown Policy Area was added to facilitate the revitalization of the Downtown corridor through focused policies, implementing actions, and development standards incorporated in the zoning code.
9	Norwalk Boulevard, between Tilbury Street and 214th Street	Downtown expansion	The Land Use Plan proposes to expand the Downtown District by adding residential areas that abut commercial uses along Norwalk Boulevard, and designating these areas as General Commercial land uses.

	Location	Amendment	Discussion
10	South of Carson Street, between Seine Avenue and Devlin Avenue	Library site designation	The site for the Hawaiian Gardens Library and future Public Safety Center is designated as a Civic land use, from the previous General Commercial land use designation.
11	South of 215th Street, east of Horst Avenue, west of Norwalk Boulevard	Designate Intermediate Density Residential area to Medium Density Residential.	Three residential blocks of Intermediate Density Residential is amended to Medium Density Residential land use designation.
12	East of Horst Street, north of Tilbury Avenue, west of Norwalk Boulevard	Designate Medium Density Residential area to Low Density Residential	Three residential blocks of Medium Density Residential is amended to Low Density Residential land use designation.
13	East of Norwalk Boulevard, south of 213th Street	Designate Low Density Residential area to General Commercial	Residential land uses that directly abut commercial areas will be designated to General Commercial land use.
14	South of Carson Street, between Pioneer Boulevard and Norwalk Boulevard	Designate Medium Density Residential area to General Commercial	Several small parcels located to the rear of commercial uses on Carson Street are designated General Commercial, in order to encourage lot consolidation and comprehensive commercial development.
15	Norwalk Boulevard, between 221st Street and Woodson Street	Designate Medium Density Residential areas to General Commercial	Several small parcels located to the rear of commercial uses on Norwalk Boulevard are designated General Commercial, in order to encourage lot consolidation and comprehensive commercial development.

LAND USE FORECASTS

As part of the General Plan Update, analysis was conducted to study potential land use implications of various factors of the community based on anticipated development, population growth, and increased demand of services. As development continues in the community and land uses change, the anticipated buildout of the community by the general plan horizon year of 2020 is shown in Table 2-4.

Table 2-4: Hawaiian Gardens Land Use Forecasts: 2020

Land Use	Existing Conditions			Proposed General Plan Buildout (Year 2020)		
	DUs	Acres	Square Feet	DUs	Acres	Square Feet
Residential						
Very Low Residential				27	7.64	
Low Density Residential	166	29.88		139	23.18	
Medium Density Residential	2,066	161.44		2,460	151.84	
Intermediate Density Residential	391	32.23		491	28.63	
High Density Residential	719	41.86		719	41.86	
Mobile Home Park	274	14.78		274	14.78	
General Commercial		108.8	1,421,798		119.72	1,808,448
Light Industrial		14.36	187,656		14.36	187,678
Civic		4.79	83,461		6.1	132,858
Fire (Proposed Institutional)		1.14	14,898			
Post Office (Proposed Institutional)		2.68	27,144		3.82	84,289
Park		2.51			2.51	
Hospital		6.05	112,000		6.05	131,987
Elementary School		18.44	404,455		18.44	404,455
Junior High School		20.45	445,401		20.45	445,401
Assembly		8.36	109,248		8.36	177,725
Total	3,616	467.74	2,806,062	4,110	467.74	3,372,841

In the General Plan horizon year 2020, Hawaiian Gardens will be home to approximately 17,000 people and contain approximately 4,110 dwelling units in a variety of forms. Hawaiian Gardens will also feature a stable commercial land use base, a preserved industrial park, and sufficient public facilities to support the needs, activities, and leisure of residents.

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Economic Development Element

INTRODUCTION

The Economic Development Element provides guidance to meet the needs of Hawaiian Gardens residents and workers and improve the community's economic vitality and quality of life. The Economic Development Element addresses job creation and retention, means toward economic prosperity, stabilization of the local tax base, and job diversification. A balanced, healthy economy is essential for a community's well-being. Influencing and investing in the process of economic development allows a community to determine its future direction and guide appropriate types of development according to its own values. The element also addresses economic development challenges and opportunities that currently face the City, and contains goals and policies to address these challenges, provide for economic viability, and a stable economic character of the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Economic Development Element is an optional General Plan element, according to Government Code Section 35303. The Economic Development Element must be consistent with the other elements of a General Plan. The City of Hawaiian Gardens believes that economic development is a significant topic related to the physical development of the City. The Economic Development Element is closely related to the Land Use, Circulation, and Housing Elements. The Land Use Element must be able to provide for sufficient business and retail area to serve as the community's commercial base. The Circulation Element must efficiently provide for the movement of goods and services throughout the City, as well as accessibility to businesses. Finally, the Housing Element is essential in

providing achieving a jobs housing balance, providing workforce housing, and maintaining a sufficient housing stock in the City.

RELATED PLANS AND PROGRAMS

Current programs facilitated by the City Administration that will further enhance the community include the Norwalk Boulevard Streetscape and Façade Renovation Program, the Carson Street Beautification Program, and the various commercial and residential rehabilitation programs that are supported by the community Redevelopment Agency and Housing Department.

Cerritos Regional Chamber of Commerce

Hawaiian Gardens is a member of the Cerritos Regional Chamber of Commerce. The Chamber is a member-driven, non-profit association of business professionals and civic-minded residents committed to improving the business climate and quality of life in the Cerritos area. The goal of the Chamber of Commerce is to help create and sustain successful business ventures that will benefit the economic vitality of the entire Cerritos region. The Cerritos Regional Chamber also plays a critical role in Economic Development activities, prioritizing Sustainable Business Development issues, primarily small business development, retention, recruitment, and growth. The Chamber works to preserve the existing economic structure while promoting the enhancement of a strong and diverse economic base.

Hawaiian Gardens Redevelopment Agency

The Hawaiian Gardens Community Redevelopment Agency (CRA) is dedicated to eliminating blight throughout the community, enhancing commercial areas, and supporting local businesses. The Redevelopment Agency focuses on projects everywhere within the City, as the entire City is within the designated redevelopment project area.

The budget for Hawaiian Gardens Redevelopment Agency activities consists of tax increment financing, rental of Agency-owned properties, and sales of Agency-owned properties. The Agency operates as its own legal entity from the City.

Norwalk Boulevard Façade Renovation Program

The Redevelopment Agency established the Norwalk Boulevard Façade Renovation Program in order to improve existing storefronts in the Downtown District and create a more pedestrian-friendly character for the area. The program includes financial assistance to property owners and business tenants who are willing to participate in the façade upgrade. Improvements included as part of the program are:

- Exterior façade improvements;
- Replacement and repair of front entry doors and front windows;
- New awnings and canopies;
- Replacement of nonconforming signs with conforming signs;
- Handicap accessibility modifications;
- Site improvements, including fencing, slurry sealing, landscaping, and lighting;
- Exterior painting, including side and rear elevations of the building;
- Any other improvements deemed by the Community Development Director to increase the attractiveness of the building.

The program is intended to facilitate visitor generation and interest in the Downtown area while promoting a pleasing pedestrian environment and a well-designed urban form.

Entry Monumentation Program

The City is in the process of installing entry monument signs. The entry monument signs will be located at major gateways in the community. The entry monument signs will be located at the east and west ends of Carson Street, and at the north and south ends of Norwalk Boulevard. The signs will welcome visitors and commuters, and include the City seal in the design.

Commercial Rehabilitation Program

The Commercial Rehabilitation Program is intended to enhance the economic vitality of businesses, promote commercial business opportunities, encourage reinvestment by property owners and commercial tenants, and improve the overall appearance of commercial areas.

The program provides commercial rehabilitation assistance for exterior property improvements including building façades, parking lots, lighting, landscaping, painting, stucco, signage, and construction of trash enclosures. Also included is the correction of health and safety hazards.

ECONOMIC DEVELOPMENT CONTEXT

Hawaiian Gardens is located in the southeastern region of Los Angeles County, also known as the Gateway Cities. The Gateway Cities cover approximately 203 square miles and make up approximately five percent of the land use in Los Angeles County. In 2007, more than 1.7 million people lived and worked in the Gateway Cities region. As part of this greater area, Hawaiian Gardens plays a significant role in the regional economy.

Historically, the Gateway Cities region has been the hub of the manufacturing industry in the Los Angeles region. Prior to 1989, aerospace and defense related industries dominated the economy; however the 1990s saw a downturn in this economic sector. Employment patterns today in the

Gateway Cities region are similar to California overall; manufacturing, service jobs, and retail trade are the three leading sectors of the regional economy.

The Gateway Cities Council of Governments has the following economic development goals for the region, by the year 2020:

- More employment
- Higher levels of education
- Improved infrastructure
- Improved planning and decision making processes
- Effective land uses

These goals will be achieved through an action plan, which includes: sustainable development, use of information technology and communications, international trade, entrepreneurial development, tourism, and cooperation and collaboration.

EXISTING CONDITIONS

Demographic Profile

The total population in Hawaiian Gardens was 14,779 in 2000, according to the U.S. Census. Data obtained by the California Department of Finance estimates that the City's total population in 2007 totals 15,922, which represents a 2,283 increase between 1990 and 2007, or 16.7 percent. Compared to Los Angeles County overall, the County experienced a similar 16.6 percent growth during the same period, indicating that population growth experienced in Hawaiian Gardens is comparable to the region overall. The 2007 persons per household average in Hawaiian Gardens was 4.43, an increase of 5.2 percent since 2000; whereas Los Angeles County persons per household is 3.00 in 2007. This represents an increase in persons per household in the City of 0.7 percent since 2000.

The overall population in Hawaiian Gardens tends to be very young. In 1990, the under 18 category made up 35.5 percent of the City's total population in 1990, and made up 36.8 percent of the population in 2000. This is a higher concentration of the under 18 population compared to Los Angeles County (28 percent in 2000). In 2000, the median age in Hawaiian Gardens was 25.4 years old.

In 2000, Hawaiian Gardens' average household income was \$55,363, an increase of \$2,186 from 1990 (in 2006 dollars). The 2000 median household income in Hawaiian Gardens was \$43,701, down from \$48,394 in 1990 (2006 dollars).

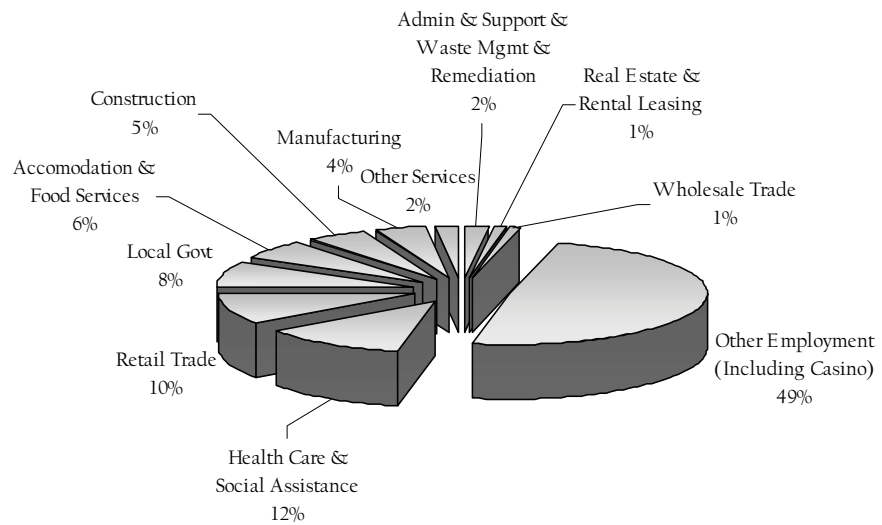
Economic Profile

Employment and Wage Growth Trends

Between 2001 and 2005, the City experienced a 7.7 percent growth in employment with a 2005 total of 3,248. Similarly, during that time employment per capita increased, from 0.16 in 2001, to 0.21 in 2005. Although this is an affirmative increase, it is still substantially lower than the overall region, when compared to Los Angeles County's 0.40 employment per capita ratio in 2005.

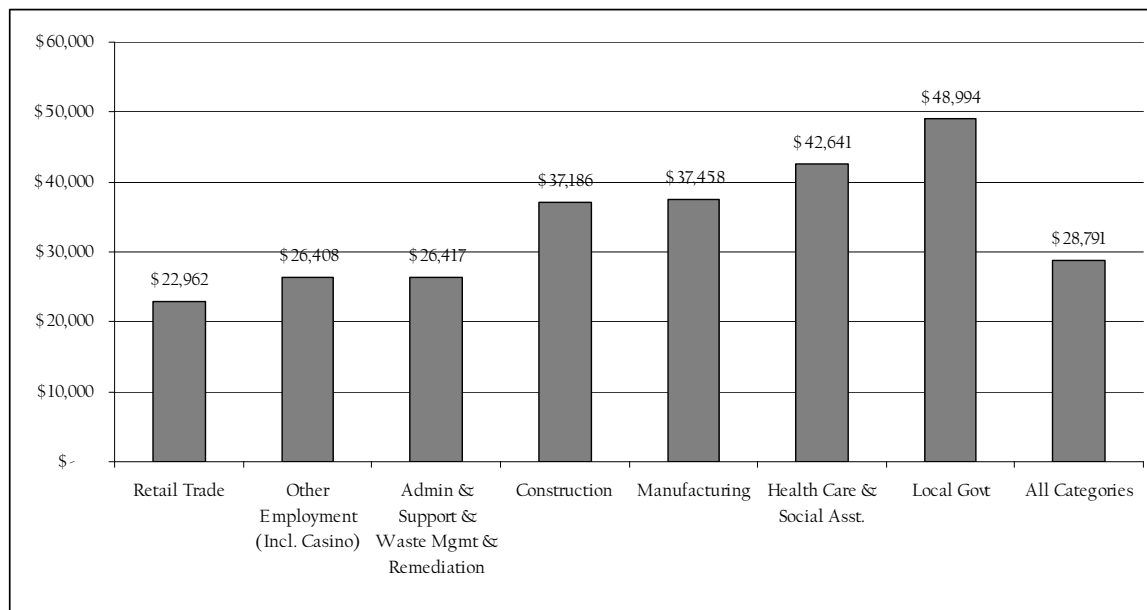
In 2005, the largest employment category was "Other", which includes the Hawaiian Gardens Casino (Figure 2-2). The second largest employment category was healthcare and social assistance, making up 12 percent of all employment within the City. This is perhaps largely due to the private regional hospital that serves surrounding communities, Tri-City Regional Medical Center, which is located within the City. Other large employment categories include retail trade (10%) local government (8%).

Figure 2-2: Employment Categories in Hawaiian Gardens: 2005



According to the California Employment Development Department, in 2005, the employment categories offering the highest wages were local government and healthcare and social assistance, with an average wage of \$48,994 and \$42,641 respectively (Figure 2-3). Other high paying categories included manufacturing and construction, with average wages of \$37,458 and \$37,186 respectively. The lowest wage category in the City is retail trade, at \$22,962, and “Other Employment”, which includes the Hawaiian Gardens Casino, at \$26,408. Overall annual wage distribution for Hawaiian Gardens totals \$28,791 (in thousands of constant 2006 dollars).

Figure 2-3: Distribution of Hawaiian Gardens Wage Categories: 2005



Source: Stanley R. Hoffman Associates, Inc.

In comparison to the economic sub-area and Los Angeles County overall, both had higher average annual wage distribution in 2005 than Hawaiian Gardens. Annual average wage distribution for Los Angeles County was \$48,334, and \$40,147 for the economic sub-area (in thousands of constant 2006 dollars). This economic sub-area represents an area of approximately 5.0 miles from Hawaiian Gardens.

Taxable Retail Sales

The ratio of taxable retail sales per capita in Hawaiian Gardens is a reasonable indicator of two major aspects of a community's economic position: fiscal strength, and local availability of retail goods and services. In 2005, the economic sub-area taxable retail sales totaled \$8.8 billion.

Compared to surrounding communities—including Long Beach, Los Alamitos, Artesia, Bellflower, Cerritos, Cypress, La Palma, and Lakewood—Hawaiian Gardens captured less than one percent of all taxable sales, with a total of \$3,382 per capita. Long Beach and Cerritos had the highest percentages of taxable sales for the sub-area, with 41 percent and 25 percent respectively. The retail groups that generated the most retail transactions per capita for Long Beach included eating and drinking places, and building materials. The retail groups with the highest retail transactions for Cerritos included auto sales and auto supplies, and general merchandise (Table 2-5).

Table 2-5: Per Capita Retail Transactions by Jurisdiction in 2005

Retail Group	Hawaiian Gardens	Artesia	Bellflower	Cerritos	Cypress	La Palma	Lakewood	Long Beach	Los Alamitos	Economic Sub-Area	Los Angeles County
Apparel Stores	n/a	n/a	\$ 50	\$ 3,171	\$ 216	n/a	\$ 1,347	\$ 251	\$ 156	\$ 522	\$ 537
General Merchandise	n/a	n/a	\$ 532	\$ 5,996	\$ 2,445	n/a	\$ 3,345	\$ 889	\$ 53	\$ 1,477	\$ 1,348
Food Stores	n/a	n/a	\$ 288	\$ 238	\$ 272	n/a	\$ 497	\$ 441	\$ 643	\$ 385	\$ 464
Eating & Drinking Places	n/a	n/a	\$ 730	\$ 2,025	\$ 1,209	n/a	\$ 1,709	\$ 1,317	\$ 2,813	\$ 1,285	\$ 1,320
Home Furnishings & Appliances	n/a	n/a	\$ 150	\$ 1,563	n/a	n/a	\$ 487	\$ 227	\$ 624	\$ 315	\$ 447
Building Materials & Farm Implem.	n/a	n/a	\$ 85	\$ 1,378	n/a	n/a	n/a	\$ 1,502	n/a	\$ 1,003	\$ 857
Auto Dealers & Auto Supplies	n/a	n/a	\$ 2,235	\$ 21,411	\$ 265	n/a	\$ 1,579	\$ 703	\$ 471	\$ 2,260	\$ 1,940
Service Stations	n/a	n/a	\$ 1,045	\$ 575	\$ 1,132	n/a	\$ 1,237	\$ 1,071	n/a	\$ 975	\$ 1,050
Other Retail Stores	n/a	n/a	\$ 535	\$ 4,008	\$ 7,469	n/a	\$ 2,806	\$ 991	\$ 10,633	\$ 1,806	\$ 1,478
Retail Subtotal	\$ 3,382	\$ 8,509	\$ 5,649	\$ 40,364	\$ 13,007	\$ 25,056	\$ 13,008	\$ 7,390	\$ 15,393	\$ 10,767	\$ 9,440

Source: Stanley R. Hoffman Associates, Inc.

Possible factors for Hawaiian Gardens' low performance in taxable retail sales per capita include retail competitors in surrounding markets, specialization in local goods and services, and the relatively small commercial area in the City. Cities like Long Beach, Lakewood, and Cerritos—all easily accessible for residents of Hawaiian Gardens and the overall economic sub-area—contain regional commercial centers that include several different retailers, eateries, and services. These areas provide a wider selection of retail tenants, allowing them to capture a greater portion of the regional demand. In Hawaiian Gardens, the commercial areas in the City are primarily occupied by local serving businesses, such as grocery stores, local services, and specialty stores. The majority of retail businesses in Hawaiian Gardens is made up of small mom and pop shops. Additionally, given the small area of the City, it is not anticipated that external visitors would come to Hawaiian Gardens for similar goods and services provided in other communities.

City Budget

Revenues that make up the general fund include property tax, sales tax, other taxes, licenses and permits, fines and forfeiture funds, use of money and property, state subventions, federal aide, service fees, and miscellaneous revenue. General funds for fiscal year 2006-07 total \$14,233,650, and redevelopment revenues for the fiscal year total \$5,871,000. Miscellaneous revenues, which include the Hawaiian Gardens Casino, made up approximately \$10.7 million (with the Casino generating \$10.5 million in funds).

Approximately 74 percent of general fund revenue is generated by the Hawaiian Gardens Casino. The second largest fund source was in lieu property tax revenue, with a total of \$1.1 million. License and permit funds also were a significant source of revenue, totaling \$821,200 for the fiscal year (Table 2-6).

**Table 2-6: General Fund and Redevelopment Revenues:
Fiscal Year 2006-07**

Taxes	
Property Tax (Secured)	\$ 60,000
Property Tax in Lieu of VLF	\$ 1,100,000
Sales Tax	\$ 600,000
Other Taxes	\$ 47,000
Subtotal	\$ 1,807,000
Other Revenue	
Licenses & Permits	\$ 821,200
Fines & Forfeitures	\$ 74,000
Use of Money & Property	\$ 440,000
State Subventions	\$ 132,500
Federal Aid	\$ 85,000
Fees for Services	\$ 104,400
Miscellaneous Revenue (Card Club is \$10.5 million)	\$ 10,769,550
Total General Fund Revenues	\$ 14,233,650
Redevelopment Revenues: 2006-07	\$ 5,871,000

Source: Stanley R. Hoffman Associates, Inc.

ECONOMIC DEVELOPMENT ISSUES

Currently, there is substantial economic development and commercial rejuvenation activity taking place within the City. However, the City does face challenges, which are necessary to address for future development. The current demographic and economic profiles suggest that the City must address the following challenges:

- The Downtown District is located along Norwalk Boulevard, bound to the north by 215th Street and to the south by Carson Street. The Downtown area is designated commercial, made up primarily of strip commercial, local serving retail uses, and mom and pop stores, which are primarily service-related. The Downtown is traversed by Norwalk Boulevard, a large arterial street. Characteristically, downtown corridors are special areas established within a community that creates a visual and sensory impact for visitors. In order for the Downtown District to effectively establish a sense of place, there should be a cohesive design that integrates building design, street furniture, street trees, and other pedestrian amenities that create a walkable and appealing environment. The Downtown District is the ideal area to create a focused plan such as the Norwalk Boulevard Façade Renovation Program. In addition to a streetscape concept, a component of the program includes street furniture, lighting, and enhanced street paving in order to create a lively and pedestrian-friendly atmosphere.
- There is very little undeveloped land in the City, which consists of small, scattered infill parcels. This minimizes the opportunity for attracting larger retail uses. The City should encourage commercial lot consolidation and rezone some land adjacent to existing commercial zones along Carson Street and Norwalk Boulevard in order to provide larger development sites for potential investors or large retailer uses.
- Several of the City's commercial retail uses are in aging and dispersed shopping centers. There are commercial areas within the City that appear blighted and rundown. Several areas feature a high concentration of unattractive land uses, such as auto repair related uses, light manufacturing, and empty parcels. The City should identify the areas necessary to eliminate blight and focus on economic development strategies to revitalize these areas.

- Commercial uses located along the eastern portion of Carson Street, on the south side are dominated by automotive and auto-repair businesses. These businesses occupy the streetscape, eliminating the opportunity to create an enhanced retail environment. This area would especially serve the community well, considering it is a significant commuter arterial corridor in the region and has easy access from the San Gabriel River freeway (I-605).
- The community has a largely low-skilled workforce and lower household median income.
- Many nonconforming land uses exist throughout the City. An amortization period would benefit the community because this would allow the prospect for new, conforming development that also contributes to public improvements and an increased tax base.
- The South Norwalk Boulevard corridor serves as a prominent gateway into the community. Currently, there is an abundance of strip commercial centers and indistinct small businesses. The corridor presents a poor visual image of the City and would benefit from commercial revitalization.

ECONOMIC DEVELOPMENT OPPORTUNITIES

The City of Hawaiian Gardens is aware of the economic development challenges that face the community. Several economic development opportunities that are currently available are due to programs and actions that the City and Redevelopment Agency are pursuing.

- Construction has begun as part of the Norwalk Boulevard Façade Renovation Program for the Downtown District. The program is providing street improvements and renovation of businesses located along several city blocks. The program will create a cohesive and updated design concept for the district.
- The City is in the process of installing entry monument signs at major gateways in the community. Entry monument signs define the primary entrances to Hawaiian Gardens and welcome visitors. Four signs are planned, located at each end of Carson Street and Norwalk Boulevard.
- Hawaiian Gardens has several new projects developing that will be beneficial to the economic base of the community. A new hotel, the La Quinta Inn, has recently been approved on Carson Street. Both the Bingo Club and Hawaiian Gardens Casino are being revitalized. The Bingo Club will open on the former Home Base site, along Norwalk Boulevard. The Hawaiian Gardens Casino is currently planning to renovate and expand its facilities, providing a permanent structure with full site improvements.

-
- Hawaiian Gardens provides a diverse mix of cultures and backgrounds of its residents.
 - Hawaiian Gardens is conveniently located near a major freeway (Interstate-605), central to the Gateway Cities region, and in close proximity to the Port of Long Beach.
 - There are individual sites along the City's major commercial corridors that are underdeveloped or vacant that can be identified and studied for potential revitalization. The City can also focus efforts on developing and expanding neighborhood commercial retail opportunities that focus on local services, to continue to support the growing residential population.
 - Labor training would not only benefit residents by providing them with local opportunities for skill development, but it could also potentially strengthen the City's labor force.
 - A public relations campaign would serve as a productive method of attracting attention and potential retailers to the community and could dispel some of the negative publicity that the City sometimes receives.
 - Community art programs would enhance public spaces, making them more attractive to residents and visitors.
 - As part of the existing commercial rehabilitation program, the City should consider including commercial interior improvements for participants, which could potentially generate increased interest in businesses requesting financial assistance from the Hawaiian Gardens Redevelopment Agency.

GUIDING PRINCIPLES

The guiding principles for the Economic Development Element support the community's vision for the Hawaiian Gardens General Plan. The principles will also provide direction for the City in economic development planning in Hawaiian Gardens.

- *Encourage a diversified mix of commercial businesses that enrich the community and provide a variety of shopping opportunities*
- *Develop a vibrant pedestrian-oriented Downtown area that serves residents and visitors*
- *Encourage the continued revitalization of the commercial base of the City*

GOALS AND POLICIES

The goals and policies of the Economic Development Element are intended to address the challenges and issues that face the community by maximizing opportunities with existing and future resources.

Goal ED-1: Encourage a balanced mix of commercial and industrial land uses to support the community.

Policies:

- ED-1.1 Strengthen and enhance industrial uses and the diversity of job and wage opportunities.
- ED-1.2 Encourage ancillary retail and personal service uses to develop near the future expansion of the Hawaiian Gardens Casino to benefit from the visitor base drawn by the casino.
- ED-1.3 Similarly, encourage ancillary uses near the future relocation of the Bingo Club along Norwalk Boulevard, south of Carson Street.
- ED-1.4 Revitalize underutilized commercial areas in the Norwalk Boulevard commercial corridor, south of Carson Street.



Goal ED-2: Revitalize Downtown Norwalk Boulevard.

Policies:

- ED-2.1 Promote the Downtown area as a pedestrian-friendly environment with restaurants and specialty shops. Prohibit uses that do not enhance the desired pedestrian character of the Downtown.
- ED-2.2 Continue the Norwalk Boulevard Façade Renovation Program.
- ED-2.3 Develop Downtown streetscape enhancements, including street trees, pedestrian lighting, and undergrounding of overhead utility lines.
- ED-2.4 Provide convenient public parking areas to serve the Downtown.
- ED-2.5 Recognizing that the shallow depth of commercial lots may be difficult to develop, allow parking facilities to be established on rear-adjacent residential parcels where appropriate, with consideration of significant adverse impacts on surrounding residential neighborhoods.

ED-2.6 Allow Downtown businesses to expand parking facilities into adjacent residential areas with appropriate regulations to reduce impacts.

Goal ED-3: Cooperate with neighboring jurisdictions to develop a strong regional economic base that provides economic opportunities for the local labor force.

Policies:

ED-3.1 Capitalize on surrounding regional resources, including the Port of Long Beach, the Interstate-605 freeway and nearby Los Angeles International Airport, to develop strategies that strengthen the economic base.

ED-3.2 Cooperate with the Cerritos Chamber of Commerce to promote and retain local businesses, and attract interest from new businesses.

ED-3.3 Develop a dynamic endorsement and marketing strategy to highlight the City of Hawaiian Gardens as a good place to do business.

Goal ED-4: Provide programs and incentives to promote economic development opportunities in the community.

Policies:

ED-4.1 Encourage local business owners to participate in the commercial rehabilitation programs available through the City.

ED-4.2 Encourage the consolidation of small parcels throughout the City's commercial areas in order to promote economic development.

ED-4.3 Encourage owners of commercial shopping centers to provide appropriate property maintenance.

Goal ED-5: Sustain and expand the local employment base of the community.

Policies:

ED-5.1 Provide professional training and educational opportunities for the local work force.

See the Implementation Program Section (Section 7) for implementing actions that support the policies in the Economic Development Element.

Community Design Element

INTRODUCTION

Urban design is an integral component of a community’s quality of life. It contributes to a community image of the city, also portrayed outside the city to visitors. The design of public spaces—including essential transportation corridors, public spaces, residential neighborhoods, commercial activity centers, industrial parks, and the downtown—is integral in forming a community’s visual identity. A city that conveys consideration for design of the built environment and open space not only uplifts residents, but also attracts visitors. The city becomes more than just a situation of everyday function; it defines its own sense of place.

The General Plan Guidelines, provided by the California Office of Planning and Research, describe a community design element as providing “additional direction, beyond that of the land use element, to the planning area’s development pattern, structure, and sense of place.” During the initial community outreach phase of the General Plan Update, residents and meeting attendees provided valuable feedback regarding the impression of the community’s image, design of public spaces, and positive and negative qualities of the urban design of the community. This feedback has been used to form goals and policies that will serve as the foundation and direction for community design in Hawaiian Gardens.

The Community Design Element discusses the community’s built form, which shapes its visual identity and overall design quality. The community design discussion serves to create and define a sense of place for Hawaiian Gardens, as well as improve the quality of life for residents and visitors. Community design comprises different scales of a community, from individual neighborhoods to the overall cityscape. The Community Design

Element includes goals and policies for the public realm—including streetscape, landscaping, and the Downtown District—and on a smaller scale, site design, private nonresidential development, and buffering of sensitive land uses.

The City of Hawaiian Gardens has a rich cultural past. Early settlements of the area can be traced back to the Tongva Native Americans, or the Gabrielino Indians as they are also referred to. Prior to the City's incorporation, the area prospered as an agricultural settlement, with vast lands of dairy farms and rural wooded marsh. Subsequent subdivisions in the region transformed the area into a thriving community complete with residences and a commercial and industrial base. Due in part to the rapid subdivision of land, portions of Hawaiian Gardens succumbed to blight and decay. Today, the built form of Hawaiian Gardens must be preserved and enhanced in order to overturn the effects of extensive subdivisions and commercial strip malls, and rejuvenate the community to help it become a more livable, visually-stimulating place. The consideration of design will be a priority for future development in Hawaiian Gardens.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Community Design Element is an optional element according to State law; however it must still be consistent with other elements in the General Plan. The element is one of 11 elements in the Hawaiian Gardens General Plan. It contains goals and policies that are related to the Land Use, Circulation, and Open Space Elements.

The Community Design Element relates to the Land Use Element because it contains goals and policies to create superior built environments while preserving existing land uses. The element relates to the Circulation Element by providing guidance for achieving an attractive streetscape environment. The element also relates to the Open Space Element by establishing goals and policies intended to provide and maintain an abundant landscape environment in the community.

EXISTING CONDITIONS

This section describes the current framework for the City’s built environment, including neighborhoods, districts, gateways, paths, and public spaces.

Neighborhoods

South of Carson Street and west of Norwalk Boulevard

This area is characterized by the predominance of medium density, single family residential units. Many lots in this part of the City are very narrow, with an average width of 25 feet. Because of the space constraints, many lots often have limited features outside of the building footprint, which might otherwise include ample side yard setbacks and front yard landscaping. Most lots also exhibit a lack of variation in front façades, with garages occupying the majority of the street frontage. This diminishes the residential character of a neighborhood because the main portion of the residence is hidden behind the blank façade of the garage.

South of Carson Street and east of Norwalk Boulevard

This area also includes mostly medium density, single family residences. Additionally, there are two mobile home parks, one south of Carson Street, and the other located east of the Coyote Creek channel, on the southernmost edge of the City. There are also multi-family residential areas, both high density and intermediate density. Past development of multi-family projects has resulted in minimum amenities, such as landscaping, and common and private open space. General plan policies will need to address this issue to ensure that future development provides sufficient open space.



North of Carson Street

This general area also contains a mixture of medium density, single family residences, high density residential land uses, and the only low density neighborhoods in the City. These neighborhoods are characterized by larger lots, several of which are an average of 10,000 square feet in size. Because these low density neighborhoods offer diverse housing options, they should be preserved.

Districts

Districts are the sections of the City that have a certain identifiable character due to building architecture, neighborhood design, streetscape, land use, etc. A district is defined as an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing features may include building type, use, activity, inhabitants, and/or topography. Aside from residential neighborhoods

previously mentioned, the City's principal districts include commercial and industrial districts.

Downtown Norwalk Boulevard



Hawaiian Gardens' Downtown is located along Norwalk Boulevard, bound to the north by 215th Street and to the south by Tilbury Street, north of Carson Street. The downtown area is designated commercial, made up primarily of strip commercial and local serving retail uses. The General Plan should maintain the Downtown character through policies and guidelines that support a pedestrian-oriented district.

Industrial Park

The City's only industrial area is located in the northern portion of the City, bound by Centralia Street to the north, and the Artesia Norwalk Storm Drain to the south. The industrial park totals 14.36 acres. The Centralia Business Park, which contains units for light manufacturing and assembly operations, is situated here, as well as mini storage warehouse facilities. The industrial park serves as a significant employment center, and should therefore be preserved.

South Norwalk Boulevard Corridor

Norwalk Boulevard, south of Carson Street, is characterized by commercial land uses. The area is primarily made up of aging strip malls and "mom and pop" shops. The Bingo Club, which is currently located at 11831 Carson Street, will be relocated to the former Home Base site (on the east side of Norwalk Boulevard, between Carson Street and 221st Street). The site, a total of 6.4 contiguous acres, is the largest site in the south Norwalk Boulevard corridor.

Another new project planned for the South Norwalk Boulevard corridor is a service station, to be located at the northeast corner of Norwalk Boulevard and Woodson Street. The South Norwalk Boulevard Corridor serves as the southern gateway into Hawaiian Gardens and should be revitalized to serve as a major commercial corridor. Design elements such as streetscape and façade improvements, and the undergrounding of overhead utilities will help revitalize the corridor.

Gateways

Gateways serve as the major entry points of the community. They define the community's boundaries and welcome residents and visitors to the city. In Hawaiian Gardens, there are four major entry points located at each end of the community's arterial roads, Carson Street and Norwalk Boulevard. Carson Street gateways are located at the west and east ends of the City. Much of the vehicular traffic served along this corridor is from commuters driving to and from the 605 freeway onramp, located just outside the City's west boundary.

Norwalk Boulevard gateways are located at the north and south ends of Norwalk Boulevard, at the City's boundaries. The City of Lakewood is located to the south, and the City of Long Beach is located to the north.

The City is currently in the process of designing and installing entry signs at the four gateway points. The monument signs will include the City seal, and one of the four entry monuments is also planned to include a water feature.



New monument sign located at the entrance to Hawaiian Gardens on the eastern side of Carson Street.

Paths

Paths are corridors that move users (vehicles, pedestrians, etc) from one point to another. The paths identified in Hawaiian Gardens are considered primary paths because they are the major arterial streets that contain high volume traffic. The visual image that major paths present to travelers as they move through the community can provide a powerful experience and leave lasting impressions.

Carson Street

This is the City's major east-west corridor, which extends from one edge of the City to the other. It is also a major regional corridor, which often serves commuter traffic as well. Therefore, the visual image presented by Carson Street is very important to the City's image as a whole. Much of the commercial land uses within the City are located on Carson Street, including the Hawaiian Gardens Casino, a regional attraction.

Norwalk Boulevard

This arterial street runs north-south and is the only other major corridor in the City. Norwalk Boulevard does not carry the volume of traffic that Carson Street does, but it is none the less an important street in the community. Norwalk Boulevard contains the remainder of the commercial land uses in the City, including the Downtown District.

Public Spaces



Public spaces are communal areas that are used for recreation and leisure. They create a sense of association with the community through use of the space. Public spaces can take the form of courtyards, plazas, pathways, parks and open space. Public spaces in Hawaiian Gardens include community parks, the C. Robert Lee Activity Center, civic center courtyard, and multi-purpose playing fields.

Within residential neighborhoods, there are also several corner lots that serve as green spaces. These green spaces are beneficial throughout residential areas because they breakup the uniformity of homes, especially in dense areas, where open space is at premium.

DESIGN CONSIDERATIONS

Healthy Communities

Environmental and key quality of life factors are becoming a greater concern for local jurisdictions in comprehensive planning processes. Local governments are looking towards alternatives to unmanaged growth and wasteful lifestyles. It is therefore necessary to consider programs and practices that manage land use efficiently and responsibly, which can ultimately achieve pleasant neighborhoods, a healthy and diverse economy, and a high quality of life.

Healthy communities seek to improve the quality of life of residents by improving the places to live, work, and play in. The intent of the healthy communities principles is to enhance the community's quality of life through improved access of essential services to a wider range of population. Healthy communities embody the following general principles:

- Promote Diversity of Use

A healthy city should have a wide mix of uses that function in a cohesive fashion to establish a diverse and lively environment to work, live, and play. By offering people a wide variety of reasons to visit and stay in the city throughout the day and evening, cities can attract more people frequently and for a longer period of time. The mix of uses should include office, residential, and entertainment, as well as retail and restaurants.

- Encourage Compactness

Compactness in commercial areas can promote pedestrian activity, developing a concentration of activity that is easily accessible by foot. To achieve this goal, it is necessary to consider current underutilized and vacant infill parcels, especially at high visibility locations, in order to maximize the opportunity for activity and fill the gaps in the urban fabric. Additional infill incentives may be programs and financial assistance from the City's Redevelopment Agency.

- Foster Intensity of Development

Appropriate densities and building intensities are necessary considerations in community design because it is essential that buildings relate to the street and surrounding character, and set standards for the quality of street-level spaces. In order to increase the efficiency of land use in the creation of healthy and vibrant areas, infill development should also be scale appropriately.

- Provide for Accessibility

Providing elements to support transportation alternatives should be priority. Although vehicular access, roadways, and parking should be efficient, opportunities for pedestrians, bicyclists, and transit are necessary to revitalize streets.

- Create Functional Linkages

In order to further encourage pedestrian activity, downtown and activity centers that are concentrated in commercial areas should be connected to surrounding neighborhoods by an integrated street network defined by distinctive streetscape treatments, open space, and active street-level uses.

- Build a Positive Identity

A City requires a positive image as a desirable and interesting place to encourage people to visit and interact. Marketing and promotion are an integral part of forming the City's identity. Community events, festivals, and mailings should be consistent in uplifting the community identity.

Healthy communities offer choices: where to live, where to shop and dine, where to play, and how to get around. Healthy neighborhoods that work well have the following community elements:

- A center or focal point for community activities.
- Edges, or geographic and cultural boundaries.
- A wide mix of uses—residential, commercial and retail, recreation, schools, civic, and cultural—and building types that can change use over time.
- A well-connected network of safe streets and transportation alternatives.
- Places to play, gather, rest and reflect, and connect to natural systems.

Incorporating goals and policies with these community elements and design considerations can foster healthy and engaging communities and improve its quality of life.

COMMUNITY DESIGN ISSUES

During the community outreach process for the General Plan update, residents identified several issues related to community design qualities of the City.

- Hawaiian Gardens has several constraints that impede the ability to change the land use pattern of the City, which has been determined from its early beginning. The City is almost entirely built out, in addition to being completely bound on all sides by other incorporated cities. There are only three community and neighborhood parks in Hawaiian Gardens: Pioneer Park, Clarkdale Park, and Lee Ware Park. The opportunity to use school fields as additional park and recreation space has helped alleviate the relatively small number of parks; however, residents have expressed their desire for more park and open space.
- Residents admire the landscape design surrounding the Hawaiian Gardens Casino: rich and luscious landscaping surrounded by a palm tree pattern that evokes opulence. Landscaping patterns such as this should be extended in public spaces and corridors throughout the City.
- Prominent arterial corridors like Carson Street and Norwalk Boulevard are increased areas of visibility and accessible to commuters, residents, and visitors. Therefore, these corridors are on display and serve as an ideal opportunity to enhance utilization and walkability through a comprehensive design plan.
- Hawaiian Gardens residents want a stronger community identity. The identity should capitalize off the community's festive name, and the diversity in ethnicities and cultures of its residents.
- The community may often portray a negative image to visitors, based on its past reputation, spots that may appear blighted, gang activity and graffiti. Goals, policies, and programs in the General Plan must work toward changing the community's image, not just of external visitors, but amongst residents as well. Residents already take great pride in their community; it is now a matter of using that as an opportunity to make further strides in improvements.
- The Downtown District, located on Norwalk Boulevard, north of Carson Street, lacks special qualities and uniqueness that define a typical downtown area. The Downtown would benefit from human-scale accents and urban design elements that make the district pedestrian-friendly.
- There is an infiltration of automobile repair and automotive-related land uses along Carson Street. In addition to other service-related



and non-descriptive uses, this area along Carson Street appears uninviting and is not pedestrian-oriented.

- There are several residential neighborhoods throughout the City that are located adjacent to commercial uses, or uses of higher intensity. Special consideration should be given to the transitions between these residential neighborhoods and the higher intensity uses by creating buffers between each use.
- There are a number of single family homes on extremely narrow lots. Because of size constraints, the facades on these homes are indistinguishable, with a garage dominating the view from the street.
- Part of the image the community portrays includes the upkeep and maintenance of individual properties. The Code Enforcement Department is very active; therefore, the General Plan must establish policies to support these efforts.
- Public art should be displayed throughout the community, which blends with the community fiber, existing buildings and elements.

GUIDING PRINCIPLES

The guiding principles help support the overall vision for Hawaiian Gardens. The guiding principles for the Community Design Element relate to community image and identity, which is the judgment of Hawaiian Gardens' visual identity, as perceived by its residents. The guiding principles for the Community Design Element are to:

- *Promote Hawaiian Gardens as a safe, friendly, and diverse community*
- *Celebrate the community's achievements*
- *Ensure a high quality visual environment*

The integration of design elements and urban form will improve the visual quality, sustainability, and identity of Hawaiian Gardens' public spaces, including parks, plazas, the Downtown District, and the Civic Center. The consideration of community design will help Hawaiian Gardens' become a healthy, vibrant, and diverse community.

GOALS AND POLICIES

Community design goals and policies will help enhance the visual environment and sense of place in Hawaiian Gardens.

Public Realm

Streetscape – Major

Goal DES-1: Create attractive public corridors to reinforce an enhanced sense of place.

Policies:

- DES-1.1 Plan the installation of medians along the major commercial streets, Carson Street and Norwalk Boulevard. Beautification elements such as landscaping, trees, and identity statements or monumentation should be included.
- DES-1.2 Develop entry monuments that serve as prominent visual gateways into the community.
- DES-1.3 Install public art displays in areas of high visibility. Public art should be visually stimulating and expressive of the community's values and character.

Goal DES-2: Enhance walkways to create a pedestrian-oriented environment and provide a safe, convenient, and interconnected system of walkable linkages.

Policies:

DES-2.1 Maintain the connectivity and consistency of landscaping along major arterial streets.

DES-2.2 Install street furniture, distinctive lighting, and additional amenities for pedestrians that serve as an appropriate barrier from automobile traffic.

DES-2.3 Develop and implement a street tree palette that reinforces the City's landscape theme based on the use of palm trees.

DES-2.4 Develop unique streetscape plans for Carson Street and Norwalk Boulevard.

Streetscape – Minor (Residential Streets & Alleys)

Goal DES-3: Provide a safe, attractive, and accessible interconnected network of local streets for access to residences and other uses.

Policies:

DES-3.1 Coordinate with new residential development to acquire necessary rights-of-way for parkways and sidewalks.

DES-3.2 Require new development to provide for necessary improvements in public rights-of-way, including sidewalks, parkways, and the installation of street trees.

DES-3.3 Include sidewalks, street trees (where appropriate), and lighting along residential streets for pedestrian accessibility and comfort.

Private Realm

Commercial Shopping Centers

Goal DES-4: Encourage well-designed, attractive commercial shopping centers that are functional in their site design, including the layout of pedestrian and vehicular access, parking areas, and landscaping.

Policies:

- DES-4.1 Minimize the visual impact of parking lots and hardscape areas through the installation and maintenance of landscaping and planters.
- DES-4.2 Provide appropriate development standards to ensure that shopping centers are well-designed, attractive, safe and functional.
- DES-4.3 Require property owners and managers to ensure that buildings, common areas, and loading areas are properly maintained at all times.
- DES-4.4 Encourage architectural design elements, such as building massing and design treatments, for all building elevations visible from public places.
- DES-4.5 Require new commercial development to place on-site utilities underground.
- DES-4.6 Encourage alternative designs for telecommunications antennas and related facilities to be compatible with adjacent development.

Downtown Norwalk Boulevard

Goal DES-5: Establish the Downtown area as an identifiable and unique district.

Policies:

- DES-5.1 Create a distinct, “Main Street” environment. The use of enhanced paving, pedestrian walkways, street furniture, creative lighting treatments, and signage is encouraged.
- DES-5.2 Promote a human-scale and active commercial frontages to encourage pedestrian activity.

DES-5.3 Encourage infill development of vacant and underutilized parcels, especially in areas that create visual continuity within the space.

DES-5.4 Parking lots are encouraged to the rear of commercial buildings. Parking lots should not be located at the front of the building where they may detract from the desired pedestrian-friendly atmosphere.

Signage

Goal DES-6: Clear, attractive, and distinct signage should be provided for each business at street-level.

Policies:

DES-6.1 Encourage unique signage for each individual business, unless it is a part of an overall comprehensive design scheme, such as the Norwalk Boulevard Façade Renovation Program.

DES-6.2 Encourage signage at human scale, proportional to the store front, and visible to pedestrians and passers-by.

DES-6.3 Signs should blend well into the building façade and overall surroundings, to serve as an extension of the building's design scheme, not an afterthought.

DES-6.4 Consider adopting special sign standards for the Downtown area.

Land Use Interface

Goal DES-7: Preserve the character of residential land uses from encroachment by more intensive commercial and industrial uses.

Policies:

DES-7.1 Provide harmonious interfaces between land uses by using natural and attractive buffers such as landscaping and fencing.

DES-7.2 For areas where commercial uses back or front onto residential neighborhoods, each elevation of the site and building(s) should be designed at the same level of detail as the front of the site or building.

- DES-7.3 Require the separation or buffering of residential areas from businesses that produce noise, odors, high traffic volumes, light or glare, and parking through the use of architectural elements, setbacks, landscaping, or other techniques.
- DES-7.4 Screening of loading and services areas should be provided, specifically in areas where commercial uses back onto residential neighborhoods.

Multi-Family Residential

Goal DES-8: Preserve the low-density residential character of the neighborhood through the appropriate design of multi-family development.

Policies:

- DES-8.1 Multi-family developments should preserve the existing character of the neighborhood through appropriate building placement and orientation.
- DES-8.2 Provide variations in building form and architectural massing for new developments.
- DES-8.3 Develop and implement minimum landscape requirements for multi-family residential land uses.
- DES-8.4 Require adequate open space for private and common use throughout the multi-family development.

Single Family Residential

Goal DES-9: Provide a variation of street-facing facades.

Policies:

- DES-9.1 Minimize the dominance of garages on residential street frontages.
- DES-9.2 Emphasize the entry character of residences through architectural features such as porches, bays, and building massing.
- DES-9.3 Develop and implement minimum landscape requirements for single family residential land uses.

See the Implementation Program Section (Section 7) for implementing actions that support the policies in the Community Design Element.

COMMUNITY DESIGN PLAN

The Urban Design Plan contains design recommendations at a citywide scale for public and private realms: the streetscape, Downtown District, multi-family housing, land use interface, and commercial areas.

Streetscape

The public realm of the community consists of areas that are primarily within the public right-of-way that is visible from the street. The entire system of streets, sidewalks, landscaping, and open space used to circulate throughout the City is referred to as streetscape. Elements that make up streetscape design include landscaping, street furniture and fixtures, and public art.

Landscaping

Landscaping is vital to the beautification of public areas. It is the primary component that provides relief in dense and highly-urbanized areas, offers public open space, and enriches the color of the community. Landscaping can be featured in medians, parkways, and planters.



Hawaiian Gardens has several planted medians on the arterial streets Carson Street and Norwalk Boulevard. Planted, or landscaped, medians provide a simple and effective way of beautifying large circulation corridors, adding open space and relief to the area. When a cohesive landscape and beautification theme is applied to the major arterial corridors in the City, it helps distinguish between the hierarchy of streets. Therefore, beautification measures that serve to make the public realm more attractive also serve the purpose of identifying the local arterial system.

Street trees are especially significant to a streetscape, as they define and frame a public space or corridor, adding rhythm and visual interest. Street trees are typically the first impression of a boulevard or corridor because of the trees' prominence and stature. Regular grooming and maintenance is imperative. Additional landscaping, shrubs, and groundcover can also accentuate an area and add beauty.

Street trees are perhaps the most simple and straightforward urban design measure. Trees are established as visually stimulating, can be used to denote and display details throughout the community, and can unify and distinguish public spaces. Moreover, trees are imperative in creating healthy and distinctive communities.

In Hawaiian Gardens, a tree palette should highlight palm trees as central to the landscaping theme. Palm trees already exist throughout the community, and add a sense of luxury, rhythm and definition that enhance pathways.

Street Furnishings

Street furniture and fixtures are additional amenities that humanize areas, making areas feel inviting and comfortable. Street furniture is designed for pedestrians and users of the space, but can serve as more than just function; it adds character and influences the perception of a street or public space. Street furniture includes benches, streetlamps, trash receptacles, bus shelters, drinking fountains, specialty signage, and shade structures.

Street furnishings create a unified visual appearance for any space, particularly spaces and boulevards designed for pedestrian activity, or for spaces near transit stops, parks and open spaces, and other attractions. For additional safety and comfort for pedestrians and users, street furnishings should be sited on sidewalks adjacent to the curb, where they can act as a barrier to vehicular traffic.

Public Art

Public art simply refers to artistic works that are created for public spaces or areas accessible to the public. Public art can enrich the sensory and visual experience of a place. It is able to enhance the public image, add beauty to a space, and create a visual statement. Public art can be abstract, representational, or historical, telling a story of the community's local history and culture.

A form of public art is also enriched architecture of buildings and its integration into the public space. Local history and cultural pieces can also serve as a communal activity, produced through the involvement from members of the community. Other examples of public art include sculptures, murals, landscaping and organic works, water features, memorabilia, site specific features, and enhanced or unique paving.

Incorporating public art into streetscape design can create a visually interesting environment. It can be used as a focal point to draw attention to a specific space, framing the context and character of its surroundings. It can also be used to terminate a vista, present a human scale, or make a space more elaborate.

Downtown District

A downtown is typically a prominent area within a community, making a visual statement and having a unique character all its own. It represents the identity and collective values of the community as a whole, socially and economically. In order to be truly engaging, a downtown must attract visitors. Visitors are drawn to spaces where they feel safe and comfortable. In addition, visitors are drawn to spaces that are visually pleasing and exciting. Part of the composition significant to a downtown area is displaying a human character or scale. Visitors are more inclined to stroll around city blocks that include window displays, unique signage,



architectural details and building massing, urban furniture, and all the other elements that cater to the visitor's comfort.

Hawaiian Gardens' Downtown District has existing opportunities that can be used to further enhance the area. The location of the district is central to the entire community, making it accessible to all residents and visitors. Also, the area already has a significant amount of activity, although the majority is from vehicular traffic. Hawaiian Gardens' Downtown is also made up of three blocks in a pedestrian-friendly street grid, conducive to frequent use and walkability. The City is committed to creating a pleasant environment that is safe and convenient for all users.

Currently however, the Hawaiian Gardens Downtown District lacks pedestrian-friendly qualities. The Downtown is composed of strip centers, uses that do not cater to frequent shoppers and visitors, and the Norwalk Boulevard corridor is typically heavy in vehicular traffic, detracting from ease of use for pedestrians. According to City staff, there is also currently a lack of convenient parking in the Downtown area.

The Redevelopment Agency has established the Norwalk Boulevard Façade Renovation Program in order to improve existing storefronts in the Downtown District. The program includes financial assistance to property owners and business tenants who are willing to participate in the façade upgrade. Improvements included as part of the program are:

- Exterior façade improvements;
- Replacement and repair of front entry doors and front windows;
- New awnings and canopies;
- Replacement of nonconforming signs with conforming signs;
- Handicap accessibility modifications;
- Site improvements, including fencing, slurry sealing, landscaping, and lighting;
- Exterior painting, including side and rear elevations of the building;
- Any other improvements deemed by the Community Development Director to increase the attractiveness of the building.

As part of the program, the City has been in the process of designing and planning a cohesive design scheme for the Downtown District (Figure 2-4). Schematic renderings have been developed and include a contemporary theme that includes walkway overhangs, signage, enlarged storefronts, building massing, and a varying roof line. The façade renovation has begun between the blocks of 214th and 215th Streets, on the east side of Norwalk Boulevard.

Figure 2-4: Norwalk Boulevard Façade Renovation Program Elevation



Single Family Housing

Goals provided in the Community Design Element intended for single family detached residences recommend the use of architectural details and enhanced entry patterns to improve the facades and visual appearance of neighborhoods.

Architectural Treatments

Enhanced exterior architecture is recommended on all sides, particularly those visible in the public realm. Long, unarticulated walls and facades dominated by garages are discouraged. Design details such as building massing, varied textures, openings, stepbacks and offsets, and accents should be used.

Enhanced Entry Patterns

Enhanced entry patterns are encouraged to break up the displays of garages. The primary entry and windows should be the dominant elements of the façade. Primary entries should also display a clear, connecting path the driveway or public sidewalk. The use of architectural detailing should make the entry prominent, instead of the garage.

Multi-Family Housing

Multi-family housing should preserve the integrity and existing character of residential neighborhoods through the scale of the building, style of the building, and the open space and landscaping that softens the surroundings.

Scale

Scale includes the height and dimension of the building. One-story and two-story compact single family residences and other multi-family buildings are the predominant surroundings in residential neighborhoods where multi-family development is planned. Therefore, new multi-family residences should preserve the existing low-rise proportions of surrounding buildings, and maintain the rhythm of the neighborhood. This can be achieved through building massing, such as providing cut-outs in the building façade, providing various window and entry types, and changing the roof line.

Building Style

The style of the building should also be conscious of preserving the character of the existing neighborhood. High-quality building architecture should be articulated on all sides of the development, not only the façade.

Open Space and Landscaping

Sufficient open space and landscaping should be provided for each development. Communal and central open space provides relief and amenities to residents. Private outdoor areas are also necessary with each dwelling unit. Finally, landscaping should link the common areas of the development, within yard setbacks and courtyard areas.

Land Use Interface

Land use interface refers to the boundary area between adjacent land uses. There are several residential land uses, for instance, that are adjacent to commercial uses, in which case, it is imperative that treatments in these areas are carefully considered, as it adds definition and character to the area.

Typical treatments for land use interface areas are setbacks and landscape buffers. These treatments protect sensitive land uses, such as single-family residences, from more intensive uses, by creating a visual barrier, maintaining yard privacy for homes, and reducing harsh visual impacts from parking lots, commercial lighting, and frequent vehicular traffic in parking lots.

Commercial Areas

Commercial areas within the City lie along the major arterial streets, Carson Street and Norwalk Boulevard. Commercial uses vary in size and type. There are several large commercial shopping centers, like those along

the Norwalk / Carson intersection, smaller strip centers, like those in the Downtown area and along the south Norwalk Boulevard corridor, and sporadic individual storefronts as well.

For commercial areas, building form and massing serve as exemplary tools to avoid monotonous streetscapes and provide diverse frontages. Human scale elements should be encouraged, in order to reduce bulk and encourage pedestrian-oriented spaces, and also reduce the volume of larger commercial uses, such as anchor stores. Human scale elements that provide visual interest include awnings, window storefronts, trellises, and arcades.

Siting should also consider aesthetics and ease of use for visitors. The orientation of the building, parking and pedestrian areas can have a strong visual effect. A mass of parking from the street view is generally discouraged; instead, parking should be as concealed as much as possible, located toward the rear or side of the building.

Commercial areas should also provide safe and well-defined pedestrian connections internal to the site. Pedestrian connections should be provided for the following locations: from buildings to parking areas, from buildings to the adjoining streets, and among buildings on the same site.

Commercial Signs

Signs are an important component of the appearance of a building's façade and contribute to the overall visual character of the City. For this purpose, careful design consideration should be used for commercial signs. These design guidelines serve as recommendations to assure high quality signs. These guidelines supplement the City's Sign regulations in the zoning code, which must be adhered to. Signs should reflect the following design principles:

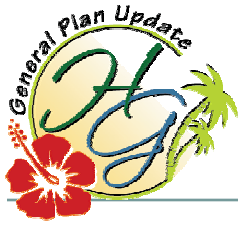
- Compatibility with its surroundings;
- Use of appropriate materials;
- Proportion to building and façade; and
- Integration with building design.

In commercial and retail districts, such as the Downtown District, features that complement a building's façade are encouraged as supplemental materials that create a human-scale, attractive to pedestrians and visitors. Awning signs, wall-mounted or hanging signs, or window signs are desirable options.

In commercial shopping centers, freestanding signs are a common form of displaying tenant information close to curbside for attention-grabbing. Monument signs, however, are a better alternative. Monument signs are often incorporated with landscaping and add definition to an area.



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Housing Element

Section 3

The Housing Element is under separate cover.

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Infrastructure

Section 4

Infrastructure

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Circulation Element

INTRODUCTION

The Circulation Element presents an evaluation of the existing and future planned circulation system in the City of Hawaiian Gardens. It addresses existing traffic conditions, the impacts of future traffic growth, planned physical improvements, and additional improvements to accommodate growth. The Circulation Element also addresses issues related to mobility and transportation in the City of Hawaiian Gardens, and presents goals and policies to address those issues and guide circulation planning.

The City of Hawaiian Gardens Circulation Element is and will continue to be the primary resource for transportation and circulation decisions in the City of Hawaiian Gardens. The Los Angeles County Congestion Management Program (LA CMP) guides transportation decisions countywide.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element guides continued development and improvements of the transportation system in Hawaiian Gardens. According to state law, the Circulation Element must be consistent with all other elements of a General Plan. The Circulation Element directly correlates to the Land Use Element by supporting areas of existing and future development. The physical location of the network of streets also directly impacts air quality and noise levels, and open space areas. The efficiency of the community's transportation network can also impact economic development because it is needed to accommodate the movement of goods and services, and accommodate the traffic flow of vehicles, pedestrians, and bicycles.

SETTING AND EXISTING CIRCULATION SYSTEM

The City of Hawaiian Gardens is a small city in southeast Los Angeles County and is one of the Gateway Cities. The City is surrounded on the south and east sides by the City of Long Beach, with the City of Lakewood to the north, and the City of Cypress on the east. Many of the arterial roadways through the City of Hawaiian Gardens extend beyond the city boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Hawaiian Gardens city limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Hawaiian Gardens, and conversely, traffic conditions and decisions made by the City of Hawaiian Gardens can affect its neighbors. Impacts to the City's circulation system resulting from land use decisions and circulation system improvements in adjacent jurisdictions were considered during the course of this analysis.

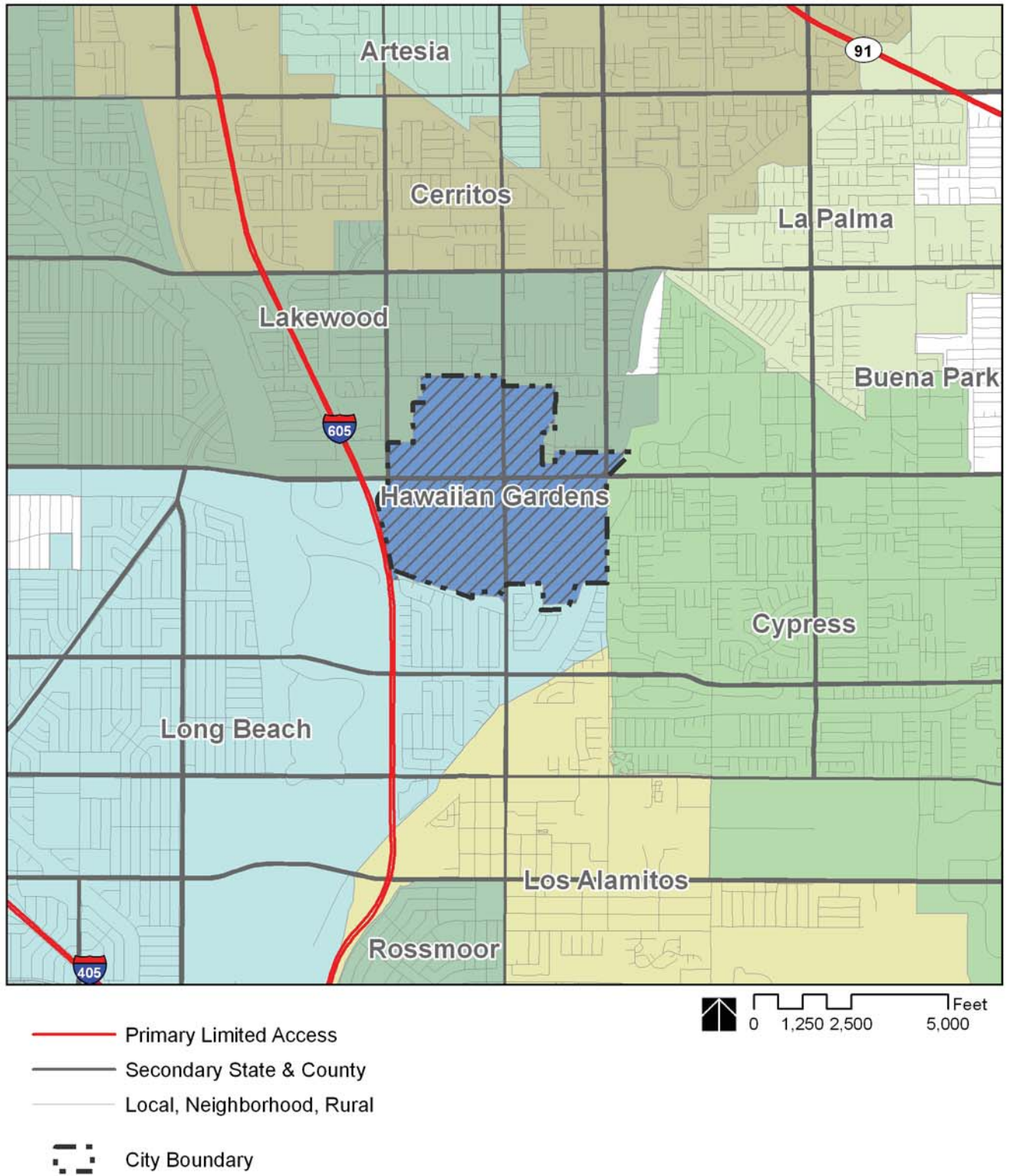
Regional Access

The regional setting of the City of Hawaiian Gardens is presented in Exhibit 4-1.

The City of Hawaiian Gardens is well served by regional freeways. The San Gabriel River Freeway (I-605) provides for north-south regional circulation just outside of Hawaiian Gardens' jurisdiction. On and off-ramp connections at Carson Street enhance local commercial development potential. Other major transportation corridors of significant importance to the City are the San Diego Freeway (I-405), a north-south route located south of Hawaiian Gardens; and the Artesia Freeway (SR 91), an east-west route located three miles north of the City.

Pioneer Boulevard and Norwalk Boulevard are north-south arterials that extend through and beyond the boundaries of the City of Hawaiian Gardens. The east-west arterial that extends through and beyond the city limits is Carson Street which has full interchange with I-605.

Exhibit 4-1: Regional Setting



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Local Access

The City of Hawaiian Gardens circulation needs are served by a traditional grid system of north-south and east-west arterials, with approximately ½-mile spacing, and signals at each arterial intersection. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system. A number of arterial roadways in Hawaiian Gardens extend through the Cities of Lakewood and Long Beach in the north-south direction.

Hawaiian Gardens has one primary area where well-established destination activity centers generate substantial traffic demands, both local and regional. The Hawaiian Gardens Casino is located on the northwest side of the City along Carson Street. This area is well served by the local street system as well as the regional freeway system. Infrastructure improvements have been made, as necessary, to accommodate peak traffic flows in the area.

Los Angeles County Congestion Management Program (LACMP)

I-605 is the only route in or near Hawaiian Gardens designated in the Los Angeles County Congestion Management Program (LACMP). There are no intersections in Hawaiian Gardens designated as CMP monitoring intersections.

Roadway Functional Classification System

The City of Hawaiian Gardens circulation system consists of a network of local neighborhood streets providing access to the arterial street system, which in turn provide access to the regional freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will have more lanes, higher speed limits and fewer driveways. Where access to properties is required, streets will have fewer lanes, lower speeds, on-street parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including Hawaiian Gardens, use a functional classification system. The system provides a logical framework for the design and operation of the roadway system and helps residents and elected officials identify preferred characteristics of each street. In the General Plan, the City of Hawaiian Gardens uses a functional classification system that references and is consistent with the standards followed by the Los Angeles County Road Department, (now part of the Department of Public Works). The following

street classifications are currently identified in the Circulation Element of the City's General Plan.

- Majors: interregional roads conveying traffic between communities, subdivisions, and other urban centers. Efficient movement is the primary function of Major roads (100-foot minimum right-of-way).
- Secondaries: conduct and distribute traffic between streets of lower order in the streets hierarchy and high order streets or major activity centers (80-foot minimum right-of-way).
- Collectors: consist of all other non-local dedicated public streets. They are primarily intended to provide for direct public access to neighborhoods and to carry traffic to secondary and major streets (60-foot minimum right-of-way).
- Locals: consist of all other dedicated public streets.

In Hawaiian Gardens, the roadways designated as “Major” arterials currently provide two through lanes in each direction, with a center divider, and bike lanes, parking lanes, or right-turn auxiliary lanes. Secondary arterials provide two through lanes in each direction, either without a center divider (undivided) and with bike or parking lanes, or with a center divider (divided) and without bike or parking lanes. Collector streets have one through travel lane in each direction.

Table 4-1 and Exhibit 4-2 indicate the existing functional classification for the roadway segments in the City of Hawaiian Gardens, the total number of lanes for each roadway segment, and whether a center divider is provided.

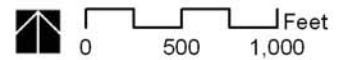
Table 4-1: Existing Functional Classification of Roadways

Roadway Segment	Functional Classification	Existing Roadway Lanes
Carson Street	Major Arterial	4-lane, Divided
Pioneer Boulevard north of Carson Street	Major Arterial	4-Lane, Divided
Pioneer Boulevard south of Carson Street	Collector	2-Lane, Undivided
Norwalk Boulevard south of Carson Street	Major Arterial	4-Lane, Divided
Norwalk Boulevard north of Carson Street	Secondary Arterial	4-Lane, Undivided
Bloomfield Avenue north of Carson Street	Major Arterial	4-Lane, Divided
214 th Street west of Norwalk Boulevard	Collector	2-Lane, Undivided
215 th Street west of Elaine Avenue	Collector	2-Lane, Undivided
Elaine Avenue north of 215 th Street	Collector	2-Lane, Undivided
Civic Center Drive (219 th Street) west of North Boulevard	Collector	2-Lane, Undivided
221 st Street east of Norwalk Boulevard	Collector	2-Lane, Undivided
Juan Avenue north of 223 rd Street	Collector	2-Lane, Undivided
Hawaiian Avenue	Collector	2-Lane, Undivided

Source: City of Hawaiian Gardens General Plan (1993)

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Exhibit 4-2: Functional Classification and Characteristics of Roadways



- Major
- Secondary
- Collector
- City Boundary

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Public Transportation Services

The City of Hawaiian Gardens is well served by public transit systems. The Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA) and Long Beach Transit (LBT), all operate routes that extend into or through the City of Hawaiian Gardens. LACMTA buses provide a connection to Metrolink service in Fullerton. LBT buses provide connections to the Metro Green Line in Norwalk and the Metro Blue Line in Long Beach.

A brief description of each of the transit services in the City of Hawaiian Gardens is provided below:

Los Angeles County Metropolitan Transportation Authority (LACMTA)

The Los Angeles County Metropolitan Transportation Authority (LACMTA) operates Route 62 in the City of Hawaiian Gardens. Route 62 is operated between Hawaiian Gardens and Downtown Los Angeles, serving Hawaiian Gardens via Pioneer Boulevard en route. Service is provided every day with a frequency of generally one bus per hour in each direction, except for more frequent service during peak periods on weekdays.



Orange County Transportation Authority (OCTA)

Route 42 of the Orange County Transportation Authority (OCTA) serves Hawaiian Gardens. Route 42 is operated between City of Orange and Seal Beach every day, generally traveling along Lincoln/Carson Street. On weekdays, the service frequency is one bus in each direction every one-half hour. On weekends, the frequency is one bus every hour.

Long Beach Transit (LBT)

Long Beach Transit (LBT) operates 101/102 and 173 in the City of Hawaiian Gardens. Route 101/102 is operated between Santa Fe & 25th Station and the Long Beach Towne Center, serving Hawaiian Gardens en route. Service is operated every day except Sunday. The frequency on weekdays is one bus every one-half hour in each direction.

Route 173 is operated between the Transit Mall in Long Beach and the Norwalk Green Line Station, serving Hawaiian Gardens en route. Service is operated every day. The frequency on weekdays is one bus every one-half hour in each direction.

City of Hawaiian Gardens Dial-A-Ride

Hawaiian Gardens Dial-A-Ride is a senior (age 55 or older) and handicapped ridership program offered free to City residents. The program operates Monday through Friday from 8:30 AM to 4:30 PM. Service areas include Hawaiian Gardens, Lakewood, Long Beach, Downey, Bellflower, Norwalk, Paramount, Artesia, Cerritos, Los Alamitos, Cypress, and Buena Park.

Bicycle and Pedestrian Facilities

Bicycle lanes and bicycle routes are provided on a few of roadways within the City of Hawaiian Gardens. The bike system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. The bicycle lanes and bicycle routes in Hawaiian Gardens are illustrated in Exhibit 4-3.

Bicycle lanes and bicycle routes are classified as follows:

- Class I – Off-Road Paved Bike Path: A completely separated bi-directional right-of-way designated for bicycles.
- Class II – On-Road Striped Bike Lane: A striped lane for one-way bike travel on a roadway.
- Class III – On-Road Bike Route (signage only): Streets designed as preferred routes through high demand corridors.

Most city bikeways are Class II and Class III. In addition to the City's on-street bike system, the Coyote Creek Bikeway provides a regional trail system for avid bicycle enthusiasts.

The Coyote Creek Bikeway is a Class I bike path in Los Angeles County that runs adjacent to the Coyote Creek flood control channel for approximately 9.5 miles. The path begins in Santa Fe Springs on the North fork of the Coyote Creek and extends south into Long Beach where it joins the San Gabriel River bicycle path at the trail bridge just South of Willow Street/Katella Avenue. The path passes through the southeast part of the City and path access is provided near the intersection of Carson Street and Bloomfield Avenue.

The Orange County Transportation Authority (OCTA) Commuter Strategic Bikeways Plan (CSBP) calls for extension of the Coyote Creek Bikeway from Walker Street in La Palma to Imperial Highway and Beach Boulevard in La Habra. Currently the Cities of La Habra and La Mirada are working to establish the northern section of this bikeway from Rosecrans Avenue to Imperial Highway. The City of Hawaiian Gardens does not currently have a formal Bicycle Master Plan.

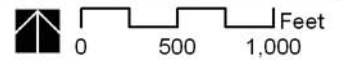
Sidewalks are provided on all arterial roadways and on the vast majority of residential streets. The City of Hawaiian Gardens circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities, and other locations with high levels of pedestrian activity. The City of Hawaiian Gardens does not currently have a formal Pedestrian Master Plan.

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Exhibit 4-3: Bicycle Routes and Bicycle Lanes



Source: Los Angeles MTA



Bicycle Routes & Bicycle Lanes

-  Class I
-  Class II
-  Class III
-  City Boundary

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Truck Routes

The City of Hawaiian Gardens has designated the following roadways as truck routes to provide for the regulated movement of trucks through the City:

- Carson Street from the west city limits to the east city limits
- Norwalk Boulevard from Carson Street to the south city limits



The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to the freeways are the most likely candidates for truck route designation. The designated truck routes in Hawaiian Gardens are illustrated in Exhibit 4-4. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries or for other reasons as defined in the Motor Vehicle Code of the State of California.

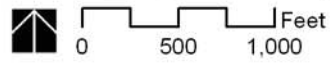
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Exhibit 4-4: Existing Truck Routes



Source: Los Angeles MTA

-  Truck Routes
-  City Boundary



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ANALYSIS OF EXISTING OPERATING CONDITIONS

Level of Service Definition for Intersections

Intersections are analyzed using the Highway Capacity Manual (HCM) as specified by the Los Angeles CMP. The HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, depending on a number of factors, including number of lanes, volume of traffic, signal timing. Just as with the ICU methodology, the HCM delay forecast translates to a Level of Service (LOS) designation, ranging from LOS “A” to LOS “F”. The descriptions of operating conditions for each LOS are very similar to the LOS descriptions for the ICU methodology. A summary description of each LOS for the HCM signalized intersection methodology, and the corresponding delay, expressed in seconds per vehicle, is provided in Table 4-2:

Table 4-2: Level of Service Description for Signalized Intersections

Level of Service	Control Delay per Vehicle (in seconds)	Description
A	≤ 10	EXCELLENT – No vehicle waits longer than one red light and no approach phase is fully used.
B	$> 10 \leq 20$	VERY GOOD – An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	$> 20 \leq 35$	GOOD – Occasionally drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	$> 35 \leq 55$	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	$> 55 \leq 80$	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209, Third Edition, Update 2000*.

The acceptable LOS for intersections in the City of Hawaiian Gardens is LOS D.

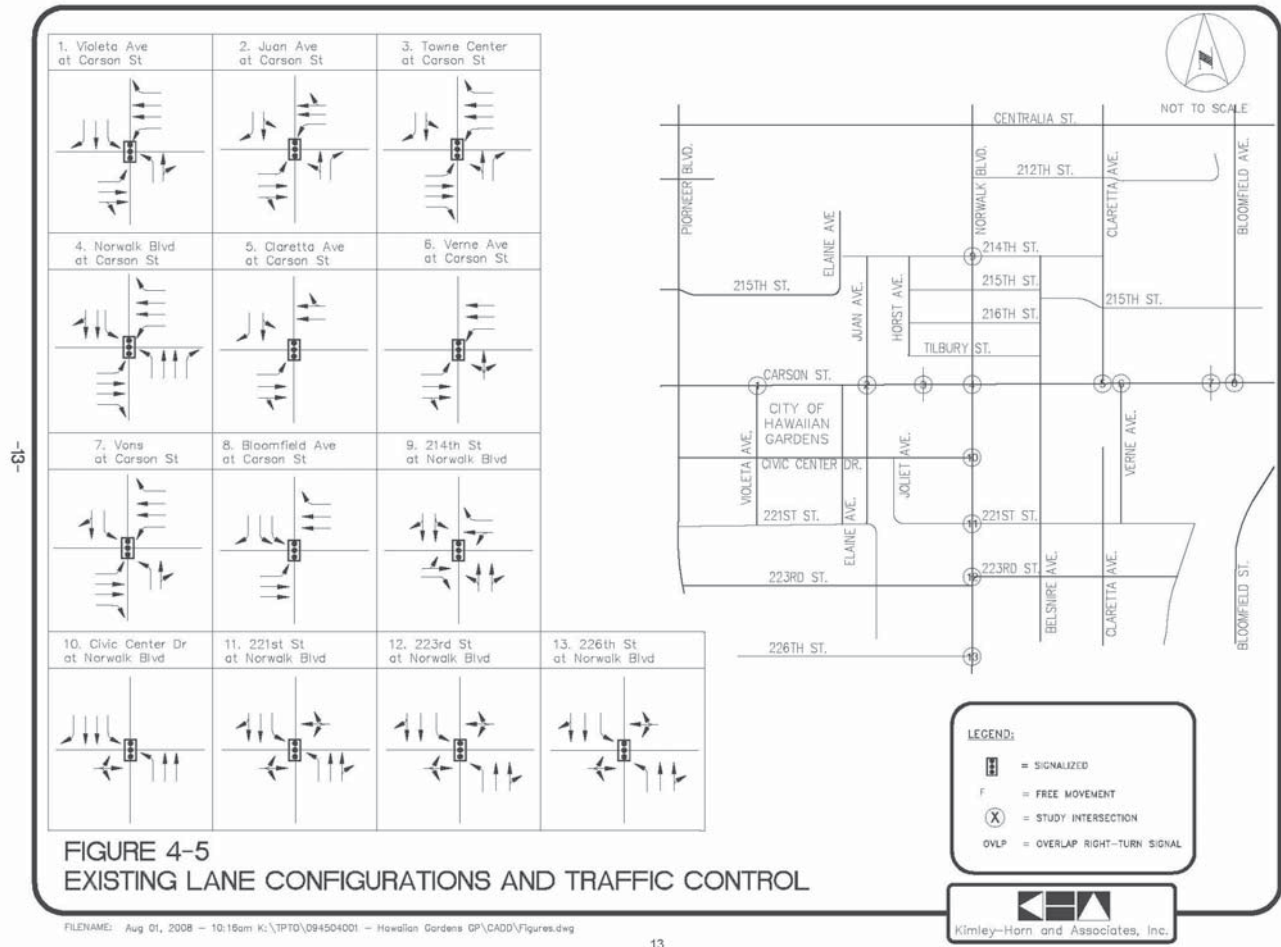
Peak Hour Intersection Analysis

Thirteen intersections were selected for analysis of existing traffic conditions as well as future traffic conditions that would be anticipated when General Plan land uses would be built out. The selection of the thirteen intersections was based on which intersections are currently carrying high peak hour volumes, such as those near activity centers and freeway interchanges, as well as those near vacant or underutilized parcels where development could occur and traffic growth might be anticipated. The thirteen intersections selected for analysis are:

1. Carson Street/Violeta Avenue
2. Carson Street/Juan Avenue
3. Carson Street/Town Center Drive
4. Carson Street/Norwalk Boulevard
5. Carson Street/Claretta Avenue
6. Carson Street/Verne Avenue
7. Carson Street/Zion Market (Entrance)
8. Carson Street/Bloomfield Avenue
9. Norwalk Boulevard /214th Street
10. Norwalk Boulevard /Civic Center Drive (219th Street)
11. Norwalk Boulevard /221st Street
12. Norwalk Boulevard /223rd Street
13. Norwalk Boulevard /256th Street

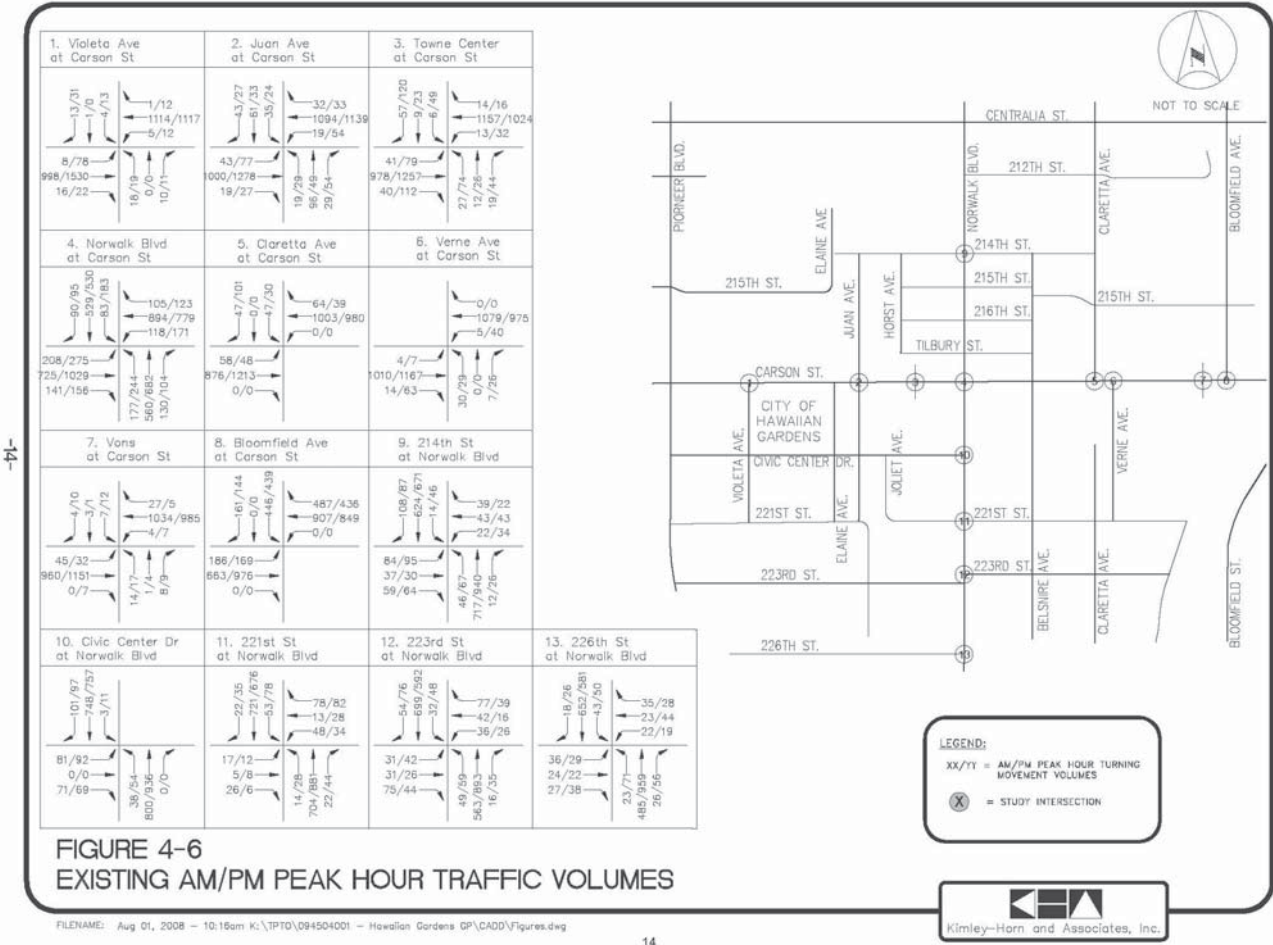
Existing lane configurations and traffic control at the study intersections are shown on Exhibit 4-5. Morning and evening peak hour traffic counts were conducted at the thirteen intersections in June 2007, and are depicted on Exhibit 4-6. The peak hours are the highest volume hour within the morning peak period (7:00 - 9:00 AM) and the evening peak period (4:00 - 7:00 PM). Copies of the traffic count data sheets are provided in Appendix A of the Hawaiian Gardens General Plan Technical Background Report: Volume III. The Highway Capacity Software (HCS+), version 5.2 was used for this analysis. The signalized intersection LOS is based on average delay per peak hour vehicle. The results of the HCS+ intersection analysis for Existing Conditions are summarized in Table 4-3. Intersection analysis worksheets for existing conditions are provided in Appendix B of the General Plan Technical Background Report: Volume III.

Exhibit 4-5: Existing Lane Configurations and Traffic Control



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Exhibit 4-6: Existing Peak Hour Traffic Volumes



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**Table 4-3: Summary of Peak Hour Intersection Level of Service
Existing Conditions**

SIGNALIZED INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. Carson Street/Violeta Avenue	24.1	C	47.5	D
2. Carson Street/Juan Avenue	25.1	C	25.3	C
3. Carson Street/Town Center Drive	24.2	C	22.8	C
4. Carson Street/Norwalk Boulevard	44.8	D	57.6	E
5. Carson Street and Claretta Avenue	16.6	B	15.5	B
6. Carson Street and Verne Avenue	22.5	C	22.1	C
7. Carson Street and Zion Market (Entrance)	21.8	C	23	C
8. Carson Street and Bloomfield Avenue	18.2	B	20.8	C
9. Norwalk Boulevard /214 th Street	22.2	C	22.9	C
10. Norwalk Boulevard /Civic Center Drive (219 th Street)	18.8	B	22.1	C
11. Norwalk Boulevard /221 st Street	9.2	A	9.8	A
12. Norwalk Boulevard /223 rd Street	11.5	B	10.7	B
13. Norwalk Boulevard /226 th Street	9.7	A	10.6	B

Review of Table 4-3 indicates that all study intersections are currently operating at LOS “D” or better under existing conditions, except for the intersection of Carson Street and Norwalk Boulevard, which operates at LOS “E” during the evening peak hour.

Needed improvements to achieve acceptable Level of Service at this intersection will be discussed in the following section.

ANALYSIS OF BUILD-OUT TRAFFIC CONDITIONS

Analysis of projected traffic conditions at build-out of the City was conducted to determine whether or not the City's circulation system can accommodate the future traffic demands of the City's land use plan. Build-out of the City is assumed to be 20 years from current conditions (2007). If roadway or intersection deficiencies are projected to occur as a result of build-out of General Plan land uses, then improvements needed to accommodate future traffic volumes will be identified.

Methodology

The methodology for evaluating future traffic volumes on the roadway segments and at intersections in Hawaiian Gardens is based on the following major premises:

1. The Circulation Element must be consistent with all other Elements of the General Plan, especially the Land Use Element, such that there is a good balance between the transportation capacity to be provided and the travel demand to be generated by the build-out land uses.
2. The effects of increased traffic in Hawaiian Gardens due to growth and development in neighboring communities must be taken into consideration. While "through" traffic is not encouraged, its presence must be recognized so that the Circulation Element can be responsive.
3. The City's current circulation system is built out to its designated capacities, and is assumed to be the Build-out network for the Build-out analysis. If improvements to the roadway system or intersections are needed to accommodate General Plan Build-out, these will be recommended as mitigation measures.

A multi-step process was used, based on the following premises:

- The rate of traffic growth in Hawaiian Gardens is based on the general traffic volume growth factors listed in the Guidelines for CMP Transportation Impact Analysis in the 2004 Los Angeles County Congestion Management Program (LACMP).
- A growth rate of 0.7% per year was used to factor existing traffic volumes from 2007 to the planning horizon year.
- The traffic for development in Hawaiian Gardens on vacant or underdeveloped parcels was estimated and added to the background future traffic volumes. Further details are presented in the following paragraphs.

Future Land Use Trip Generation

While the City of Hawaiian Gardens is generally fully developed, some parcels are still vacant, or are underdeveloped and have the potential for further development. The Land Use Element of the General Plan quantifies the potential development on these vacant or underutilized parcels. The remaining potential development on these parcels of interest in Hawaiian Gardens is estimated to consist of approximately 494 medium density residential dwelling units on vacant or underutilized parcels.

The proposed Hawaiian Gardens Casino expansion project will also add significant impacts on the City's future roadway network. As proposed, the Hawaiian Gardens Casino Expansion Project would consist of expanding the number of gaming tables from 169 tables to 285 tables with a 230-seat restaurant, a 23,100 square-foot multi-purpose facility and 2,300 square feet of retail space. The potential traffic impacts of the proposed project are based on the traffic study conducted by Katz, Okitsu & Associates in 2006.

The number of trips that would be generated by the potential development was calculated, and is summarized in Appendix C of the General Plan Technical Background Report: Volume III. A summary, indicating the daily, morning peak hourly and evening peak hourly traffic volumes is presented as Table 4-4.

Table 4-4: Summary of Trip Generation Estimates Built-out Condition

Trip Generation Rates									
Land Use	ITE Code	Trips Per	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Medium Density Residential	230	DU	5.86	0.44	0.08	0.36	0.52	0.35	0.17
Casino (1)		Table	94.94	2.30	0.90	1.40	5.60	3.02	2.58
Quality Restaurant	931	Seat	2.86	0.03	0.03	0.00	0.26	0.17	0.09
Multi-Purpose Event Hall (2)		KSF	36	2.15	2.15	0.00	4.30	1.30	0.00
Specialty Retail	814	KSF	44.32	1.33	0.80	0.53	2.71	1.19	1.52

Trip Generation Estimates										
Land Use	Units			Daily	AM Peak Hour			PM Peak Hour		
	Total	In	Out		Total	In	Out			
Medium Density Residential	494	DU	2,895	217	37	180	257	172	85	
Casino	116	Table	11,013	267	104	163	650	351	299	
Quality Restaurant	230	Seat	658	7	7	0	60	40	20	
Multi-Purpose Event Hall	23.1	KSF	832	50	50	0	99	99	0	
Specialty Retail	2.3	KSF	102	3	2	1	6	3	3	
Quality Restaurant Internal Trip Capture (50%)			(329)	(4)	(4)	0	(30)	(20)	(10)	
Total			15,171	540	196	344	1,042	645	397	

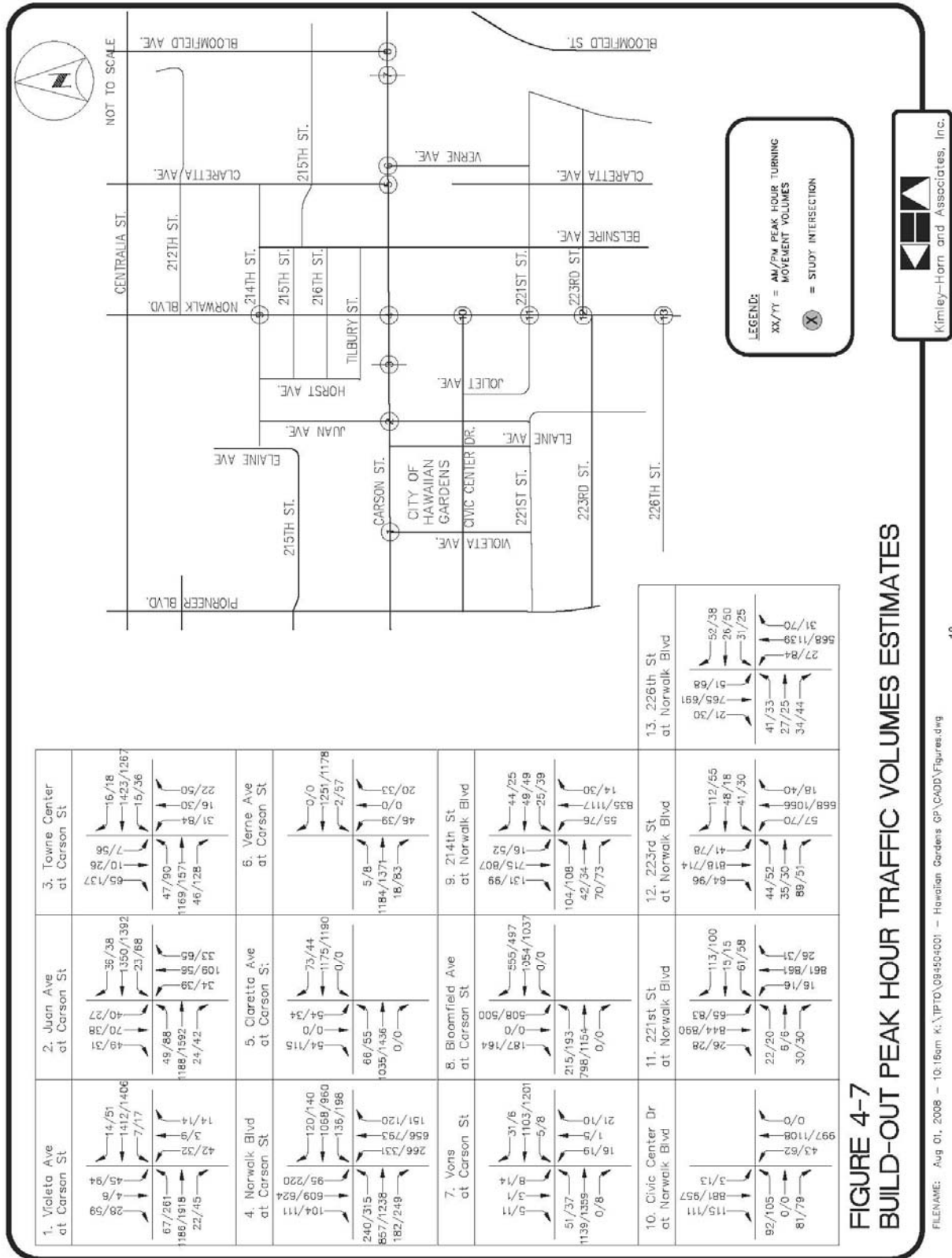
Source: Institute of Transportation Engineers publication "Trip Generation", 7th Edition unless otherwise noted.

- (1) Trip generation rates were derived from the Hawaiian Gardens Casino driveways.
- (2) Trip generation rate from the Hawaiian Gardens Casino Traffic Impact Analysis, 2003, Katz, Okitsu & Associates

Build-out Traffic Projections

The additional trips that would be generated by the proposed developments were estimated and distributed on the surrounding road network as described earlier in the report. The buildout traffic estimates for the thirteen intersections are presented in Exhibit 4-7.

Exhibit 4-7: Buildout Peak Hour Traffic Volumes Estimates



**FIGURE 4-7
 BUILD-OUT PEAK HOUR TRAFFIC VOLUMES ESTIMATES**

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Build-out Daily Traffic Conditions

The City’s Build-out circulation system is assumed to be the same network in place today. Intersection LOS was determined for the build-out year using the same methodology as that used for the analysis of existing conditions. The results are presented in Table 4-5. Intersection analysis worksheets for build-out conditions are provided in Appendix B of the General Plan Technical Background Report: Volume III.

Table 4-5: Summary of Peak Hour Intersection LOS – Build-out Conditions

SIGNALIZED INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. Carson Street /Violeta Avenue	39.2	D	115.1	F
2. Carson Street /Juan Avenue	36.1	D	40.0	D
3. Carson Street /Town Center Drive	37.3	D	32.4	C
4. Carson Street /Norwalk Boulevard	70.3	E	95.3	F
5. Carson Street and Claretta Avenue	19.1	B	17.7	B
6. Carson Street and Verne Avenue	26.6	C	26.2	C
7. Carson Street and Zion Market (Entrance)	24.2	C	27.6	C
8. Carson Street and Bloomfield Avenue	19.5	B	23.8	C
9. Norwalk Boulevard /214 th Street	31.4	C	50.7	D
10. Norwalk Boulevard /Civic Center Drive (219 th Street)	26.7	C	32.5	C
11. Norwalk Boulevard /221 st Street	9.9	A	10.5	B
12. Norwalk Boulevard /223 rd Street	12.2	B	11.8	B
13. Norwalk Boulevard /226 th Street	10.1	B	11.8	B

Review of Table 4-5 indicates that all intersections would continue to operate at LOS D or better under build-out conditions, with the exception of the following two intersections:

- Carson Street and Norwalk Boulevard (LOS “E” in the AM Peak Hour and LOS “F” in the PM Peak Hour)
- Carson Street and Violeta Avenue (LOS “F” in the PM Peak Hour)

Recommended Improvements to Mitigate Impacts

Since the acceptable threshold for LOS is D, these two intersections are considered to be impacted. In order to achieve the acceptable LOS threshold of D, the segment of Carson Street east of Norwalk Boulevard

would need to be widened to six lanes. Traffic volumes will increase gradually over time, so widening would not be an immediate action the City would need to take. Rather, the City would need to monitor traffic growth, and be prepared to act when the levels of congestion are reached when widening becomes essential. To the extent that future development contributes to the need for widening, a fair-share contribution to the cost of the widening can be made a condition of approval for future developments.

The second intersection, Carson Street and Violeta Avenue, serves as the main entrance to the Hawaiian Gardens Casino. In addition to widening to six lanes on Carson Street, traffic control system improvements to help expedite access to and from the freeway should be implemented. With these measures, traffic operating conditions at this intersection can be maintained to acceptable levels.

A summary of the build-out delay and LOS values with the recommended mitigation measures are presented in Table 4-6. Intersection analysis worksheets for build-out with mitigation conditions are provided in Appendix B of the General Plan Technical Background Report: Volume III.

Table 4-6: Summary of Peak Hour Intersection LOS – Build-out Conditions with and without Mitigation

SIGNALIZED INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Carson Street /Norwalk Boulevard	70.3	E	95.3	F
<i>With Mitigation</i>	52.6	D	49.7	D
Carson Street /Violeta Avenue	32.9	D	115.1	F
<i>With Mitigation</i>	32.9	D	50.0	D

FINDINGS AND RECOMMENDATIONS

Recommended Roadway Classifications

Build-out of the City entails the potential development of 494 new dwelling units and proposed Hawaiian Gardens Casino Expansion. The potential development is estimated to generate over 15,000 new daily trips, with approximately 500 new trips in the morning peak hour, and approximately 1000 trips in the evening peak hour.

With build-out of the City, increased traffic volumes will occur throughout the City, with deficient conditions (Level of Service “E” or “F”) forecasted at two study intersections. It is recommended that the City of Hawaiian Gardens modify its roadway functional classification system to accommodate the future circulations needs.

As pointed out in the Existing Setting section of this report, the City of Hawaiian Gardens General Plan contains the following street classifications:

- Major: 100 feet of right-of-way
- Secondary: 80 feet of right-of-way
- Connector: 60 feet of right-of-way

The proposed modifications on roadway functional classification system are as follows:

- Major Arterial – 6-lane
- Major Arterial – 4-lane
- Secondary Arterial with center divider (four lanes)
- Secondary Arterial without center divider (four lanes)
- Local Street

The reason for this recommendation is to accommodate traffic volume levels in the future that will likely require the addition of lanes on some roadway segments. The City’s current classification system does not have a roadway classification that reflects a right-of-way width greater than 100 feet. Major Arterials with 100 feet of right-of-way are intended to be four-lane facilities. However, some Major Arterial roadway segments in the City of Hawaiian Gardens, specifically some sections of Carson Street, need to be upgraded to six lanes, three lanes in each direction. In other cities in the region, the six travel lanes have been accommodated within the 100-foot right-of-way by narrowing lanes and/or eliminating parking or bike lanes.

It is proposed that a “Major with six lanes” category be added to the City’s classification system, and assigned to Carson Street west of Norwalk Boulevard. This category would have a right-of-way width of 108 feet. Assigning this designation to this segment of Carson Street would make it possible for the City to preserve or acquire additional right-of-way as development or re-development takes place along these arterials. With

additional right-of-way, the City can achieve desirable design standards with appropriate lane widths, center dividers, and appropriate curb lane treatment.

Major Arterials

Major Arterials would be four-lane or six-lane divided facilities that would carry the highest levels of traffic volumes in the City, mostly in excess of 40,000 to 50,000 vehicles per day (vpd). Major arterials carry a large volume of intra-regional through traffic destined to and from major activity centers in the City, and to and from the freeway system. Frequent access to abutting land uses is discouraged.

- The right-of-way width for a 6-lane Major Arterial would be 108 feet. The LOS E capacity of a 6-lane Major would be 53,000 vpd.
- The right-of-way for a 4-lane Major Arterial would be 100 feet. The LOS E daily capacity of a 4-lane Major would remain at 40,400 vpd.

Secondary Arterials

Secondary arterials would be four-lane divided or undivided facilities usually capable of carrying up to 30,000 to 36,000 vehicles per day without serious traffic delays. They are designed to carry traffic between Major Arterials or to lesser thoroughfares and have right-of-way widths of 80 feet with 64 feet of roadway width curb-to-curb. The major difference between divided and undivided Secondary Arterials would be that the vehicle-carrying capacity for a divided facility would be higher than for an undivided facility. Most of the roadways designated as Secondary roadways in the City of Hawaiian Gardens have been improved to provide some form of center roadway divider for left-turn channelization. Adoption of this recommended classification will simply acknowledge the difference between the divided and undivided Secondary facilities in the City.

- The Secondary Divided Arterial would have two travel lanes in each direction, and a center roadway divider to provide separate channelization for left-turning vehicles. The daily LOS E capacity of a Secondary Divided Arterial would be approximately 36,000 vpd.
- The Secondary Undivided Arterial would have two travel lanes in each direction, and no center divider. Parking lanes or bike lanes would typically be provided. The daily LOS E capacity of Secondary Undivided Arterial would be 30,000 vpd.

Secondary Arterials are better suited than Major Arterials to serve adjacent land uses, and to carry traffic between adjacent neighborhoods, distributing traffic between local streets and Major Arterials. Side street access and driveways to individual properties are more frequent.

Local Streets

Local streets would be comprised of Collector and Residential streets. Collector streets are normally two lanes and are intended to collect and route local traffic to the higher classification roads. A collector street typically has a roadway width of 40 feet within 60 feet of right-of-way.

Residential streets constitute a major part of the road network in the City of Hawaiian Gardens. They would have a right-of-way between 50 and 60 feet, with two travel lanes, parking lanes, sidewalk and parkway. The intent of the residential street system is simply to carry residential traffic from the neighborhoods to the higher classification street system.

With this revised classification system, some changes to the current roadway designations are recommended. The recommended functional classifications for the roadways in Hawaiian Gardens are illustrated in Exhibit 4-8. The following summarizes roadway segments for which changes in classification are recommended:

Table 4-7: Roadway Functional Classifications Recommendation

Roadway Segment	Current Classification	Current Number of Lanes	Recommended Classification
Carson Street, west of Norwalk Boulevard	Major	4-lane, Divided	Major, 6-lane
Carson Street, east of Norwalk Boulevard	Major	4-lane, Divided	Major, 4-lane
Norwalk Boulevard, north of Carson Street	Secondary	4-Lane, Divided	Major, 4-lane
Norwalk Boulevard, south of Carson Street	Major	4-Lane, Divided	Major, 4-lane
Bloomfield Avenue, north of Carson Street	Major	4-Lane, Divided	Major, 4-lane
Pioneer Boulevard, north of Carson Street	Major	4-Lane, Divided	Major, 4-lane
Pioneer Boulevard, south of Carson Street	Collector	2-Lane, Undivided	Collector, 2-Lane

Recommended Roadway Cross-Sections

Right-of-way and roadway cross-sections for the recommended roadway classifications are presented in Exhibit 4-9.

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Exhibit 4-8: Recommended Roadway Functional Classification



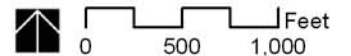
Roadway Classifications

■ ■ ■ ■ ■ Major 6-Lane

■ ■ ■ ■ ■ Major 4-Lane

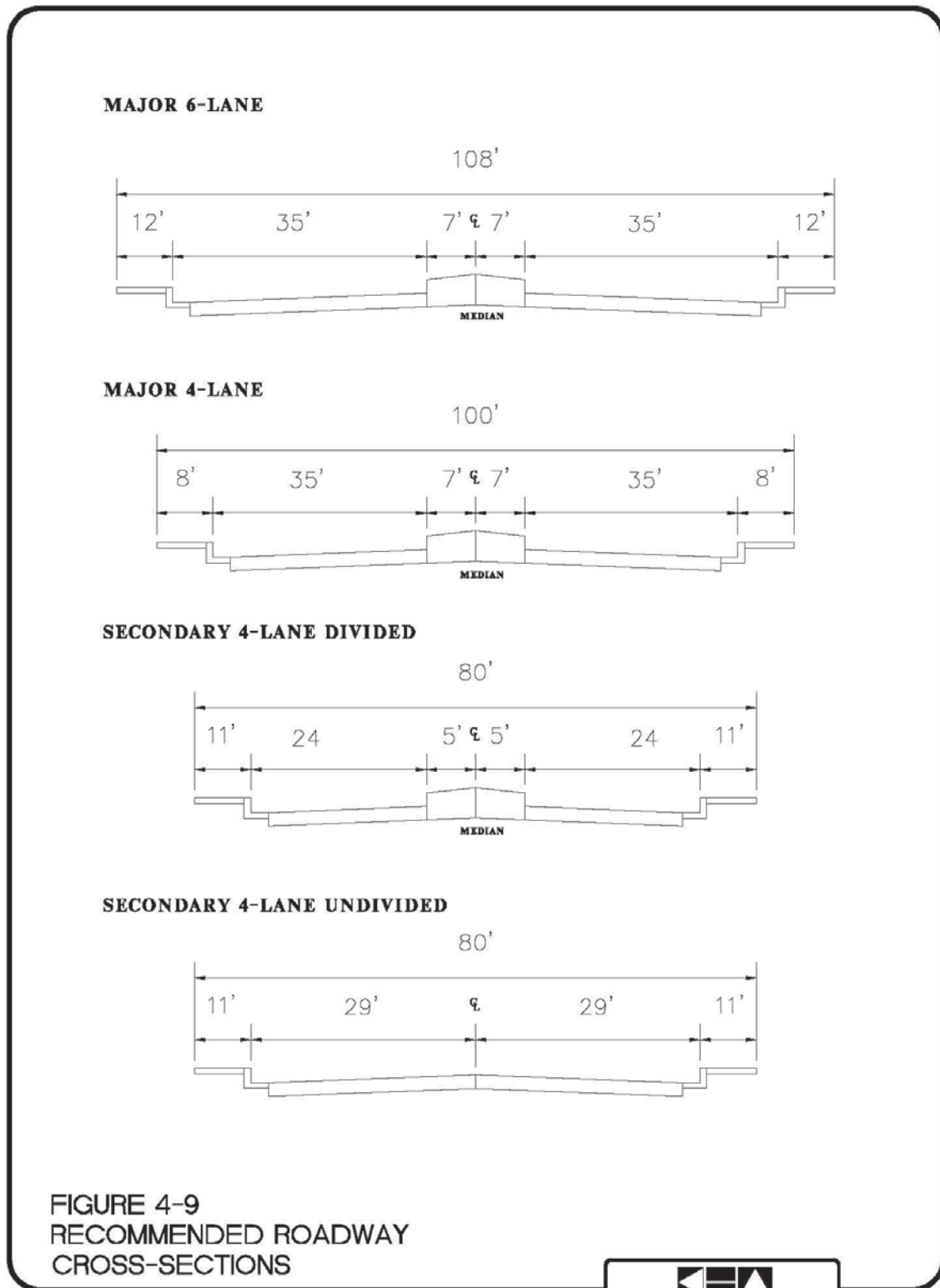
■ ■ ■ ■ ■ Secondary

■ ■ ■ ■ ■ City Boundary



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Exhibit 4-9: Recommended Roadway Cross-Sections



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CIRCULATION ISSUES

The following issues relate to circulation and mobility in Hawaiian Gardens:

- Carson Street links the community to the Cities of Long Beach to the west, and Cypress to the east and provides the community with exposure to regional commuters and visitors. Because of this, the street establishes a strong visual image (positive and negative) for the City. A specific issue mentioned for Carson Street concerns aesthetics and beautification of the corridor. Decorative elements and urban design features, such as City entry signs, a consistent sign scheme, and additional landscaping, would vitalize the setting and are currently being developed by the City.
- The 605 freeway off-ramp directly west of the City on Carson Street provides good accessibility to the City. Most major commercial centers in the City, including the Hawaiian Gardens Casino, are all located along Carson Street. Due to high traffic volumes on the street, signal light synchronization and other traffic solutions would also be beneficial. According to City officials, signal lights were synchronized by the County several years ago; however, comments were received indicating additional work is necessary. A street widening program was also mentioned to help improve traffic conditions.
- According to City staff, several residential streets are also too narrow for proper circulation. Specific streets include Hawaiian Ave, Claretta Ave, and Vern Ave. Surface street parking along both sides of the street adds to the problem, and many times, as discussed at the community meetings, there is only sufficient room for one lane of cars to pass. Additionally, most uses in this area are multi-family and designated Intermediate Density, which is overburdening the capacity of the streets. Some limited street widening may be possible; however, in most cases the only way to widen the street is to eliminate the adjacent sidewalk, which is not an acceptable solution.
- Specific areas in the City, such as alleys and the backs of commercial buildings, are a safety concern. There is a higher potential of danger in these areas due to limited visibility and sparse lighting. When necessary, the City encourages property owners to install adequate lighting on the backs of buildings.
- The City should also identify and prioritize improvements for specific areas, such as alleys. The alleys are widely used for vehicular access to residential and commercial lots. Because of the high utilization, they need repairs, such as pavement resurfacing and improved lighting.



- Clareta Street should be extended, in order to provide access to Carson Street from the residential neighborhoods in the southeast portion of the City.
- The pedestrian bridge over the channel connecting to Long Beach should be kept open.
- One-way streets are a problem. They should be converted to two-way streets.
- A community transit system should be created for residents. There is a senior transit system currently.
- The new extension of 226th Street in the southwest corner of the City is a popular place for drag racing. Speed humps should be considered as a solution.
- 221st Street should be extended over the Artesia Wash to provide for improved circulation and direct access across the Artesia Wash. Currently, because 221st does not provide a direct route, traffic is diverted to Civic Center Drive to the north, and 223rd Street to the south.

GUIDING PRINCIPLES

The Circulation Element guiding principles will provide direction for the City in the planning and management of the circulation network in Hawaiian Gardens.

- *Maintain and enhance an efficient circulation system to accommodate the travel needs of the City*
- *Provide a balance between economic development, regional mobility, and the preservation of residential neighborhoods and community facilities.*
- *Ensure the efficiency and safety of vehicular and non-motorized traffic on the City Streets*

GOALS AND POLICIES

Goals and policies of the Circulation Element will help maintain an efficient circulation system within Hawaiian Gardens.

Reduce the effects of regional traffic on the community

Goal CIR-1: To provide a safe and efficient regionally-oriented transportation system designed to channel non-local traffic and trucks onto the major arterial street system and discourage encroachment into community areas or residential neighborhoods.

Policies:

- CIR-1.1 Use the Circulation Element to guide detailed planning and implementation of the city's roadway system.
- CIR-1.2 Adopt street cross-section standards and ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.
- CIR-1.3 Provide adequate capacity on the Major Arterials, to encourage through traffic to stay on the major street system, and to discourage diversion onto the secondary and residential street system.
- CIR-1.4 Evaluate the City's truck routes, to ensure that movement of truck traffic is accommodated by and confined to the designated streets to the greatest extent possible.
- CIR-1.5 Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections.
- CIR-1.6 Improve access to and from freeway ramp facilities, and to facilitate truck movements.

Goal CIR-2: Provide and maintain a secondary network of arterial streets and local streets to accommodate the internal circulation needs of the City's businesses and residents.

Policies:

- CIR-2.1 Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
- CIR-2.2 Enforce speed restrictions throughout the City, especially on local streets.

-
- CIR-2.3 Review internal circulation of commercial development plans to minimize conflicts with residential neighborhoods.
 - CIR-2.4 Develop mechanisms to periodically monitor local traffic at the neighborhood level.
 - CIR-2.5 Encourage citizen notification of areas with through-traffic problems.
 - CIR-2.6 Extend Claretta Street through to Carson Street.
 - CIR-2.7 Extend 221st Street over the Artesia Wash

Safety

Goal CIR-3: Enhance the safety of motorists on the City street system.

Policies:

- CIR-3.1 Identify and evaluate high-accident locations. Recommend and implement improvements to address deficiencies.
- CIR-3.2 Clearly sign City streets, including advance signing for intersections on Major Arterials, and overhead signs at signalized intersections.
- CIR-3.3 Identify and, where feasible, remove distracting signage, and sight-distance barriers.
- CIR-3.4 Update and enforce a defensible city-wide speed limit program.

Goal CIR-4: Through street design and evaluation, promote the safety of bicyclists and pedestrians on the public street

Policies:

- CIR-4.1 Identify and address bicycle and pedestrian safety hazards, including mid-block crossings, missing or deficient sidewalks or bike lanes, and unsafe intersections.
- CIR-4.2 In cooperation with the School District, implement and maintain a “Recommended Safe Routes to School” guide for parents.

Transportation Demand Management/Transportation System Management

Transportation Demand Management

Goal CIR-5: Reduce traffic demand through TDM measures, such as ridesharing programs, rideshare support services, shuttle services, bicycle and pedestrian system improvements, information dissemination, and other trip reduction measures.

Policies:

- CIR-5.1 Implement land use and employment strategies to reduce the need for travel.
- CIR-5.2 Promote ridesharing through publicity and provision of information to the public.
- CIR-5.3 Encourage new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus pullout areas, covered bus stop facilities, efficient pedestrian paths through projects to transit stops, and incorporation of pedestrian walkways that pass through subdivision boundary walls.
- CIR-5.4 Encourage mixed-use projects to provide an internal system of pedestrian and bicycle amenities, linking site uses and providing linkages to surrounding uses.
- CIR-5.5 Encourage a mix of uses within a project designed to maximize internal trip making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.
- CIR-5.6 Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.
- CIR-5.7 Investigate and encourage innovative transportation solutions to serve the community.

Transportation System Management

Goal CIR-6: Using Transportation System Management strategies, improve the flow of traffic on City streets through means other than adding roadway capacity.

Policies:

- CIR-6.1 Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop and go conditions.
- CIR-6.2 Discourage the provision of on-street (curbside) parking to minimize traffic conflicts and increase the traffic carrying capacity of the roadway system.
- CIR-6.3 Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods.
- CIR-6.4 Promote the consolidation of parking and related circulation facilities, where appropriate, to minimize the number of ingress and egress points onto arterials.

Goal CIR 7: Strive to achieve a public transportation system which serves the needs of the community, is accessible to all, and is a viable alternative to the single occupant vehicle.

Policies:

- CIR-7.1 Participate in local and regional transit system/commuter rail/transportation demand management planning and implementation activities.
- CIR-7.2 Promote an increase in the use of public transit and para-transit services.
- CIR-7.3 Review new developments to include accommodations for TDM programs, including public transportation and parking management.
- CIR-7.4 Encourage the construction of bus shelters and bus turnouts/bays at key stops as appropriate.

Capital Improvements Element

INTRODUCTION

Capital improvements are an essential component of the development and ongoing maintenance of a balanced, stable community. Capital improvements include major infrastructure projects, such as improvements to roads, drainage facilities, sewer and water lines, transit lines, and other public facilities.

The Capital Improvement Element coordinates community planning, financial capacity and physical development. The Capital Improvement Element is a separate plan from the City’s short-term Capital Improvement Program (CIP). The CIP is developed annually for short-term projections of capital improvements needs and upcoming projects. The short-term program includes both a program outlining the proposed improvements, and a corresponding capital improvement budget that includes an estimated breakdown of cost for each improvement by upcoming fiscal year. The CIP details year by year requirements and is typically established by an intensive work program of the major City departments.

The City of Hawaiian Gardens updates its short-term CIP consistently. The Capital Improvement Element, on the other hand, discusses long term improvements needed to adequately support the General Plan. As a result of the goals and objectives of the General Plan, it will be necessary to implement certain capital improvements over the next 20 years. The Capital Improvement Element and Program are coordinated, so that the plans are consistent with each other.

RELATIONSHIP TO OTHER ELEMENTS

The Capital Improvement Element is related to the other Hawaiian Gardens General Plan elements because it must be consistent with every element in the General Plan. Capital improvements are not only the foundation for the everyday function of the City, but also serve the fundamental existing and future needs of residents, workers, and visitors of Hawaiian Gardens. It is necessary to plan for capital improvements in order to ensure that the City has an up-to-date reflection of the improvements needed throughout the community, funding mechanisms, and a timely schedule to carry out each project.

CURRENT GENERAL PLAN IMPROVEMENTS



The 1994 Capital Improvements Element contains several improvements that the City had planned. The following matrix (Table 4-8) contains a brief description of the proposed improvements, and the current status of the improvements as identified by City staff.

Because of the long-range and large scale nature of capital improvements, several projects outlined in the 1994 Capital Improvements Element are currently underway. For instance, the pavement management program is an ongoing program that provides for regularly scheduled road maintenance. Other improvements—such as undergrounding overhead utilities and constructing landscape medians—are part of other comprehensive plans like the Norwalk Boulevard Façade Renovation Program that also includes streetscape improvements.

Table 4-8: Summary of 1994 Capital Improvements Element

	Improvement	Description	Status
1	Underground utilities	Installation of 7,500 feet of underground utilities along Norwalk Boulevard	Not yet completed
2	Landscaped Medians	Installation of 2,500 lineal feet of landscaped medians along South Norwalk Boulevard	Completed
3	Traffic Signals	Installation of traffic signals at three intersections:	
		a. Norwalk Boulevard and 216th Street	Not completed
		b. Carson Street and Belshire Ave	Completed
		c. Norwalk Boulevard and Civic Center Drive	Completed
4	Water System	Water mains and pipe installation at the following locations:	
		a. Senior housing at 226th Street, west of Norwalk Boulevard	Waterlines replaced from Arline Ave and Juan Street
		b. Hawaiian Ave, between Carson and 221st Streets	Part of 2011 proposed budget
		c. 214th Street and Belshire Ave	Not completed
		d. Horst Ave, between 214th and Tilbury Streets	Waterlines replaced along 215th and 216th Streets at Horst Ave
		e. Arline Ave and 221st Street	Waterlines replaced along Arline Ave from 221st Street to 223rd Street
		f. Single family residential area bound by 222nd Street to the north, Wardham Ave to the east, 226th Street to the south, and Belshire Ave to the west	Waterlines installed along 222nd, 224th, and 225th Streets, from Belshire Ave to Wardham Ave
		g. Fire hydrant installation for the trunk system and water main upgrades	Systemwide fire hydrant replacement program was part of the 2007 budget
5	New Water System Facilities	New well at Centralia Street	Completed drilling and equipping a new well at the Centralia plant
		1 MG reservoir and boosters at Centralia	.75 MG and four booster pumps
		MWD connection on Wardlow Road	Emergency water supply connection to the City of Long Beach at Torin Street and Norwalk Blvd, within the vicinity of Wardlow Road

	Improvement	Description	Status
6	Improved Sewer System	1,300 lineal feet of 10-inch sewer upgrade for 221st Street, from Claretta Ave to Norwalk Blvd	N/A
		250 lineal feet of 10-inch sewer upgrade east of Norwalk Blvd, between 224th Street and	N/A
		600 lineal feet of 12 inch sewer upgrade on 221st Street from Norwalk Blvd to Horst Ave	N/A
		250 lineal feet of 12 inch sewer upgrade east of Norwalk Blvd between Brittain Street and	N/A
		800 lineal feet 15 inch sewer upgrade on 221st Street from Horst Ave to Elaine Ave	N/A
7	Street Improvements	East of Norwalk Boulevard street widening	
		a. 22nd Street	Not completed
		b. 223rd Street	Not completed
		c. 224th Street	Not completed
		d. Brittain St	Not completed
		e. Belshire Ave	Not completed
		South of Carson street widening	
		a. Claretta Ave	Not completed
		b. Vern Ave	Not completed
		c. Hawaiian Ave	Not completed
		West of Norwalk Boulevard, North of Carson	
		a. 215th Street	Not completed
		b. 216th Street	Not completed
		c. Tilbury Street	Not completed
		d. Horst Ave	Not completed
e. Violeta Ave	Not completed		
f. South of 221st Street widening	Not completed		
g. Juan Avenue	Not completed		
8	Street Improvements	Arline, Clarkdale, Violeta, and Seine Avenues	Not completed
		Farlow Street	Not completed
		226th Street	Completed
		Killingsworth pedestrian access	Not completed
9	Pavement Management	Street maintenance	In progress - annual program
10	Fire Station	Renovation and expansion	
11	Storm Drains	Citywide Drainage Program	Master Plan underway - expected completion and adoption by June, 2008

PROPOSED CAPITAL IMPROVEMENTS

The City has prepared a Draft Capital Improvements Program for Fiscal Year 2007-08 through 2013-14. The program lists future improvements that will help attain goals and policies in the General Plan. The following projects are included in the proposed CIP:

Parks

- Fedde Middle School Sports Complex - Construct sports complex at Fedde Middle School, which includes new track and stadium, baseball diamond, basketball and tennis courts, and additional parking.

Public Facilities

- Library and Community Safety Center - Design and construction of tenant improvements for the new library and community safety center within existing building located on Carson Street.
- C. Robert Lee Activity Center Improvements - Construction of a second-floor addition above the weight room of the C. Robert Lee Activity Center.
- Parking Improvements (C. Robert Lee Center) - Provide additional parking for the C. Robert Lee Activity Center by removing existing tennis courts and covered walkway.
- City Hall Expansion - Additional office space and conference room. The City Hall Expansion includes multipurpose center addition to the C. Robert Lee Center, and an addition to the Senior Center, to house city recreational programs.

Safe Route to School

- Safe Route to School Program - Installation of flashing red beacons, speed humps, high visibility signs and access ramps for both Ferguson Elementary School and Hawaiian Elementary School. The program is 90 percent funded by a state grant program designed to improve the safety of children traveling to and from school, and encourage walking and bicycling.

Streets

- Annual Street Maintenance Program - A city-wide street maintenance program that includes pavement rehabilitation. Streets are identified and updated through the Pavement Management Assessment.



- Carson Streetscape Improvements - Aesthetic improvements to sidewalks, median islands, landscaping, irrigation and street furniture on Carson Street. The improvements will extend along Carson Street.
- Dead-end Street Project (Phase II) - Connect the west terminus of 226th Street to Pioneer Boulevard to provide improved traffic circulation and aesthetic improvements.
- Monument Signs - Install four monument signs at the major gateways to Hawaiian Gardens, which includes Norwalk Boulevard at the northern and southern gateways, and Carson Street, at the western and eastern gateways.
- Bloomfield Avenue Median and Overlay - Construction of a rubberized asphalt overlay and landscape median in conjunction with the utility undergrounding project. The project will extend from Carson Street to the south, up to the city limit in the north.
- Claretta Avenue Extension - Connection of the north terminus of Claretta Avenue to Carson Street, intended to provide improved circulation by channelizing traffic and reducing the occurrence of conflicting turning movements. Also provides aesthetic improvements.
- Norwalk Boulevard Streetscape - This project is the companion to the Carson Streetscape Project, and includes the installation of decorative sidewalks, curb ramps, concrete intersections, street trees, and street furniture to improve the aesthetic appearance of the street. Provision for the future undergrounding of utilities is also an integral element. The project extends from the city limit to the south, to the city limit to the north.
- Norwalk Boulevard Overlay - Construction of an asphalt overlay, from 211th Street to 226th Street, to extend the life of the pavement structure on Norwalk Boulevard.

Utilities

- Bloomfield Avenue Electrical Undergrounding - Replace dilapidated wood pole-mounted electrical services with underground electrical services. It is located along Bloomfield Avenue from the south City limits to the north City limits.
- Bloomfield Avenue Storm Drain - Extend a new storm drain from the Coyote Creek channel to Bloomfield Avenue to mitigate storm flooding. The project location is Woodson Street from the Coyote Creek channel to Bloomfield Avenue, and a portion of Bloomfield Avenue north of Woodson Street. This is necessary to reduce ponding during flood events.

- Norwalk Boulevard Electrical Undergrounding - Replace dilapidated wood pole-mounted utilities with underground utilities on Norwalk Boulevard, through both north of Carson Street and south of Carson Street.

RECOMMENDED IMPROVEMENTS

In order to support buildout projections as part of the Hawaiian Gardens General Plan, additional improvements should be incorporated in addition to the proposed City capital improvements.

Circulation Network

Buildout analysis of the circulation system concludes that two intersections, 1) Carson Street and Norwalk Boulevard and 2) Carson Street and Violeta Avenue, would not continue to operate below the acceptable level of service (LOS) threshold “D”. The Carson Street and Norwalk Boulevard intersection is projected to operate at LOS “F” in the PM Peak Hour, and the Carson Street and Violeta Avenue intersection is projected to operate at LOS “E” in the AM Peak Hour and LOS “F” in the PM Peak Hour.

Since the acceptable threshold for LOS is “D”, these two intersections are considered to be impacted. In order to achieve the acceptable LOS threshold of “D”, the segment of Carson Street west of Norwalk Boulevard would need to be widened to six lanes. Traffic volumes will increase gradually over time, so widening would not be an immediate action the City would need to take. Rather, the City would need to monitor traffic growth, and be prepared to act when the levels of congestion are reached when widening becomes essential. To the extent that future development contributes to the need for widening, a fair-share contribution to the cost of the widening can be made a condition of approval for future developments.

In addition to widening to six lanes, traffic control system improvements to help expedite access to and from the freeway should be implemented. These improvements are part of a regional program—the Carson Street Traffic Synchronization Program—that Los Angeles County Public Works is administering. Traffic signal synchronization on Carson Street is scheduled to be completed mid-2008. With these measures, traffic operating conditions at this intersection can be maintained to acceptable levels.

Parks/Other Facilities

The Land Use and Open Space/Recreation Elements recommend that, during the next 20 years, the City add new parkland and other open space improvements. A potential park is recommended in the vicinity south of Carson Street, between Verne and Hawaiian Avenues. Another potential

park location is in the southeast portion of the City, east of Norwalk Boulevard and north of Woodson Street.

Fire Station

The Land Use Element identified that a new fire station is urgently needed for the community. The exact location should be determined at a later date, however, it should be located near the existing fire station, as to not impact emergency personnel response time. This fire station is intended to replace the existing, outdated facility located at Norwalk Boulevard and 213th Street. The existing facility does not meet current Los Angeles County Fire Department Station Standards for size and facilities.

CAPITAL IMPROVEMENTS BUDGET

The estimated total budget of the recently adopted 7-Year Capital Improvement Program is \$73,864,500 for fiscal years 2007/08 through 2013/14. The distribution of the CIP budget is proposed, as follows:

Project Type	Budget Amount	Percentage
Parks	\$ 16,613,000	22.5%
Public Facilities	\$ 6,558,000	8.9%
Safe Schools	\$ 287,000	0.4%
Street Improvements	\$ 17,069,000	23.1%
Utility/Infrastructure	\$ 28,837,500	39.0%
Downtown Beautification	\$ 4,500,000	6.1%
Total	\$ 73,864,500	100%

Source: City of Hawaiian Gardens

The CIP allocates the most funding for utility/infrastructure improvements (39 percent) and park improvements (22.5 percent). Although the total budget for the 7-year CIP is \$73,864,500, approximately \$42,050,000 remains without a funding source.

Funding sources for the 7-year CIP include:

- Proposition A and Proposition C – Two and one-half cent sales tax measures to finance a countywide transit development program. The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for administering the program and establishing guidelines. 25 percent of the Proposition A tax revenues and 20 percent of the Proposition C tax revenues are earmarked for the Local Returns Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related transportation infrastructure.
- Community Development Block Grant (CDBG) – Federal funds received by the Department of Housing and Urban Development (HUD) for the purpose of benefiting low and moderate income areas and disabled residents.
- Gasoline Tax – Revenue from gasoline tax funds apportioned under the State Streets and Highways Code. Expenditures may be for any street related purpose on the City’s system of streets, including maintenance.
- General Fund – The fund designation used to account for financial resources applicable to the general governmental operations of the City of Hawaiian Gardens.
- MTA Grant – State and Federal Funding awarded to the City through the MTA “Call for Projects” including the Regional

Bikeway and Pedestrian Improvements, Major Improvements to Rail and Arterial Highways, Traffic Signal Synchronization, Bus Speed Improvements, Bus Capital Projects, Shuttle and Vanpool projects, and scenic beautification projects.

- Redevelopment Agency Funds – A fund established by a property tax increment above the established base year amount to fund public and private development projects that target the removal of blight within the project area.
- Safe Route to School Program – Administered by Caltrans, this program provides State and Federal for projects that protect the safety of school children traveling to and from school.
- State Proposition 42 - \$127 million for transfer to the State Controller for apportionment to cities by formula, to be used for local street maintenance, rehabilitation, reconstruction, and storm damage repair. Funding is derived from the State Transportation Congestion Improvement Act passed in 2002. State law requires sales and use taxes on motor fuels to be used for public transportation, City and County road repairs and improvements.
- Bond 1B – Special bond funds approved by the voters for street resurfacing – 2 year funding.
- Los Angeles County Park Bond
- California Park Bond – Funds for flood and park improvements throughout California.
- General Obligation Bond – In 2006, the City Redevelopment Agency issued a tax allocation bond program consisting of Series A bonds of \$7,730,000 and Series B bonds of \$4,775,000.
- SB 821 – In 2005, the State refunded the Transportation and Development Act Article 3, issuing annual funding for bicycle and pedestrian funding. The City gets about \$8,000 per year. The City uses these funds for sidewalk and ADA ramp upgrades at the street corners. Funds can also be used for bike lane striping and bikeway facilities.

CAPITAL IMPROVEMENTS ISSUES

Issues related to capital improvements in the City include:

- The City should ensure adequate funding sources are provided for proposed capital improvements. Projects should proceed on a schedule, as City funds permit.

- The City should evaluate capital improvements needs annual during the annual budget update process. City staff should make recommendations for expenditures for these and other projects during this time.
- The City should regularly evaluate and ensure that the provided capital improvements meet the future needs of the community.

GOALS AND POLICIES

The following goals and policies will support future capital improvements in Hawaiian Gardens:

Goal CAP-1: Provide adequate facilities and services of roads, sewer, water, and storm drain infrastructure.

Policies:

- CAP-1.1 Collaborate with Golden State Water Company to maintain existing water, sewer, and storm drainage systems.
- CAP-1.2 Examine the feasibility of fire station expansion or relocation.
- CAP-1.3 Examine the feasibility for installation of major underground utilities throughout the community.
- CAP-1.4 Monitor the impacts and demands of new development.
- CAP-1.5 Require developers of new projects to pay the costs of new infrastructure when necessitated by that development.
- CAP-1.6 Promote water conservation in order to reduce water consumption.

Goal CAP-2: Collaborate with local and regional government agencies to maintain an adequate network of roads and utilities.

Policies:

- CAP-2.1 Consult with neighboring cities on land use and transportation planning efforts.

Goal CAP-3: Encourage and support joint-use facilities.

Policies:

- CAP-3.1 Collaborate with public agencies to provide new joint-use projects.

CAP-3.2 Provide for the ongoing maintenance of existing joint-use facilities.

Goal CAP-4: Improve the welfare of the community by ensuring infrastructure and services meet existing and future demand.

Policies:

CAP-4.1 Install and maintain street lighting in residential neighborhoods and alleys.

CAP-4.2 Examine the feasibility of providing technology infrastructure, such as wireless internet access, throughout the community.

See the Implementation Program (Section 7) for implementing actions that support the goals and policies of the Capital Improvements Element.



Community Resources

Section 5

Community Resources

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Conservation Element

INTRODUCTION

Conservation refers to the management of natural resources to prevent waste, destruction, or neglect. The Conservation Element addresses the requirements of Government Code Section 65302 (d). The Conservation Element focuses on the protection and sustainability of natural resources, including water resources, biological resources and wildlife, soils, and energy. The Conservation Element also addresses solid waste in the City, and the provision for programs and policies related to managing renewable and nonrenewable resources. Hawaiian Gardens is almost entirely built out; however, it is still necessary to address natural resources that are significant components of the community, and their preservation and resourceful utilization. Development and population growth are constant in the community, therefore, the careful management of natural resources is essential.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As mandated by State law, the Conservation Element must be consistent with all other elements of a General Plan. The content and discussion in the Conservation Element is similar to that of the Land Use, Open Space/Recreation, Safety Elements, and others in the General Plan, that identify natural resources and open space. However, all elements in a General Plan are interrelated to an extent. Goals and policies in the Conservation Element address energy efficiency, conservation and preservation of natural resources, and recycling opportunities available in the City, which overlap with policies and programs created in other General Plan Elements. The overall scope of the Conservation Element is directed at restoration and protection of the quality of the City's physical environment, natural and manmade, through conserving natural water courses, soils, and plant life.

RELATED PLANS AND PROGRAMS

Related plans and programs include policy at the federal, state, and local levels that apply to the topic resources in the Conservation Element.

Federal Clean Water Act

Congress passed the Federal Water Pollution Control Act Amendments of 1972 and the Clean Water Act (CWA) of 1977 to provide for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's lakes, streams, and coastal waters. The CWA implements several programs, including federal effluent limitations and State water quality standards, the discharge of pollutants and dredged and fill materials into navigable waters, and enforcement programs.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the primary instrument for ensuring that environmental impacts of local development projects are appropriately assessed and negative impacts mitigated, and if not fully mitigated, ensuring that project benefits to the community are substantial enough to override any potential impacts.

National Pollutant Discharge Elimination System (NPDES)

The City of Hawaiian Gardens is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which implements the NPDES permit for the Los Angeles area. The NPDES permit is a requirement of the Clean Water Act, and under the permit, jurisdictions must implement measures to reduce urban runoff during all phases of development and building operation. Requirements include incorporating Best Management Practices to reduce runoff from construction and existing developed sites, reporting violations to the LARWQCB, and public education regarding the negative water quality impacts from urban runoff.

Global Warming Solutions Act of 2006 (AB 32)

In September 2006, the California Governor signed into law AB 32, which formally commits the state to reduce greenhouse gas emissions to 1990 levels by the year 2020, through an enforceable statewide emissions cap. It is the responsibility of local jurisdictions to now address their General Plan's impact on global warming, and consider ways to reduce greenhouse gas emissions. The California Air Resources Board (CARB) will begin enforcing limits on emissions in 2012. The law also requires CARB to institute a mandatory emissions reporting and tracking system to monitor and enforce compliance with emissions limits.

EXISTING CONDITIONS

Water Resources

The importance of water as a resource must be approached in terms of its quality and quantity, sources of supply, uses and demands, and the potential for its destruction, as well as its sustainability. Additional information on the water supply infrastructure system is provided in the Capital Improvement Element (Section 4).

Supply

Water service in Hawaiian Gardens is provided by the Golden State Water Company (formerly the Southern California Water Company) Region II Central District – Central Basin East Artesia System. The Central District – Central Basin East Artesia System serves approximately 19,600 customers in the communities of Artesia, Norwalk, Hawaiian Gardens, and portions of Cerritos, South Gate, and Lakewood. The City of Hawaiian Gardens lies within the Golden State Water Company Artesia System and Customer Service Area (Artesia CSA).

Water sources in the area include a blend of groundwater pumped from the Central Groundwater Basin and imported water from the Colorado River and the Bay Delta in Northern California (40 percent imported and purchased water, 60 percent water pumped from ground wells). The Golden State Water Company has two external connections: one with Cerritos that has a Metropolitan Water District (MWD) connection, and another Orange County connection with an MWD connection. The Golden State Water Company has no immediate concern with the availability of water supply because it has entitlement of groundwater resources in the Central Groundwater Basin, with supplemental imported water available from MWD. The Golden State Water Company also leases additional water rights from other entities that no longer pump groundwater but have entitlements, in order to meet the increases in water demand from its service area. The water company is currently working on the construction of new wells, pumping plants, water mains, new wells, pumping plants, water mains, and other improvements, including replacement wells for older wells.

The City of Hawaiian Gardens is supplied by four active wells, including Centralia 3 and 4, Juan and Halbrite. The Centralia and Juan wells pump to reservoirs and are then re-pumped to the system. The southern portion of the Artesia System is a relatively new system (most of it was constructed in the 1950's and 1960's) and, consequently, it has relatively few main leaks.



Demand

The City of Hawaiian Gardens comprises approximately 36 percent of the Artesia System. Table 5-1 shows historic and projected water demands for the Artesia CSA overall, and the City of Hawaiian Gardens specifically.

Table 5-1: Water Demand for Artesia CSA and City of Hawaiian Gardens

Year	Artesia CSA				City of Hawaiian Gardens			
	Annual	Average Day		Max Day	Annual	Average Day		Max Day
	AF/Y	MGD	cfs	MGD	AF/Y	MGD	cfs	MGD
2000	10,269	9.17	14.17	12.83	3,697	3.30	5.10	4.62
2005	10,448	9.33	14.42	13.06	3,761	3.36	5.19	4.70
2010	10,728	9.58	14.81	13.41	3,862	3.45	5.33	4.83
2015	10,993	9.81	15.17	13.74	3,957	3.53	5.46	4.95
2020	11,145	9.95	15.38	13.93	4,012	3.58	5.54	5.01
2025	11,351	10.13	15.67	14.19	4,086	3.65	5.64	5.11
2030	11,556	10.32	15.95	14.44	4,160	3.71	5.74	5.20

Source: Golden State Water Company, Correspondence, April 3, 2008.

Water Quality

The Federal Safe Drinking Water Act of 1974 and its 1986 amendments are intended to ensure the quality of our water supplies. The federal government, through the Environmental Protection Agency (EPA), sets standards and monitoring requirements for water utilities. California, through its Environmental Protection Agency, has the option of adopting the federal standards or setting more stringent ones.

Testing of domestic water is performed by the Golden State Water Company for various constituents, substances, and physical agents, which the federal or state government has determined allowable maximum contaminant levels (MCL). Testing frequency is determined by the state, and varies depending on the source (ground or surface water), and prior test results. Presently, the Golden State Water Company is required to perform water quality testing according to the following schedule:

- Organic chemicals – Once every three years (if prior testing resulted in non-detectable measurements);
- Inorganic chemicals and general minerals – Once every three years in groundwater, and once per year in surface water;
- General physical conditions – Once every three years; and
- Radioactivity – Once every four years.

Golden State Water Company also performs weekly tests for residual chlorine, pathogenic (disease-causing) bacteria, and odor and clarity. In addition to these constituents, the company also monitors for 42 additional organic chemicals for which the state and EPA have not yet set standards.

The Los Angeles County Department of Public Works, Waste Management Division, monitors the quality of storm water runoff from various locations.

Wastewater

The local sewer lines in the City are maintained by the Los Angeles County Department of Public Works, Consolidated Sewer Maintenance District (CSMD). The Los Angeles County Sanitation District provides sewage treatment for wastewater from Hawaiian Gardens. The Los Angeles Sanitation District's Wastewater Treatment Division operates 10 water reclamation plants and one ocean discharge facility (Joint Water Pollution Control Plant). Wastewater from Hawaiian Gardens is conveyed to the Long Beach Water Reclamation Plant.

Biological Resources

Hawaiian Gardens is located in a highly urbanized and dense area. The City itself is almost entirely developed, with the exception of a few vacant infill parcels throughout the community.

There are no expansive open space areas, natural features or sensitive natural plant communities, or riparian habitats for which to consider conservation. The Coyote Creek Channel traverses the eastern portion of the City. However, this regional channel is concrete-lined and the natural Coyote Creek channel has been disturbed. Open space areas in the City consist of community parks, school playfields, grassy and landscaped lots in residential areas, and landscaping included in parkways, medians, private sites, and residential yards. Typical vegetation in the City includes non-native and ornamental plant species for landscaping, including palm trees, eucalyptus trees, and shrubs.

As California grows, communities are increasing the demand for limited resources and generating more waste. It is becoming vital and necessary to maintain an active role in efficiently managing our limited natural resources, reducing waste, and preventing pollution. Sustainable landscaping uses practices that preserve limited and costly natural resources, reduce waste generation, and help prevent air, water, and soil pollution. The goal of sustainable landscaping is to minimize environmental impacts. Sustainable landscaping features healthier, longer-lived plants that rely less on chemical pesticides and fertilizers, minimize water use, and reduce waste generation and disposal. They also require less maintenance and help alleviate groundwater and air pollution concerns.

Sustainable landscaping consists of attractive drought-tolerant plants, shrubs, and trees that reduce maintenance costs, require less water, and help protect the environment. Drought-tolerant plants can include trees, shrubs, ground cover, vines, and beautiful accents¹. The Conservation Element of the Hawaiian Gardens General Plan should contain goals and policies encouraging the use of drought-tolerant and sustainable landscaping in the community.

Historic and Cultural Resources

Historic and cultural resources are symbols of past civilizations. They can provide a sense of place, history and pride for residents of an area. The Los Angeles basin has a rich cultural history that dates back to the early settlements by Native Americans. The Gabrielino Indians, also known as the Tongva, occupied an extensive region in the area, stretching from the San Gabriel Mountains to the coast, including the land now occupied by Hawaiian Gardens. The Tongva (or Gabrielinos) were the people who canoed out to greet Spanish explorer Juan Rodriguez Cabrillo upon his arrival off the shores of Santa Catalina and San Pedro in 1542. Their original name having been lost to cultural assimilation into Spanish and Mexican culture, they came to be called Gabrielinos because of their close association with the Mission San Gabriel. They once inhabited all of Los Angeles County and northern parts of Orange County. There were an estimated 5,000 Tongva in the region when the first Spanish settlers arrived in 1781. There are 31 known sites believed to have been Tongva villages, each having had as many as 400 to 500 huts. Hereditary chieftains who wielded almost total authority over the community led the villages.

The tribe had a large village known as Puvunga, in the area that is now Long Beach. Native Americans that lived in that village often went to the area that is now Hawaiian Gardens to hunt.

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. There are no cultural sites and resources in Hawaiian Gardens designated by the National Register. Additionally, there are no locally-designated historic sites or resources.

¹ California Integrated Waste Management Board (CIWMB): *Landscape Management Guidelines: Sustainable Landscaping*, 2005.

Solid waste

Solid waste disposal services for the City are provided by Consolidated Disposal Services. Waste from the City is taken to the Bel Art Transfer Station in Long Beach, with final disposal at Chiquita Canyon Disposal Facility; a 592-acre facility located in Valencia, north of Los Angeles County.

Currently, the City contributes approximately 15,713 tons of waste annually. Approximately 23 percent of waste is recycled through the City's programs. Commercial land uses are the largest producer of disposable waste, generating approximately 6,404 tons of waste and 2,823 tons of recyclable materials annually (in 2006, Table 5-2). Industrial uses are the lowest generators of disposable waste and recyclable materials. This may be in part because industrial land use is a smaller land use category compared to residential and commercial land uses in Hawaiian Gardens.

Table 5-2: Hawaiian Gardens Waste Tonnage: 2006

Month	Disposed	Recycled	Total	Recycle %
January	932.99	252.79	1,185.78	21%
February	968.79	270.92	1,239.71	22%
March	955.07	265.36	1,220.43	22%
April	1,027.48	285.59	1,313.06	22%
May	976.91	267.53	1,244.44	21%
June	1,095.83	294.04	1,389.87	21%
July	1,072.81	315.33	1,388.15	23%
August	1,287.26	344.68	1,631.94	21%
September	951.55	271.28	1,222.83	22%
October	1,139.68	203.09	1,342.77	15%
November	1,002.49	277.62	1,280.11	22%
December	633.74	620.18	1,253.92	49%
Total	12,044.59	3,668.41	15,713.01	23%

Source: City of Hawaiian Gardens

AB 939, the California Waste Management Act of 1989, requires local jurisdictions to prepare, adopt, and implement source reduction and recycling plans in order to make substantial decreases in the volume of waste materials going to landfills, and to reach landfill diversion goals of 50 percent. To meet these goals, it is necessary for Hawaiian Gardens to promote the reduction of solid waste and the stream of waste going to landfills. In response to this, the City of Hawaiian Gardens has prepared and adopted an ordinance related to recycling and diversion of construction and demolition waste.

Recycling

The City of Hawaiian Gardens has an active recycling program, which includes a curbside recycling program, drop-off areas, and providing public education materials.

The curbside recycling program includes picking up recyclable materials, but does not include green waste. Recycling materials can include paper, plastics, glass, and metal items. There is also one drop-off site located in the City, where residents can bring recyclable materials to dispose of. The City also provides solid waste disposal services for bulk and special items. The service operates bi-monthly, at different sites throughout the City. The program targets different neighborhoods in the City each time and advertises the opportunity for residents to dispose of bulk items. Large disposal containers are provided. This helps eliminate bulk and unnecessary items within public areas that are commonly abandoned in yards, vacant lots, and other areas.

The City actively promotes recycling and has provided educational and informational pamphlets and flyers on the benefits of recycling. Goals and policies in the Conservation Element will serve as a base for the City's active promotion of recycling.

Energy Resources

Energy issues impact a wide range of daily activities. All traditional energy supply consumed by land uses in the City are imported. There are no wells producing oil or natural gas, generating stations, or refineries and processing facilities within the City. Natural gas is imported by the Southern California Gas Company from its interstate system. Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison Company.

Energy Conservation

Energy is consumed in Hawaiian Gardens through a variety of uses, and serves different purposes. Energy is needed for transportation, residential and nonresidential heating and cooling, water heating, and lighting. Energy conservation is important in preserving non-renewable energy resources to ensure that these resources are available to future generations. There are numerous benefits associated with energy conservation, such as improved air quality, reduction of energy costs, waste stream reduction and water conservation. The Conservation Element will contain policies that encourage energy conservation, including energy efficiency and public education on energy conservation.

A significant component of energy conservation is energy efficiency in the design of structures within the City. The concept of “green building” encourages the design, construction, renovation, reuse, or operation of buildings that enhance resource efficiency, therefore making the building sustainable. There are several useful and proactive measures for residences and also nonresidential land uses that owners can take in order to make their structures more energy efficient.

For residences, homeowners can install high performance windows. These windows employ advanced technology such as proactive coatings and improved frame assemblies to trap heat in during winter and keep heat out during hot seasons. The windows also block damaging ultraviolet sunlight that can fade carpets and furnishings. Along with improved windows, ensuring effective insulation is provided for walls, floors, and interior spaces of a home stabilize temperatures indoors and improve comfort. Installing effective heating and cooling systems also reduce energy consumption. ENERGY STAR appliances and fixtures, such as light bulbs, ventilation fans, refrigerators, washing machines, and other typical household appliances use less energy, and are easy to find in stores. For yard areas, using landscape irrigation with low-drip systems, and drought-tolerant landscaping can reduce wasteful water consumption.

There are also energy conservation methods for nonresidential land uses, such as commercial and industrial. Operating facilities with tankless water heating systems, low-flush toilets, and flow-reducing water faucets reduces water consumption and energy use. For onsite landscaping, native soils and mature trees should be preserved. This helps prevent soil erosion, maintains sources of natural cooling, diverts additional waste from landfills, and preserves nature. Recycling job site and construction waste also helps divert waste from landfills. Typically, construction and demolition waste accounts for 21 percent of the statewide waste stream. These materials are renewable resources which can very easily be recycled.

Energy Efficiency Programs

Local energy efficiency programs are often provided by local utility purveyors to offer incentives for energy conservation and efficiency. The Gas Company offers programs and incentives, such as rebates, to their customer service area. For residences, the 2008 Home Energy Efficiency Rebate Program offers cash rebates on qualifying energy-efficiency upgrades or improvements made to single family homes, condominiums, or attached residential units (maximum of four.)

For nonresidential uses, the Gas Company offers energy efficiency programs, rebates, and incentives. Rebates are provided for energy efficient gas appliances and improvements.

The Gas Company also offers energy efficiency programs for large commercial/industrial businesses. The program provides incentives of up to \$1,000,000 per eligible customer, per year, helps fund energy projects that save more than 200,000 therms per year, and encourages eligible large

nonresidential customers (such as large industrial, commercial and chain account customers) to move forward with comprehensive energy efficiency projects and process improvements.

Global Warming



The passing of recent legislation has brought the consideration of global warming, climate change, and the greenhouse effect to the local level. Local agencies approving large projects, including general plans, are required to address the issue of global warming and demonstrate what measures will be taken to reduce greenhouse gas emissions.

The greenhouse effect is caused by naturally occurring gases that are dispersed in the atmosphere trapping solar heat. Sunlight passes through the atmosphere and the incoming solar radiation is radiated from the earth's surface as heat energy. Greenhouse gases (GHG)—such as carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and others—trapping the energy then warm the earth. This effect is analogous to the glass panels of greenhouse trapping sunlight energy and warming the interior of the structure. Increasing concentrations of these gases therefore, on a large scale, are causing a rise in global temperature. This is referred to as global warming.

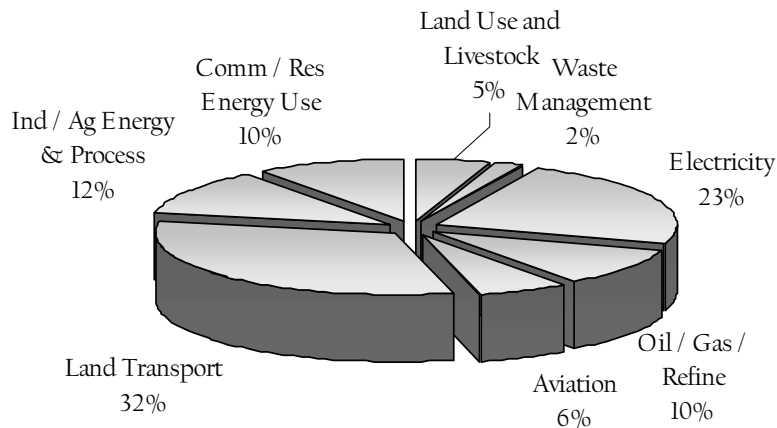
The human impact and role are contributing GHG at an unprecedented rate. GHG are increasing due to four major human activities:

1. Combustion of fossil fuels – Carbon dioxide (CO²) is produced when gasoline is burned in automobiles, and when coal and natural gas are burned to heat and provide electricity to homes and businesses.
2. Deforestation – When vegetation is cleared, burned, or left to decay, carbon dioxide is released into the atmosphere. Vegetation also absorbs carbon dioxide. Once vegetation is cleared out, less carbon dioxide will be absorbed from the atmosphere.
3. Decomposition of organic matter – The decay of organic landfill waste releases both carbon dioxide and methane into the air. Methane is much more potent as a GHG than carbon dioxide.
4. Livestock – Animals also contribute GHG by releasing methane into the air².

² *Marin County Greenhouse Gas Reduction Plan*; Marin County Community Development Agency, 2006.

According to the California Air Resources Board, the 1990 GHG inventory for California indicated that the largest sectors for GHG emissions were land transport (32%), electricity (23%), and industrial and agricultural energy and processes (12%) (Figure 5-1).

Figure 5-1: California GHG Emissions



Source: CARB GHG Inventory, 1990.

In Hawaiian Gardens, GHG emissions are regulated by the South Coast Air Quality Management District, in addition to State and federal agencies. Agencies impose regulations to reduce emissions from both stationary and mobile sources. These actions have led to a substantial improvement in air quality in the South Coast Air Basin, and presumably, a concurrent effect on greenhouse gas emissions. As new requirements, regulations, and legislations are imposed, further reductions are anticipated.

The City of Hawaiian Gardens is a predominantly built out city and General Plan projections do not envision substantive increases in nonresidential square footage and development. The issue of GHG emissions increase from growth and development are not expected to be a significant concern. However, the City still produces emissions from stationary and mobile sources, such as transportation, electricity, and residential and nonresidential energy uses. The City can address emission reductions through the encouragement of transportation alternatives, energy conservation and reduction, and energy-efficient appliances and resources in new residential development. The Conservation Element will contain goals, policies, and implementing actions to support the local reduction of GHG emissions.

CONSERVATION CONSIDERATIONS

Green Building

Green building encourages the design, construction, renovation, reuse, or operation of buildings that enhance resource efficiency, therefore making the building sustainable. Green building includes design and construction strategies that significantly reduce or eliminate the negative environmental impacts of a development. There are several benefits of green building, including more efficient and cost efficient use of building resources, significant energy and operational savings, reduced stormwater impacts and air pollution impacts. There are four fundamental objectives of green building:

- Conserve natural resources
- Use energy wisely
- Improve indoor air quality
- Plan for livable communities

Conserve Natural Resources

The new construction process typically generates a large amount of waste. Building strategies can help protect natural resources by using durable materials and recycle-content products that divert waste from landfills. Additionally, development and landscaping that is designed to use water efficiently can conserve water and be cost-efficient.

Use Energy Wisely

Generation and use of energy are major contributors to global climate change. Demand for energy is also expected to increase due to the state's projected population growth. Improving energy efficiency and using renewable energy resources will be significant factors in reducing overall energy consumption.

Improve Indoor Air Quality

Common sources of indoor air pollution are contaminants found in building materials. Common paints, adhesives, floor finishes, and sealants often contain and emit unhealthy volatile organic compounds (VOCs). New development should ensure that indoor materials are safe and low emitting.

Plan for Livable Communities

For local municipalities, green building can provide many economic benefits. Development designed to reduce dependence on cars can help alleviate traffic congestion, which can in turn improve local business productivity. Infill projects can help revitalize older areas and allow public funds to be used for existing services. Investing in pedestrian and bicycle

friendly neighborhoods can also provide transportation alternatives, aiding in traffic congestion and ambient air quality³.

There are several available strategies to incorporate green building into community development, such as the development of design guidelines, standards and regulations as part of the zoning code, or development incentives in the form of parking reduction and reduced development application fees. Additional incentives are often also provided by major public utility purveyors, such as electricity and gas providers.

The Southern California Gas Company—a utility company that currently serves Hawaiian Gardens—already promotes energy efficiency for its customers by providing rebates, training, and other incentives. The programs provided by the Gas Company are for homes and businesses.

The City should identify potential methods to incorporate green building into new development public and private projects. The City should also collaborate with public utility purveyors in order to provide Hawaiian Gardens residents with energy reduction incentives.

CONSERVATION ISSUES

Based on existing conditions, conservation issues that face Hawaiian Gardens include the following:

- Water conservation is a relevant issue to the entire Southern California region. In an effort to conserve water, the City should encourage the use of drought-tolerant landscaping throughout the community.
- Hawaiian Gardens is highly urbanized and dense, with a shortfall of open space and natural resources. The City should preserve and maintain open space within the community and look for opportunities for new open space where practical.
- The City should encourage energy efficiency throughout the community. The City should provide educational materials to residents to inform them of energy efficiency and conservation opportunities available.
- In order reduce solid waste, the City should continue to provide recycling programs to residents, in addition to educational and promotional materials on the benefits of recycling and opportunities available to recycle in the community.

³ *New Home Construction Green Building Guidelines*; Alameda County, 2005.

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- Palm trees in Hawaiian Gardens add definition to the public realm and act as landmarks. The City should preserve palm trees where possible.

GOALS AND POLICIES

Goals and policies as part of the Conservation Element ensure that natural resources in Hawaiian Gardens will continue to be protected.

Goal CON-1: Conserve energy resources through energy efficiency and available technologies.

Policies:

- CON-1.1 Educate residents regarding the need for energy conservation, techniques that can be employed, and systems and resources available.
- CON-1.2 Encourage the use of passive solar design for new projects, to optimize sun exposure, reduce energy consumption and global warming.
- CON-1.3 Encourage the use of green building techniques and sustainable building practices in new residential and nonresidential development.
- CON-1.4 Promote transportation alternatives, including local senior citizen transit and dial-a-ride programs.
- CON-1.5 Provide attractive walkways and bicycle paths to encourage alternative forms of transportation.

Goal CON-2: Provide for the efficient conservation, development, and utilization of natural resources in Hawaiian Gardens.

Policies:

- CON-2.1 Cooperate with local agencies in the maintenance and improvement of the quality and quantity of local and regional groundwater resources.
- CON-2.2 Study the feasibility of using reclaimed water for irrigation in parks and recreation areas, and for industrial uses where feasible.
- CON-2.3 Establish and promote a community recycling program that is easily accessible to all residents and businesses.

- CON-2.4 Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.

Goal CON-3: Improve the landscape quality of the City’s public and private open spaces.

Policies:

- CON-3.1 Encourage property owners to maintain existing vegetation in good condition, and replace unhealthy vegetation when necessary.
- CON-3.2 Promote the planting of trees and vegetation, especially drought tolerant plant species and species adapted to the Southern California climate, to enhance the community.
- CON-3.3 Consider creating an Adopt a Tree Program to provide trees on residential properties at no cost to the home owner.
- CON-3.4 Require all new development to incorporate adequate onsite landscaping.
- CON-3.5 Require new projects to incorporate mature landscaping and specimen trees that are well suited to the Southern California climate.
- CON-3.6 Provide for landscape improvements in public spaces, including parks, streets, and sidewalks.

Goal CON-4: Promote an active recycling and composting program for residential, commercial, and industrial waste generators.

Policies:

- CON-4.1 Continue to provide recycling opportunities for households and businesses in the community.
- CON-4.2 Establish a public awareness program to encourage recycling.

See the Implementation Program Section (Section 7) for implementing actions that support goals and policies of the Conservation Element.

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Open Space/Recreation Element

INTRODUCTION

The City of Hawaiian Gardens recognizes that open space and recreational amenities are significant factors in the community's quality of life. Open space is a vital and integral component that greatly contributes to a community's well-being. Open space can be any area that provides relief through passive and active natural and recreational areas. Government Code Section 65302(e) requires a local government to prepare a local open space plan. Open space land is considered any parcel or area of land or water that is essentially unimproved and devoted to open-space use, including open space for the preservation of natural resources, managed production of resources, outdoor recreation, public health and safety, and the protection of special places, features, and objects.

Several key issues will continue to have an impact on the City's ability to maintain and expand recreation facilities and services in the future. Infill development in the City is expected to continue, and increased population will require a full range of services, including those related to parks and recreation. Although the City is highly urbanized, opportunities lie in existing systems and bikeways to provide residents with more open spaces and recreational opportunities.

The Open Space/Recreation Element guides the comprehensive and long-range preservation and conservation of open space land. In its discussion, the element includes recreational facilities, which similarly contribute activity space. The Open Space Element includes goals and policies, which were formulated with the consideration of open space and recreation issues in the community. The goals, which are broad statements of the City's desires, are comprised of statements of purpose and direction. The policies are intended to serve as guidelines for planning and maintaining

recreational facilities and enhancing the natural amenities of Hawaiian Gardens.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Open Space Element must be consistent with all other elements in the Hawaiian Gardens General Plan. Essentially, all elements of a General Plan are interrelated to an extent. This provides a solid foundation for the implementation program to achieve the community's goals and policies in the General Plan. The Open Space/Recreation Element most directly relates to the Land Use Element.

The Land Use Element provides a planned land use pattern that includes the following land uses: residential, commercial, industrial, public/quasi-public, open space, and miscellaneous uses. The specific Park designation is applied to parkland in the community that is intended for park and recreational use. The Land Use Element allows for the planning and maintenance of sufficient parkland and open space in Hawaiian Gardens.

The Land Use Element reflects the proposed land use pattern in Hawaiian Gardens. Reflecting the nature of a typical community, areas that experience additional development and population growth will also likely experience associated pressure and demand on existing services and facilities. Existing facilities therefore will be more intensively utilized, making new or expanded facilities necessary for the community. Development must adhere to the Land Use Plan, allowing the City to monitor where additional residential development is occurring in order to determine when additional facilities will need to be accommodated the demand of the community.

The Open Space/Recreation Element is also related to the Community Design Element. The Community Design Element discusses the visual quality of the built environment in Hawaiian Gardens. The Community Design Element also includes policies and recommendations for areas in the public realm that includes streetscape and open space provided with private development.

PARK CLASSIFICATIONS

Open space and park classifications categorize the various types of open space, parkland, and recreational space available to Hawaiian Gardens residents.

Large Urban Park

Large urban parks serve broad purposes and reach an extended service area. Large urban parks are often concentrated areas of open space with active and passive park area, focused on meeting recreational needs as well as preserving unique landscapes and open spaces.

Community Park

Community parks are large areas offering an array of amenities and of diverse environmental quality. Community parks may include areas suited for intense recreation facilities, such as athletic complexes and swimming pools.

Neighborhood Park

Neighborhood parks or playgrounds include areas for intense recreational activities, such as field games, crafts, playground equipment, skating and picnicking areas, and other specialized functions, like skating ramps or wading pools.

Mini-Park

Mini-parks address limited or unique recreational needs. They often serve a concentrated or unique population and serve a smaller service area than the larger parks. Mini-parks offer limited active amenities, and are typically passive open space. In Hawaiian Gardens, mini-parks are often corner grassy lots that provide open space relief.

Joint-Use Facility

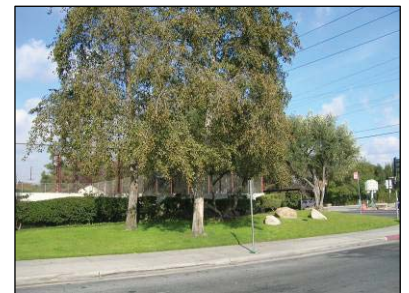
Public schools and easements also provide the opportunity for open space and recreational area. Schools are under the jurisdiction of the ABC Unified School District. Other easements are owned and operated by public agencies. Through joint-use agreements, school parks and other areas provide additional facilities available to the community. These parks provide cost-effective ways of efficiently utilizing resources that the community already has.

Recreation Center

Recreation centers include community centers and facilities that provide additional indoor and outdoor amenities.

Sports Complex

Sports complexes include consolidated programmed athletic fields and associated facilities.



EXISTING FACILITIES

Hawaiian Gardens has open space and recreational areas available within and around the community. Located immediately outside City boundaries, a regional park and community park offer various amenities in addition to passive open space. Neighborhood parks, recreation centers, and joint-use facilities offer active space and recreational opportunities.

The City relies upon regional facilities for meeting many of the needs of residents that cannot be met within Hawaiian Gardens. Due to the intensity of development within the City, it would be unreasonable to provide regional recreational facilities within the City's corporate boundaries without displacing a substantial number of residents. For this reason, the City will continue to look to nearby cities and areas for regional recreational facilities. In addition to the existing regional parks and golf courses in the surrounding areas, there are several opportunities for recreation in the surrounding cities of Long Beach, Cerritos, Lakewood, and Los Alamitos, in addition to trails facilities developed along the San Gabriel, Rio Hondo, and Los Angeles Rivers.

Large Urban Parks

El Dorado East Regional Park

The El Dorado Regional Park is located at 7550 East Spring Street in the City of Long Beach. The park is located directly southwest of Hawaiian Gardens, and lies between the San Gabriel River to the west, and the Interstate 605 freeway to the east. The park totals 400.8 acres, and includes amenities such as picnic areas and shelters, barbeque grills, children's playgrounds, a youth campground pavilion, a model aircraft flying area, a model sailboat area, and two stocked fishing lakes. The park features park ranger supervision and also has over four miles of paved bicycle trails. Additional amenities include the nature center and a separate 18-hole golf course.

Community Parks

Community parks are large areas offering an array of amenities and of diverse environmental quality. Community parks may include areas suited for intense recreation facilities, such as athletic complexes and swimming pools.

Bloomfield Park

Bloomfield Park is located on the corner of 215th Street and Pioneer Boulevard in the City of Lakewood. The park was once a county-owned facility and totals 15 acres. Park amenities include playground equipment,

lighted athletic fields and game courts, meeting room, picnic shelter and barbeque area, and a wading pool.

Neighborhood Parks

Neighborhood parks or playgrounds include areas for intense recreational activities, such as field games, crafts, playground equipment, skating and picnicking areas, and other specialized functions, like skating ramps or wading pools.

Lee Ware Park

Lee Ware Park is located along Wardham Avenue, serving the southeast portion of the community. The park lies west of the Coyote Creek channel, on a 2.4 acre site. The park houses a recreation center and an active outdoor community swimming pool. Additional facilities include the Hawaiian Gardens Head Start and Helen Rosas Center. The park also features a playground area, basketball court, and outdoor handball courts.

Mini Parks

Pioneer Park

Pioneer Park is located on the northeast corner of 223rd Street and Pioneer Boulevard. The park includes a total area of 0.17 acres and serves the southwest portion of the community. The park offers a playground area and passive area, with a pedestrian walkway and seating area.

Clarkdale Park

Clarkdale Park is located on the northeast corner of 221st Street and Clarkdale Avenue. The park lies on a 0.69 acre site. Facilities at the park include a lit basketball court, playground equipment, drinking fountains, seating, restrooms, and a lawn area.

Table 5-3: Existing Parks and Facilities

Park	Location	Acres
Pioneer Park	22222 Pioneer Boulevard	0.17
Clarkdale Park	22008 Clarkdale Avenue	0.69
Lee Ware Park	22300 Wardham Avenue	2.4

Aside from public parks, there are several lots located throughout the community that serve as passive open space. Over time, the City has acquired individual lots in primarily residential areas. Many of these passive areas can be found on corner lots, even including pedestrian walkways or

decorative fencing. Although these passive areas are not designated as park space, they provide relief and greenery to residential neighborhoods.

Recreation Centers

C. Robert Lee Activity Center

The C. Robert Lee Activity Center is located at the Civic Center complex, 21815 Pioneer Boulevard. The Center offers a variety of leisure, recreational, and cultural activities for the community. Facilities include a full-size gymnasium with basketball, volleyball, and badminton courts, two tennis courts, three indoor handball/racquetball courts, boxing and weight room equipment, multipurpose rooms, a kitchen, and locker rooms.

Lee Ware Recreation Center

A community recreation center at Lee Ware Park hosts several activities. The center includes a game room that features video games, board games, and table games. Computer stations with tutoring programs, and a kitchen, are also available.

Mary Rodriguez Senior Center

The senior center is located at the Civic Center complex. The center regularly schedules a variety of cultural, educational, and recreational activities and excursions to serve residents. The senior center opened March 1, 1993.

Joint-Use Facilities

Public schools and easements also provide the opportunity for open space and recreational area. Schools are under the jurisdiction of the ABC Unified School District. Other easements are owned and operated by public agencies. Through joint-use agreements, these areas provide additional facilities available to the community.

Pharis Fedde Junior High School

Fedde Junior High School facilities provide the community with additional recreational space. Lit playfields and baseball fields, in addition to basketball, volleyball, and tennis courts, are provided. The joint-use recreational facilities total approximately 15 acres.

Venn W. Ferguson Elementary School

Facilities at Ferguson Elementary account for approximately five acres of recreation space. Two lit baseball fields, playfields, playground equipment, basketball and handball courts, and restroom facilities are available. Ferguson Elementary is located in the southwest portion of the city, between Seine and Elaine Avenues.

Exhibit 5-1: Parks/Recreation Plan



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RECREATION PROGRAMS

The City provides a variety of recreational and extracurricular activities for the community. Through the Human Services Department, the City maintains an active schedule of activities and programs at all of the recreational facilities, senior centers, and even some parks. Programs include adult, senior citizens, special events, youth, and educational.

Adult programs include seasonal sports such as men's basketball league, soccer league, and softball league, and women's soccer league. Other amenities provided for adults include aerobics classes and a weightlifting room at the C. Robert Lee Activity Center.

Youth programs include boxing, folklorico, salsa and hip hop dance classes, and karate. There are also teen center and youth center at the C. Robert Lee Activity Center that offer additional learning programs and recreational activities. Games rooms are provided at Clarkdale Park, C. Robert Lee Activity Center, and Lee Ware Recreational Center. Several facilities also have a computer lab available.

Park counts obtained from City staff reveal that the existing facilities are extremely popular and widely used by the community. Existing facilities for which the counts were obtained include the C. Robert Lee Activity Center, Lee Ware Park, Clarkdale Park, Fedde Junior High School fields, and Ferguson Elementary School fields (Table 5-4). From January to August of 2007, the total number of participants at various events for all facilities totaled 54,160, an average of 6,770 participants per month. The C. Robert Lee Activity Center had the highest amount of visitors and participants, 24,560, as it is the largest facility in the community and features the most programs. The Fedde field was also used frequently, with a total of 12,000 participants. This is perhaps due to the various adult and youth leagues hosted by the City throughout the year.



Table 5-4: Parks and Facilities Participants, January – August 2007

Facility	CRL Activity Center	Lee Ware Park	Clarkdale Park	Fedde Field	Ferguson Field	Pioneer Park
Activity						
Basketball	3,300					No Stats Available
Shower	1,760					
Racquetball	620					
Weightroom	3,900					
Boxing	3,600					
Exercise Class	520					
Ballet Folkorico	960					
Karate	1,000					
Lee Ware Activities		5,200				
Clarkdale Activities			4,800			
Teen Center	6,400					
Youth Sports					5,600	
Adult Sports				8,000		
Special Events	2,500			4,000	2,000	
Total Participants	24,560	5,200	4,800	12,000	7,600	0

Source: City of Hawaiian Gardens

The City and the ABC Adult School (located in the City of Cerritos) offer various programs that are free to residents. Activities and programs include arts and crafts, cake decorating, ceramics, oil painting, and sewing class. Educational programs include ESL (English as a Second Language), ESL Citizenship, GED, Spanish class, and Spanish literary improvement. In addition, alcoholics anonymous and narcotics anonymous are also offered at the C. Robert Lee center.

The Human Services Department also offers the Bike for Life program that encourages recreation and fitness. The program features monthly bike rides that meet the first Saturday of each month at Lee Ware Park. The bike rides finish off at Pioneer Park and include a picnic after the ride.

Senior Citizen Programs

Programs sponsored by the Human Services Department and the Mary Rodriguez Senior Center are available for senior citizens in the community. The senior center opened in March, 1993. Home delivered meals, food boxes, and a senior lunch program are currently active programs. Monthly birthday parties are also offered at the Senior Center, co-sponsored by Tri-City Regional Medical Center. There are also several excursion outings provided, usually for free. Excursions can range from day trips to attractions, to longer trips lasting several days.

Special Events

Special events are also held regularly throughout the year that also includes various holiday and seasonal celebrations. The Human Services Department maintains an active schedule for events located at various facilities within the City, and also other regional facilities outside of the City, such as the local high schools and Lakewood Country Club. The events offered display the abundant celebration and appreciation of the community's culture and diversity. Events listed in Table 5-5 were provided in 2007.

Table 5-5: Human Services Department Event Calendar, 2007

Event	Date	Location
Boxing Show	February 17, 2007	C. Robert Lee Activity Center
Student Government Day	February 27, 2007	C. Robert Lee Activity Center
Multi Cultural Celebration	March 10, 2007	C. Robert Lee Activity Center
Carnival/Parade	March 29-April 1, 2007	Fedde Middle School
Senior Easter Breakfast	April 5, 2007	Mary Rodriguez Senior Center
Easter Egg Hunt	April 7, 2007	Furgeson Elementary School
Dog Vaccination	May 1, 2007	C. Robert Lee Activity Center
Cinco De Mayo Celebration	May 6, 2007	Furgeson Elementary School
Corporate Challenge	June 9 to 22	Various Sites
Mayor's Youth Walk of Achievement	June 12, 2007	City and High Schools
Independence Day Celebration	June 30, 2007	Furgeson Elementary School
Car Show	July 8, 2007	Fedde Middle School
Golf Tournament	July 13, 2007	Lakewood Country Club
Friendship Pow Wow	August 4-5, 2007	Fedde Middle School
Boxing Show	August 5, 2007	C. Robert Lee Activity Center
Mexican Independence Day	September 16, 2007	Furgeson Elementary School
Red Ribbon Week	October, 2007	City and Schools
Haunted House	Oct 26-27,30-31, 2007	C. Robert Lee Activity Center
Halloween Program	October 31, 2007	C. Robert Lee Activity Center
Veterans Day Ceremony	November 11, 2007	City Hall
Senior Thanksgiving Luncheon	November 15, 2007	Mary Rodriguez Senior Center
Christmas Tree Lighting	November 30, 2007	City Hall
Senior Christmas Luncheon	December 20, 2007	Mary Rodriguez Senior Center

Source: City of Hawaiian Gardens

OPEN SPACE/RECREATION ISSUES

The record of community issues in this section provides the basis for the development of goals and policies for the Open Space/Recreation Element.

- Based on current park standards, the City is lacking a substantial amount of parkland for City residents. In order to meet the demand of new development and future population, the City must identify areas for potential additional park space.
- Hawaiian Gardens has no open space areas for the preservation of natural resources. The only areas within the City that are considered open space are landscaping areas found along setbacks, medians, parkways, and other public rights-of-way.
- There are limited opportunities to acquire new land for park and recreation space. The City is almost entirely built out, with only a few scattered vacant lots available for infill development.
- In 2000, over 35 percent of the Hawaiian Gardens population was under 18. This segment of the population presents a high demand for active park space and recreational facilities and services. This presents a greater challenge to the City in meeting the demand and needs of the population for park and recreation space.
- Demand for existing facilities is high, and current facilities are very popular among residents. The City must ensure that existing facilities are properly maintained from wear and tear, and also available to all residents.
- Prior to the recent update of the City's zoning code (2006), residential and nonresidential development projects rarely provided sufficient open space and landscaping onsite. New development projects have improved, however, the City must ensure that there are sufficient landscape and open space areas within the built environment.
- In order to enhance the community's image, as part of the community's open space, streetscape landscaping should center on palm trees as a theme. Palm trees accentuate an area and provide rhythm and scale to public spaces.
- A large portion of the community's existing park and recreation land is provided through joint use agreements with other public agencies, such as the ABC Unified School District. The City should maintain ongoing coordination with public agencies in maintaining existing facilities and recognizing opportunities for new facilities.

GUIDING PRINCIPLES

The guiding principles in the Open Space/Recreation Element will support the community’s vision for the Hawaiian Gardens General Plan. The principles will also provide direction for the City in the planning and management of open space, park, and recreation resources in Hawaiian Gardens.

- *Provide well-rounded recreational opportunities for residents*
- *Maintain and improve existing parks, open spaces, and recreational facilities*
- *Encourage healthy and active lifestyles*

GOALS AND POLICIES

Goals and policies in the Open Space/Recreation Element will ensure that Hawaiian Gardens parkland and recreation facilities are preserved and maintained. The goals and policies will guide the City in park and recreation planning.

Goal OS-1: Enhance and improve existing parks and recreational facilities that continue to meet the needs of the community.

Policies:

- OS-1.1 Protect and preserve open space wherever possible.
- OS-1.2 Ensure that parks and recreational resources are accessible and safe for all users.
- OS-1.3 Provide for the redesign, reconfiguration, and replacement of existing spaces and facilities that may be aging and worn.

Goal OS-2: Provide and promote new recreational opportunities, facilities, and programs in the community.

Policies:

- OS-2.1 Provide sufficient and diverse recreational programs to meet the needs of all residents.
- OS-2.2 Conduct ongoing needs assessment and evaluation of demands for recreational activities and public meeting facilities, and modify programs where necessary to meet the community’s requirements.

OS-2.3 Promote and encourage participation in recreational programs from residents.

OS-2.4 Require that new residential development provide recreational facilities or useable open space onsite and that those areas are preserved as open space in perpetuity; or contribute fees to the public development of additional facilities to offset additional demands generated by its resident population.

Goal OS-3: Establish attractive visual environments along major public thoroughfares.

Policies:

OS-3.1 Provide the consistent use of street trees to identify City streets, residential neighborhoods, commercial districts, and entry points into the city, blending in with the character and species of existing trees.

OS-3.2 Develop a comprehensive program to improve the City's streetscape environment, prioritizing major commercial arterial streets.

OS-3.3 Develop a Citywide landscape theme within public rights-of-way using palm trees as the primary focus.

OS-3.4 Require that all new development projects install sufficient landscaping. The landscape treatment along street frontages should especially be well landscaped.

OS-3.5 Provide an effective irrigation system for proper care of landscaping within the public right-of-way.

OS-3.6 Establish a consistent street lighting program throughout the City in order to promote increased visibility and security.

Goal OS-4: Encourage and support joint-use facilities to provide additional recreation opportunities.

Policies:

OS-4.1 Coordinate efforts with other public agencies for existing and potential trail systems, recreational facilities, and recreation programs.

OS-4.2 Coordinate with ABC Unified School District to provide assistance in the improvement of open spaces within school facilities, for public recreational use.

- OS-4.3 Designate flood control channels and transportation rights-of-way as major elements of the open space network to provide linkages between open space and recreation areas within the City.

See the Implementation Program Section (Section 7) for implementing actions that support the Open Space/Recreation Element goals and policies.

OPEN SPACE PLAN

Park Standards

Park standards are generally adopted by a City to ensure a reasonable amount of park space is being provided for the community, and by which to assess and measure the city's needs and demands as new projects are presented and the community's population changes. Typical standards are derived from the Recreation, Park, and Open Space Standards and Guidelines, published by the National Recreation and Park Association (NRPA). The standards recommend a total of 6.25 – 10.5 acres of parkland per 1,000 residents. The NRPA Standards also recommend establishing a classification system for park and facility types.

Communities often adhere to Quimby Act park dedication standards or locally tailored standards unique to the community. Pursuant to Government Code Section 66477, local governments may create and enact ordinance requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Fees and land dedications are based upon the residential density of new developments, and are proportionate to the amount necessary to provide three acres of park space per 1,000 residents, unless the amount of existing neighborhood and community park area exceeds this amount, in which the City may adopt a higher standard not to exceed five acres per 1,000 residents. Fees paid in lieu of parkland dedication are earmarked specifically to develop new parks, or rehabilitate existing neighborhood or community parks or recreational facilities.

The City of Hawaiian Gardens has not adopted a park dedication ordinance for the development of new park space. However, the City requires a Growth Requirements Capital Fee, in which each new development pays a fee of four percent of the building valuation of that development. The fees are placed in the City's General Fund and may be used for any general government purpose, which may include park and recreational facility development and rehabilitation if the City deems appropriate.

This General Plan establishes a parkland standard of three acres of active parkland per 1,000 persons in Hawaiian Gardens. New development will adhere to this standard.



Park Needs

The City currently has a total of 3.3 acres of parkland that includes the neighborhood parks, Pioneer Park, Clarkdale Park, and Lee Ware Park. Including the active playfields at Fedde Junior High and Ferguson Elementary School, the total amount of active parkland is 23.3. Based on the parkland standard of three acres per 1,000 persons, Hawaiian Gardens currently has a ratio of 1.4 acres per 1,000 persons. If the parkland acreage remains constant, by the General Plan horizon year of 2020 the ratio would be reduced to 1.3 acres per 1,000 persons.

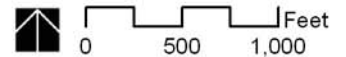
With regard to park location, The NRPA also recommends a service area standard of $\frac{1}{2}$ to $\frac{1}{4}$ mile service area radius, depending on the size of the park. Given the City's total area of 0.9 square miles, in planning future allocation of park space, the City should consider areas that are currently underserved.

Exhibit 5-2: Parks Service Area Exhibit



Parks and Recreation

- Neighborhood Park
- Playfield
- Neighborhood Park Service Area
- City Boundary



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Air Quality Element

INTRODUCTION

The Air Quality Element of the Hawaiian Gardens General Plan serves to establish a framework for the City's approach to improving air quality throughout the community, and working with neighboring public agencies to address the prevailing issue. Just as other prevalent development topics are major components of a General plan—namely land use, circulation, housing, conservation, and other mandatory elements—the issue of air quality is a significant consideration in land use planning processes. Additionally, the Southern California region continues to be a leading area with significant air quality problems, making the topic even more essential for consideration. The Air Quality Element provides goals, policies, and implementing actions that focus on improving air quality through responsible land use planning, regional coordination, and public education.

Air quality is a growing issue that impacts the entire Los Angeles region. It is a continuing concern to the health, safety, and welfare of communities in the Los Angeles region. Although air quality is regional in scale, there are steps that local governments can take towards attaining reasonable air quality.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Air Quality Element is an optional element for inclusion in the Hawaiian Gardens General Plan, as mandated by state law. The element, however, must still be consistent with all other elements of the General Plan. The Air Quality Element directly relates to the Land Use, Circulation, and Safety Elements. The Land Use Element establishes a Land Use Plan and contains goals, policies, and programs to provide an efficient land use pattern. The land use pattern provides sufficient residential areas and balanced nonresidential land uses to support the City, in an effort to

preserve a healthy jobs-housing balance, thus reducing vehicle trips that contribute to reduced air quality. The Circulation Element maintains a functioning circulation system, including transportation alternatives. The Safety Element protects the health and welfare of residents by identifying and minimizing natural and man-made hazards and risks to the community.

REGULATORY FRAMEWORK

Federal Clean Air Act

In 1990, major amendments were made to the Federal Clean Air Act (CAA) in an effort to increase air pollution control efforts throughout the nation. The purposes of the Clean Air Act include protecting and enhancing the quality of the nation's air resources, initiating and accelerating a national research and development program to achieve the prevention and control of air pollution, providing technical and financial assistance to state and local governments for the development and execution of their air quality programs, and encouraging the development and operation of regional air quality programs. The primary objective of the Clean Air Act is to establish federal standards for air pollutants from stationary and mobile sources and to work with the states to regulate polluting emissions. The Act is designed to improve air quality in areas of the country which do not meet federal standards, and to prevent significant deterioration in areas where air quality exceeds those standards.

As part of CAA requirements, EPA must identify air pollutants anticipated to endanger public health or welfare and to adopt nationally uniform ambient air quality standards (NAAQS) for these pollutants.

The CAA also requires that states develop state implementation plans (SIPs), which set limits on emissions to assure that air quality within the state will meet the NAAQS. For non-attainment areas—areas that do not meet national ambient air quality standards—deadlines are set for meeting the national standards and permits are required to construct and operate new or modified major stationary sources anywhere in the non-attainment area.

California Clean Air Act

The California Clean Air Act requires non-attainment areas to achieve and maintain the state ambient air quality standards by the earliest practical date. The Act also requires local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

Regulatory Agencies

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is responsible for establishing the National Ambient Air Quality Standards and enforcing the federal Clean Air Act. The EPA also regulates emission sources, such as aircraft, certain types, and locomotives.

California Air Resources Board

The California Air Resources Board (CARB) is responsible for implementation of the California Clean Air Act, meeting state requirements of the federal Clean Air Act, and establishing state ambient air quality standards. The agency is also responsible for setting vehicle emission standards and fuel specifications, and regulating emissions from other sources such as consumer products and certain types of mobile equipment.

South Coast Air Quality Management District

The South Coast Air Quality Management District (AQMD) is responsible for monitoring air quality and planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. The agency is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring the new, modified, or relocated stationary sources do not create net emissions increases. The AQMD enforces air quality rules and regulations through inspections, public education and training, and fines.

The AQMD includes all areas of Orange County, Los Angeles County, except for the Antelope Valley, the non-desert portion of western San Bernardino County, and western Riverside County, including the Coachella Valley.



AMBIENT AIR QUALITY STANDARDS

Hawaiian Gardens, as well as the region at large, are in the South Coast Air Basin, as part of the planning and regulatory jurisdiction of the South Coast Air Quality Management District (AQMD). Within this area, the Federal and California Clean Air Acts regulate pollution emissions that generally fall into three categories: criteria air pollutants, toxic air contaminants, and global warming and ozone-depleting gases. Additionally, the U.S. Environmental Protection Agency (EPA) establishes ambient air quality standards for air pollutants, including:

- Ozone (O₃)
- Nitrogen dioxide (NO₂)

-
- Carbon Monoxide (CO)
 - Sulfur Dioxide (SO₂)
 - Lead (Pb)
 - Particulate matter (PM₁₀ and PM_{2.5})

In addition to the six pollutants, the California Air Resources Board (CARB) has established standards for the additional pollutants (or air quality conditions):

- Hydrogen sulfide
- Sulfates
- Vinyl chloride
- Visibility

Regulated air pollutants in the South Coast Air District are classified into three categories: criteria air pollutants, toxic air contaminants (TAC), and global warming and ozone depleting gases.

Criteria air pollutants include pollutants for which federal and state governments have established air quality standards for outdoor or ambient concentrations. Criteria air pollutants include carbon monoxide, nitrogen dioxide, ozone, particulate matter, sulfur dioxide, lead, and volatile organic compounds.

REGIONAL SETTING

The City of Hawaiian Gardens is located in the southeast area of the County of Los Angeles, and within the South Coast Air Basin. The Basin is a 6,600 square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Topography and climate are significant factors in the high pollution setting of the region. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix. Overall, the Basin is characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity.

All seasons in the Basin generally exhibit onshore flows during the daytime and offshore flows at night, after the land cools below the temperature of the ocean. The likelihood of strong offshore flows, including Santa Ana winds, is greater during the winter than the summer.

The topography and climate of Southern California combine to produce unhealthy air quality in the Basin. Low temperature inversion, light winds, shallow vertical mixing, and extensive sunlight, in conjunction with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, combine to create degraded air quality, especially in the inland valleys of the Basin.

LOCAL CLIMATE

According to the City's Natural Hazards Mitigation Plan, temperatures in the City of Hawaiian Gardens range from 57 degrees in the winter season to 75 degrees in the summer months. Temperatures however can vary over a wide range, particularly when the Santa Ana winds blow, which brings high temperature and low humidity. Temperatures rarely exceed the upper 80s in the summer season, or the lower 40s during the winter.

Rainfall in the City of Hawaiian Gardens averages 14 inches per year. Actual rainfall in Southern California typically falls in large amounts during sporadic and heavy rainstorms, rather than consistently over storms in regular intervals. Almost all rainfall the City experiences comes from the fringes of mid-latitude storms from late November to early April, while summers are typically completely dry.

Winds in the Hawaiian Gardens area blow primarily from southwest to northeast by day and from northeast to southwest at night in response to the regional pattern of onshore flow by day and offshore flow at night. Average wind speeds are 5 mph, reaching 8 to 10 mph in the afternoon, but dropping to near-calm conditions at night. In the late afternoon, the winds from the southwest are replaced by a maritime air "push" from the South Bay around the northern side of the Palos Verdes peninsula. Strongest onshore flow across Hawaiian Gardens in the late afternoon is, therefore, more from west-northwest.

EXISTING AIR QUALITY

Existing levels of ambient air quality are measured by the AQMD through air quality monitoring stations, which monitor regional air pollutants such as ozone, carbon monoxide (CO), and nitrogen oxides (NO_x). The air quality monitoring station near Hawaiian Gardens is the North Long Beach station. Based on data received for 2002-2005, conditions in Hawaiian Gardens are summarized as follows:

- Photochemical smog (ozone) levels rarely exceed standards. The 1-hour state standard was violated once during the 2002-2005 time period. Federal standards have not been exceeded during this time period.

- Levels of primary automotive (unreacted) exhaust such as carbon monoxide have not exceeded their clean air standards.
- On average, PM₁₀ (particulate matter) levels have exceeded the state 24-hour standard less than eight percent of the measured days per year. The federal PM₁₀ standard, which is three times less stringent than state standards, has not been exceeded during this time period. Maximum PM₁₀ levels do not demonstrate prevailing trend and fluctuate from an average of 69 µg/m³.
- PM_{2.5} federal 24-hour levels rarely exceed standards. 2005 had the lowest maximum-24 hour concentration on record during this time period.

Table 5-6: Air Quality Monitoring Summary*

Pollutant/Standard	2002	2003	2004	2005
Ozone				
1-Hour > 0.09 ppm** (S)	0	1	0	0
1-Hour > 0.12 ppm (S)	0	0	0	0
8-Hour > 0.08 ppm (F)	0	0	0	0
Max 1-Hour Concentration (ppm)	0.084	0.099	0.090	0.091
Carbon Monoxide				
1-Hour > 20 ppm (S)	0	0	0	0
1-Hour > 9 ppm (S, F)	0	0	0	0
Max 1-Hour Concentration (ppm)	6.0	6.0	4.0	4.0
Max 8-Hour Concentration (ppm)	4.6	4.7	3.4	3.5
Nitrogen Dioxide				
1-Hour > 0.25 ppm (S)	0	0	0	0
Max 1-Hour Concentration (ppm)	0.13	0.14	0.12	0.14
PM₁₀				
24-Hour > 50 µg/m ³ (S)	5/58	4/61	4/60	5/59
24-Hour > 150 µg/m ³ (F)	0/58	0/61	0/60	0/59
Max 24-Hour Concentration (µg/m ³)	74	63	72	66
PM_{2.5}				
24-Hour > 65 µg/m ³ (F)	0/356	3/324	1/323	0/324
Max 24-Hour Concentration (µg/m ³)	62.7	115.2	66.6	53.9

*Number of Days Standards were Exceeded and Maximum Levels During Violations)

** parts per million

(S) State ambient standard

(F) Federal ambient standard

Source: David Evans and Associates, Inc.

FUTURE AIR QUALITY

Increases in air quality emissions from stationary and mobile sources are projected with the buildout of the Hawaiian Gardens General Plan, based on assumptions of population growth, regional growth, and changes in the development pattern.

AIR QUALITY ISSUES

Land Use

Air pollution emissions are produced by both stationary and mobile sources. Stationary sources are often major contributors of degraded air quality, particularly intensive land uses and facilities and operations that produce odor and dust. Mobile sources refer to emissions from vehicles. Land uses can significantly contribute to the emission of, and also reduction of, air pollution, and in turn, associated health risks. Land use planning must take into careful consideration the overall patterns of land uses in the community, maintaining a balance of industry and commercial to economically support the City, while preserving a healthy housing stock, adequate public facilities, and good quality of life.

The stationary sources of pollutant emissions in the City of Hawaiian Gardens include small industrial and commercial land uses such as dry cleaners, restaurants, welding shops, auto painting and detailing shops, gas stations, a hospital, and other similar uses. Decision makers should consider the implications of siting stationary sources of potential pollutant emissions close to sensitive receptors; homes, schools, hospitals, etc. Also, consideration should be given to the segregation of land uses because this contributes to the need for additional vehicle trips and increased mobile source emissions from vehicles.

Air quality impacts are analyzed relative to those persons who are particularly susceptible to health effects due to air pollution exposure. These persons are referred to as “sensitive receptors”. Sensitive population groups include young children, the elderly, and the acutely and chronically ill (especially those with cardio-respiratory diseases). Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may also be outdoors when exposure is the highest. Schools are also considered sensitive receptors.

Transportation and Circulation

The City of Hawaiian Gardens is comparable to the Southern California region in general, using the automobile as the primary source of transportation, and in turn, degrading the air quality even further. Achieving a balance between jobs and housing allows people to choose alternative forms of transportation, such as walking or bicycling.

Furthermore, creating safe and attractive public spaces encourages pedestrian travel, rather than vehicular travel, which would be especially effective for local trips.

AIR QUALITY GOALS AND POLICIES

Goals and policies as part of the Air Quality Element will establish the policy framework for the City in improving local air quality conditions and collaborating with neighboring jurisdictions and local public agencies to address the issue.

Goal AQ-1: Employ land use and circulation patterns that help reduce harmful emissions.

Policies:

- AQ-1.1 Maintain a strong economic foundation of local serving businesses that are easily accessible to residents in order to reduce travel distances.
- AQ-1.2 Collaborate with local and regional jurisdictions to examine the feasibility of providing an interconnected network of trails and linkages for bicycle and pedestrian use.
- AQ-1.3 Consider limiting direct automobile access for special events, in situations where alternative modes of access exist and can be provided.
- AQ-1.4 Participate in cooperative programs and comply with the Congestion Management Program (CMP) to maintain and improve mobility.
- AQ-1.5 Encourage higher intensity development near activity centers and transportation corridors to increase participation in alternative modes of travel and reduce trip length and rates.
- AQ-1.6 Minimize conflicts between emission sources and sensitive receptors through land use planning.
- AQ-1.7 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways and improved pedestrian amenities along existing streets.

Goal AQ-2: Improve local air quality in Hawaiian Gardens.

Policies:

- AQ-2.1 Develop a public education program emphasizing air quality conditions and promoting innovative approaches to reduce harmful impacts to the atmosphere.
- AQ-2.2 Encourage alternative forms of transportation, such as mass and local transit, bicycling, and walking.
- AQ-2.3 Collaborate with the Southern California Air Quality Management District (SCAQMD) and other local government agencies to mitigate the potential health impacts on sensitive receptors, and to ensure that toxic emissions do not exceed air quality standards.

See the Implementation Program Section (Section 7) for implementing actions that support the Air Quality Element goals and policies.

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Public Safety

Section 6

Public Safety

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Safety Element

INTRODUCTION

The purpose of the Safety Element is to identify the natural and man-made hazards that can potentially affect public safety throughout the City. The Safety Element helps the City to understand the risk of these hazards, and establishes goals and policies to address these risks, in an effort to minimize damage to life, property, and resources within the community. Hazards can include floods, fires, earthquakes, landslides, and other hazards.

The Safety Element also addresses public safety within the community. Public safety is a vital and integral part of a community's quality of life. During the General Plan Update process, community stakeholders and members of the General Plan Advisory Committee (GPAC) devised a guiding principle for the community regarding public safety. The community's goal is to promote safe, walkable commercial districts and residential neighborhoods for all residents and visitors. The City of Hawaiian Gardens will continue to prioritize public safety in the community through the provision of law enforcement and emergency response services, and planning for, and minimizing risk of natural and man-made hazards. Goals and policies included as part of the Safety Element address these City priorities, which focus on maintaining a safe community and improving the quality of life for residents.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Safety Element of the Hawaiian Gardens General Plan is related to all other elements in maintaining the health, safety, and welfare of residents in land use decisions. The Safety Element must be consistent with all other elements of the Hawaiian Gardens General Plan. The Safety Element particularly relates to the Land Use, Circulation, Air Quality, and Noise Elements.

The Land Use Element contains a Land Use Plan that must be consistent with the goals, policies, and programs in the Safety Element. Specific hazards and risks identified in a local community determine the land use pattern. The Circulation Element maintains a functioning circulation system within the community, which is necessary for maintaining functioning and accessible emergency evacuation routes. Like the Safety Element, the Air Quality and Noise Element uphold the public safety of the community.

LOCAL DISASTER PLANNING

The City maintains the Hazards Mitigation Plan and the Emergency Operations Plan for preparation and procedures in the event of a disaster. Both plans have recently been updated.

Hawaiian Gardens Hazards Mitigation Plan

The Hawaiian Gardens Hazards Mitigation Plan was adopted in August, 2004. The plan includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The plan provides actions that may assist the City of Hawaiian Gardens in reducing risk and preventing loss from future natural hazard events. The action items address natural hazards, including earthquakes, flooding, and windstorms. The plan was a result of collaboration between the cities of Hawaiian Gardens, Artesia, Norwalk, Bellflower, Cerritos, citizens, public agencies, private sector participants, and regional and State organizations.

Hawaiian Gardens Emergency Operations Plan

The Hawaiian Gardens Emergency Operations Plan was adopted in March, 2003. The plan provides a strategy for the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The focus of the plan is on operations to address potential large-scale disasters, which can generate unique situations requiring unusual emergency response. The goals of the Emergency Operations Plan are to provide effective life safety measures and reduce property loss, provide for the rapid resumption of

impacted businesses and community services, and provide accurate documentation and records required for cost recovery efforts.

The City has adopted the Standardized Emergency Management System (SEMS) for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies. Title 19 of the California Code of Regulations establishes the standard response structure and basic protocols to be used in emergency response and recovery. Fully activated, the SEMS consists of five levels: field response, local government, operational areas (countywide), OES Mutual Aid Regions, and state government.

Public Safety Commission

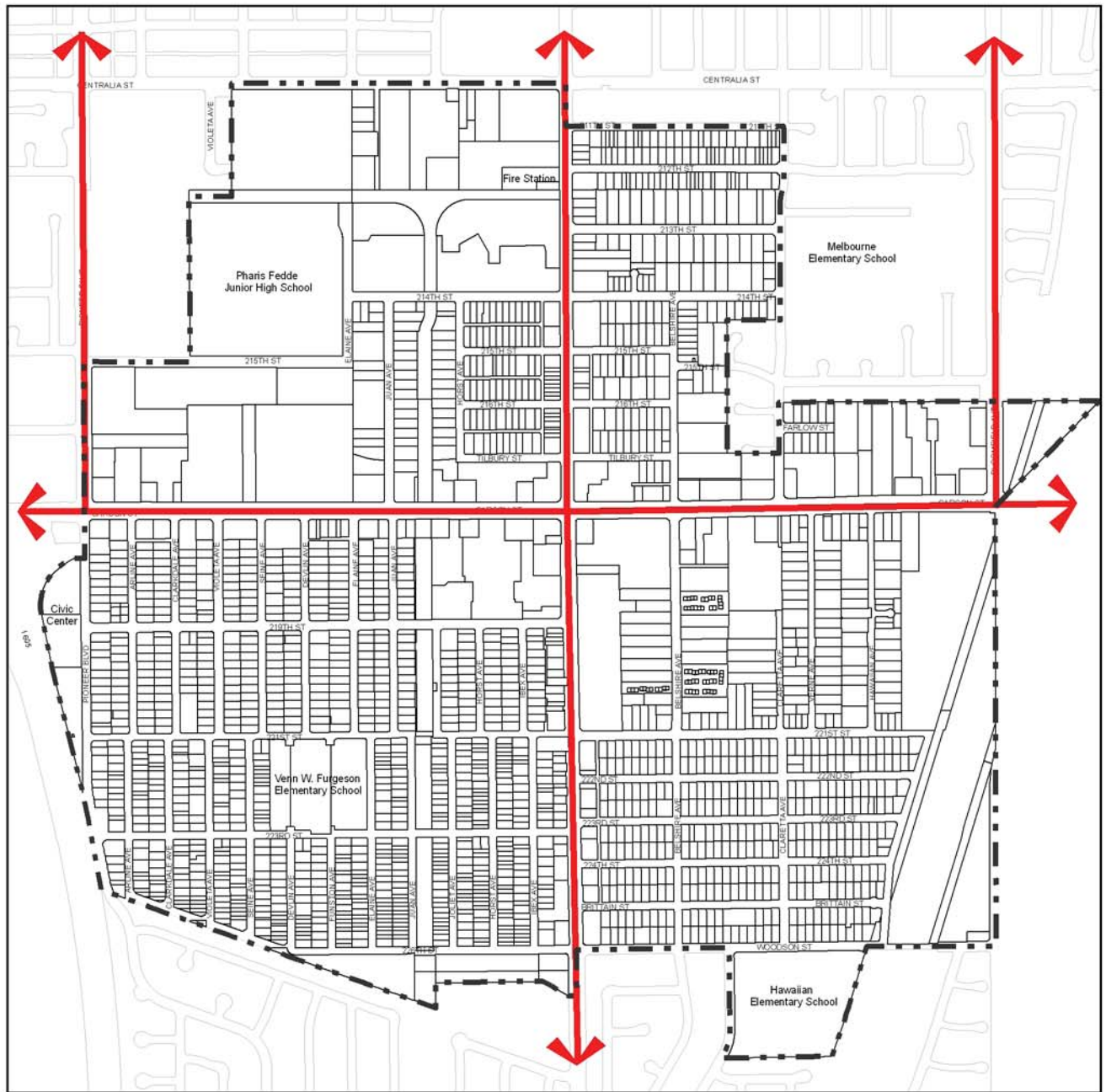
The Hawaiian Gardens Public Safety Commission consists of five members, appointed by the City Council. The responsibility of the commission consists of making recommendations regarding matters related to the design of anti-gang/drug/crime programs, and the coordination of activities of law enforcement, schools, community-based organizations, churches, business, and private citizens that would mobilize the community in the prevention of crime.

In addition, the City is also collaborating with the Los Angeles County Sheriff Department to provide a future Public Safety Center within Hawaiian Gardens. The Public Safety Center will be located at the future public library site. The center will serve as a localized Sheriff sub-station, as well as a center for public information on crime prevention.

In the event of a disaster from natural or man-made hazards, the City has devised an evacuation route plan for safe and efficient evacuation of the City. The evacuation route plan utilizes the major circulation corridors in the City, including Carson Street, Norwalk Boulevard, Pioneer Boulevard, and Bloomfield Avenue (Exhibit 6-1).

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Exhibit 6-1: Evacuation Routes Exhibit



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EMERGENCY SERVICES

Fire Services

Fire protection services throughout the City of Hawaiian Gardens are provided by the Los Angeles County Fire Department. Fire response is dispatched out of Fire Station No. 34, located at 21207 South Norwalk Boulevard. Current response times in the City average approximately three to four minutes for all emergencies. Service levels are considered adequate. The station is equipped with one fire truck and three personnel, including a fire captain, engineer, and firefighter.

The Los Angeles County Fire Department provides service to over 58 cities and unincorporated areas throughout the County. Services also include programs and outreach efforts, including public education, fire prevention, and safety tips, and building plan check for development review projects.

Youth programs include the Fire Explorers, a joint venture with the Boy Scouts of America. The program is designed for young adults between the ages of 15 and 21 who are interested in learning about careers in fire protection services. The program's goal is to provide the young adult with a sense of responsibility to their neighborhood through on-going community related activities.

Police Services

Police protection services for Hawaiian Gardens are contracted from the Los Angeles County Sheriff's Department. Law enforcement officers from the Sheriff's Lakewood Station serve the community, located at 5130 North Clark Avenue in the City of Lakewood. The station is currently being expanded and modernized to provide additional capacity for office space and short-term onsite detention facilities. The station also provides services for the nearby communities of Artesia, Bellflower, Cerritos, Lakewood and Paramount. Law enforcement services in Hawaiian gardens include traffic enforcement, crime investigation, and Special Assignment Officers. Law enforcement officers respond to the scene of a crime or accident, interview suspects or witnesses of incidents, write crime reports, respond to radio calls, monitor suspicious activity, arrest criminals and collect evidence, and respond to questions or complaints from citizens.

The Special Assignment Officers (S.A.O.) team is a group of highly trained personnel that handle various public safety and quality of life issues for Hawaiian Gardens. Operations include probation searches, parole searches, search warrants, Section 8 compliance checks, and DUI checkpoints. S.A.O. team members also actively participate in local functions and events.

Other community programs offered by the Los Angeles County Sheriff's Department through the Lakewood Station are the Sheriff Reserve Program, Crime Prevention Program, Volunteer Program, and Explorer Program.

Sheriff Reserve Program

The volunteer Deputy Sheriffs of Lakewood Station Reserve Company 13 have been proudly serving the cities of Lakewood, Bellflower, Paramount, Artesia and Hawaiian Gardens since 1958. Reserve Deputies are professionally trained free of charge and duly sworn peace officers. In most cases, Reserves are assigned to the same duties as full-time Deputies. Since Reserve Deputies have the same powers of arrest as full-time Deputies, they are required by law to meet the same hiring, background, medical and psychological standards as full time Deputies.

Lakewood Station's reserve company is part of the Sheriff's uniform reserve force. Uniformed Reserves perform general law enforcement duties, including responding to calls, traffic control and collision investigation, crime investigation, crime prevention, disaster response and participation in local and county-wide civic events.

Volunteer Program

The Volunteers on Patrol have various non-hazardous duties including, but not limited to: patrolling the community for criminal activity or safety hazards, residential vacation checks, business safety checks, assisting disabled persons, park and school safety checks, graffiti watch, handling requests from City/County Services, searching for missing children, and traffic control.

Explorer Program

Lakewood Station's explorer program is a personal development, career exploration and community service program tailored for young adults between 15-21 years of age. The program's purpose is to provide experiences to help young adults mature and prepare them to become responsible and caring adults and explore a career in law enforcement. Explorers learn about a law enforcement career by assisting the station and its Deputy Sheriffs with non-hazardous duties such as staffing the station lobby, writing reports, completing administrative tasks, conducting public fingerprinting, "Operation Kid Print" fingerprinting, performing traffic control and crowd assistance tasks at parades and civic events, and assisting with neighborhood crime notifications, search missions and related field operations .

Based on crime and arrest statistics from the Lakewood Station, the number of crime incidents appears to have decreased from 2005 to 2006 for the entire service area. The service area is made up of the cities of Artesia, Bellflower, Hawaiian Gardens, Lakewood, and Paramount.

In 2005, the total amount of reported crime incidents was 35,504, and in 2006, the total amount of reported crime incidents was 32, 165. This represents a decrease of 3,339 incidents, or a nine percent reduction. Incidents include part I crimes, part II crimes, and noncriminal crimes. The

highest amount of crimes reported were larceny theft, followed by grand theft auto.

Of the station service areas, Hawaiian Gardens nearly has the highest crime rate, with only the City of Paramount higher. However, crime appears to have decreased substantially in Hawaiian Gardens, with a crime rate (per 10,000 persons) of 404.76 in 2005, down to a crime rate of 329.24 in 2006 (Table 6-1).

Table 6-1: Crime Rate in Service Area

	Area (Square Miles)	Population	Crime Rate Per 10,000 Population		Percent Change
			2005	2006	
Total Area	23.4	253,565	388.45	334.35	-14
Unincorporated	0.3	1,762	103.28	102.16	-1
City of Artesia	1.6	17,737	266	210.29	-21
City of Bellflower	6.2	77,032	391.88	351.41	-10
City of Hawaiian Gardens	1	15,885	404.76	329.24	-19
City of Lakewood	9.5	83,343	378.18	320.72	-15
City of Paramount	4.8	57,806	438.71	377.82	-14

EXISTING CONDITIONS

Historic Seismic Background

The City of Hawaiian Gardens is located in the southeastern part of Los Angeles County, and is an urbanized community situated on the Los Angeles Coastal Plain. Abundant evidence of seismic activity in California is found in 200 years of records since a strong earthquake near the Santa Ana River in Orange County was reported in 1769. Of the thousands of earthquakes felt in California that have occurred during the last 200 years, three were great earthquakes over 7.75 Richter Magnitude; 13 were major earthquakes with Magnitude 7.0 to 7.7, such as Loma Prieta-San Francisco (1989), Arvin-Tehachapi (1952), and El Centro (1940). Over 60 were moderate shocks, of Magnitude 6.0 to 6.9, such as Santa Barbara (1925), Long Beach (1933), San Fernando (1971), and Whittier Narrows (1988). About 200 earthquakes of Magnitude 4.0 to 5.9 occur within California every 10 years.

The State of California has an area of approximately 156,000 square miles. The Landers/Big Bear (1992), Magnitude 7.5/6.6 earthquake was felt over 60,000 square miles. Loma Prieta-San Francisco (1989), Magnitude 7.1 earthquake was felt over 54,000 square miles, the Arvin-Tehachapi (1952), Magnitude 7.7 earthquake was felt over 160,000 square miles, and the San Francisco (1906), Magnitude 8.3 earthquake was felt over 375,000 square

miles. From historical seismic activity in the state, it can be concluded that no part of California is immune from earthquake damage.

Geology

Topographically, Hawaiian Gardens is located on the south-sloping Los Angeles Coastal Plain and is along the eastern bank of the San Gabriel River.

The Los Angeles Coastal Basin is described as an alleviated lowland, sometimes called the coastal plain which is bound on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills, and on the east and southeast by the Santa Ana Mountains and the San Joaquin Hills. The Lowland surface slopes gently south or seaward but it is interrupted by the Coyote Hills near the northeast margin by a line of elongated low hills and mesas to the south and west that extends from Newport Bay northwest to Beverly Hills, and by the Palos Verdes Peninsula at the southwest extremity.

The physiographic basin is underlain by a structural depression, parts of which have been the sites of discontinuous deposition since Late Cretaceous time and of continuous subsidence and marine deposition since Middle Miocene time.

Soils

Hawaiian Gardens is covered by a blanket of medium-grained and fine-grained sediments. The soil varies in thickness from approximately 0 to 164 feet, and consists of sand, silt, and clay silts which are poorly compacted.

Medium-Grained Holocene Alluvium

Most of the City of Hawaiian Gardens consists of this soil type. It is characterized as moderately well-drained, moderately sorted to well-sorted sand and silty sand forming alluvial plans and natural levees along streams. Locally it contains thin beds of well-sorted clay, silt, gravel, and occasional cobbles and boulders. It contains freshwater pelecypod and gastropod shells. It is intermediate in character and laterally extends between fine- and coarse-grained alluvium with which it interfingers. Generally, it overlies late Pleistocene alluvium and is less than 164 feet thick in this area.

Fine-Grained Holocene Alluvium

The central and central-southern portions of Hawaiian Gardens are of this type of soil. It is characterized as poorly sorted, plastic, locally carbonaceous sandy silt, silt, silty clay, and clay in poorly drained flood areas, on distal parts of alluvial fans, and in localized depressions. It contains occasional lenses and small channels of well-sorted sand and fine gravel. It contains fossils of living vertebrate species and may contain

freshwater pelecypod and gastropod shells. It interfingers with and grades both laterally and upstream into medium-grained alluvium and overlies late Pleistocene alluvium and bedrock. It is up to 164 feet thick in coastal basins.

NATURAL HAZARDS

Natural hazards in Hawaiian Gardens can include seismic hazards, and ensuing risks associated with earthquake activity, and floods. Additional man-made hazards can include fire, and toxic and hazardous materials.

Seismic Hazards

Seismic hazards are earthquake-related hazards that include ground shaking, landslides, liquefaction, and surface rupture. Southern California has an extensive history of earthquake incidents, and there are several faults located in the region. The most recent earthquake events in Southern California include the 1992 Northridge Earthquake, the 1994 Landers Earthquake, the 1989 Newport Beach Earthquake, and the 1987 Whittier Narrows Earthquake.

Hawaiian Gardens is located near the Norwalk Fault, four miles to the northeast, and the Newport-Inglewood Fault, five miles to the southwest. The Los Alamitos Fault is also located approximately two miles from the City. There are no known active earthquake faults within the City.

Active Faults

A fault is a fracture along or between blocks of the earth's crust where either side moves relative to the other along a parallel plane to the fracture. Active faults are considered faults that have moved in recent geologic time and that are likely to move again in the relative near future.

Newport-Inglewood Fault

The Newport-Inglewood fault zone is a series of echelon northwest-trending discontinuous faults indicating a through-going right-lateral strike-slip fault at depth. The Newport-Inglewood fault zone is a nearly vertical, right-lateral fault extending from the southern edge of the Santa Monica Mountains southeast to the offshore area of Newport Beach. There has been no observed ground surface displacement associated with the fault zone. The fault zone could produce a 7.0 (or greater) magnitude earthquake within the next 50-100 years.

Norwalk Fault

The Norwalk Fault, located approximately four miles to the northeast of Hawaiian Gardens, strikes to the northwest and dips steeply to the northeast. The fault may have in the past caused an earthquake event of 4.7 magnitude. The Norwalk Fault is approximately 16 miles long.

Microseismic activity along the fault zone is high, and may be capable of generating a 6.3 magnitude earthquake.

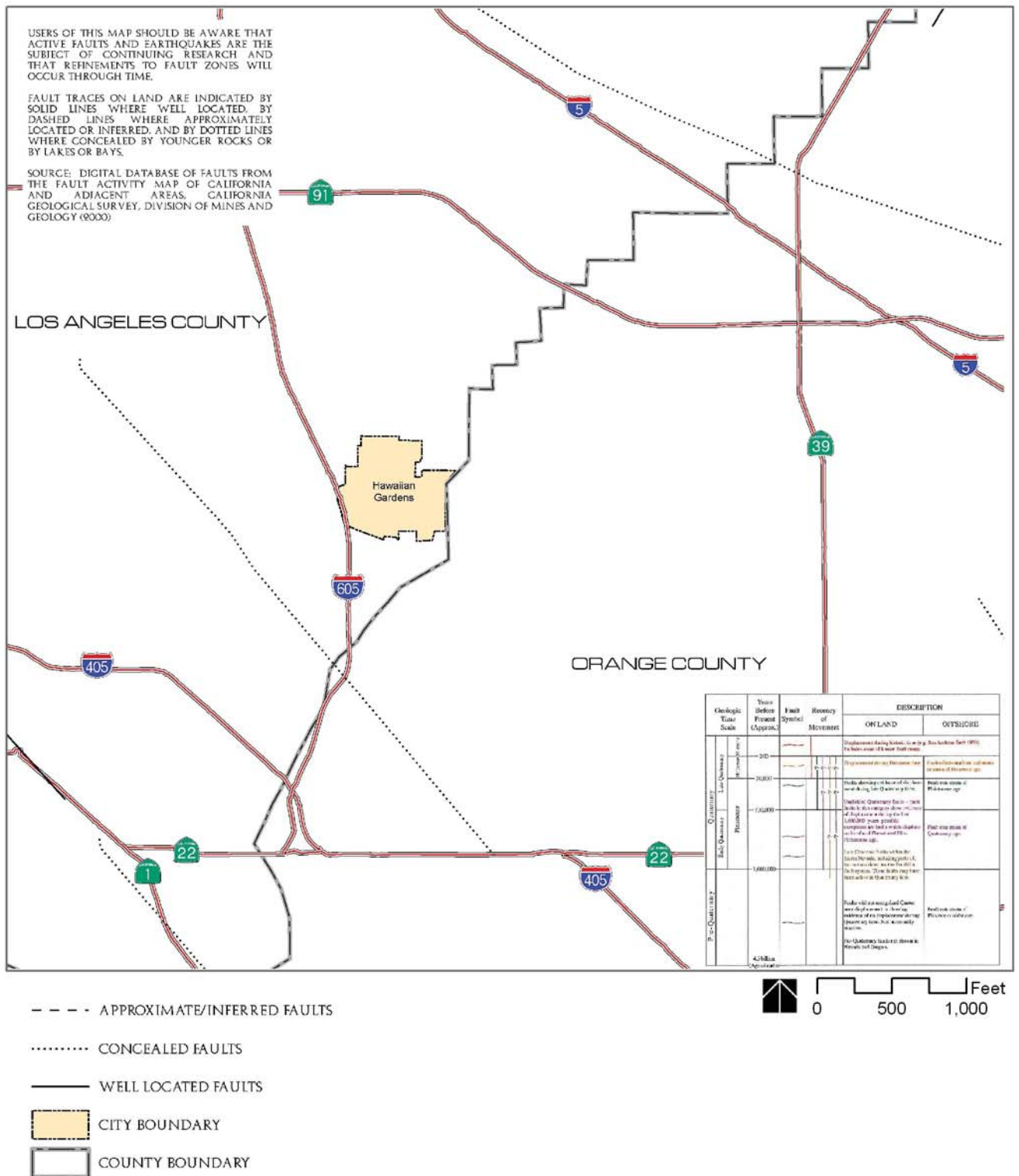
San Andreas Fault

The City of Hawaiian Gardens is approximately 43 miles south of the San Andreas Fault zone. The San Andreas Fault extends over 600 miles from the Gulf of California, north toward the Cape Mendocino area, where it continues north along the ocean floor. The fault plain is essentially vertical and has a right lateral strike-slip sense of movement. The fault is divided into segments and the southern segment is approximately 300 miles in length.

Ground Shaking

Ground shaking is the motion felt on the earth's surface caused by seismic waves generated by an earthquake. Ground shaking is the primary cause of earthquake damage, and its strength depends on the magnitude of the earthquake, the type of fault, and distance from the epicenter (where the earthquake originates). Structures on poorly consolidated and thick soils will likely experience more damage than structures on consolidated soils and bedrock.

Exhibit 6-2: Seismic Hazards Exhibit



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Liquefaction

Liquefaction-induced ground failure historically has been a major cause of earthquake damage in southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings, and other structures in the Los Angeles area was caused by liquefaction-induced ground displacement. Localities most susceptible to liquefaction-induced damage are underlain by loose, water-saturated, granular sediment within 40 feet of the ground surface. These geological and ground-water conditions exist in parts of Southern California, most notably in some densely populated valley regions and alluviated floodplains. In addition, the potential for strong earthquake ground shaking is high because of the many nearby active faults. The combination of these factors constitutes a significant seismic hazard in the Southern California region in general.

Liquefaction is a resulting effect that occurs when ground shaking causes loose, wet granular soils to change from a solid state to a liquid state. This results in the loss of soil strength and the soil's ability to support weight. Buildings and their occupants are at risk when the ground can no longer support the weight, causing instability or failure. Standard mitigation of liquefaction would be to require engineering studies with new development that uncovers the degree of liquefaction. Removal and re-compaction of liquefaction soils would then be necessary.

According to the City's Hazards Mitigation Plan, the soils in Hawaiian Gardens consist primarily of medium and fine grained Holocene Alluvium. The medium-grained Holocene Alluvium is comprised of sand and silty sand, and contains well-sorted clay, silt, and gravel. The fine-grained Holocene Alluvium consists of poorly sorted, plastic, locally carbonaceous sandy silt, silt, silty clay, and clay. The soil varies from 0 to 164 feet in thickness and is poorly compacted.

The entire City is located in a liquefaction zone, according to the California Geological Survey (Exhibit 6-3). The liquefaction zone in fact, covers almost the entire region located in the Los Alamitos Quadrangle because of the shallow ground-water table and nearly universal distribution of young sandy alluvial deposits. Local wells have water 20 to 71 feet below the ground surface.

Landslides

Mass movements of loose rock, soil, and water-saturated and weathered materials are major effects of earthquakes. Steep slopes commonly favor gravitational movements, and landslides sometimes occur. No earthquake-induced landslide zone, however, has been designated in the area. In addition, the City of Hawaiian Gardens has relatively flat topography.

Seiches

Seiches, or periodic oscillations (“sloshing”) of bodies of water such as ponds, lakes, and bays, usually occur in moderate to great earthquakes. Seiches may raise and lower a water surface from a few inches to several feet, and may occur several thousand miles away from the earthquake epicenter. Seiches will not affect the City of Hawaiian Gardens due to its inland location and because no significant bodies of water exist within city limits.

Flood Hazards

Flooding occurs when climate, geology, and hydrology combine to create conditions where water flows outside its natural course. The nearest major waterways to Hawaiian Gardens are the San Gabriel River, located one mile to the west, and the Coyote Creek, traversing the City’s eastern boundary. The San Gabriel River is a concrete-lined channel, designed to contain a 100-year flood event. Hawaiian Gardens is located outside the 500-year floodplain, which indicates that the City has less than a 0.9 percent probability of flooding annually (Exhibit 6-4).

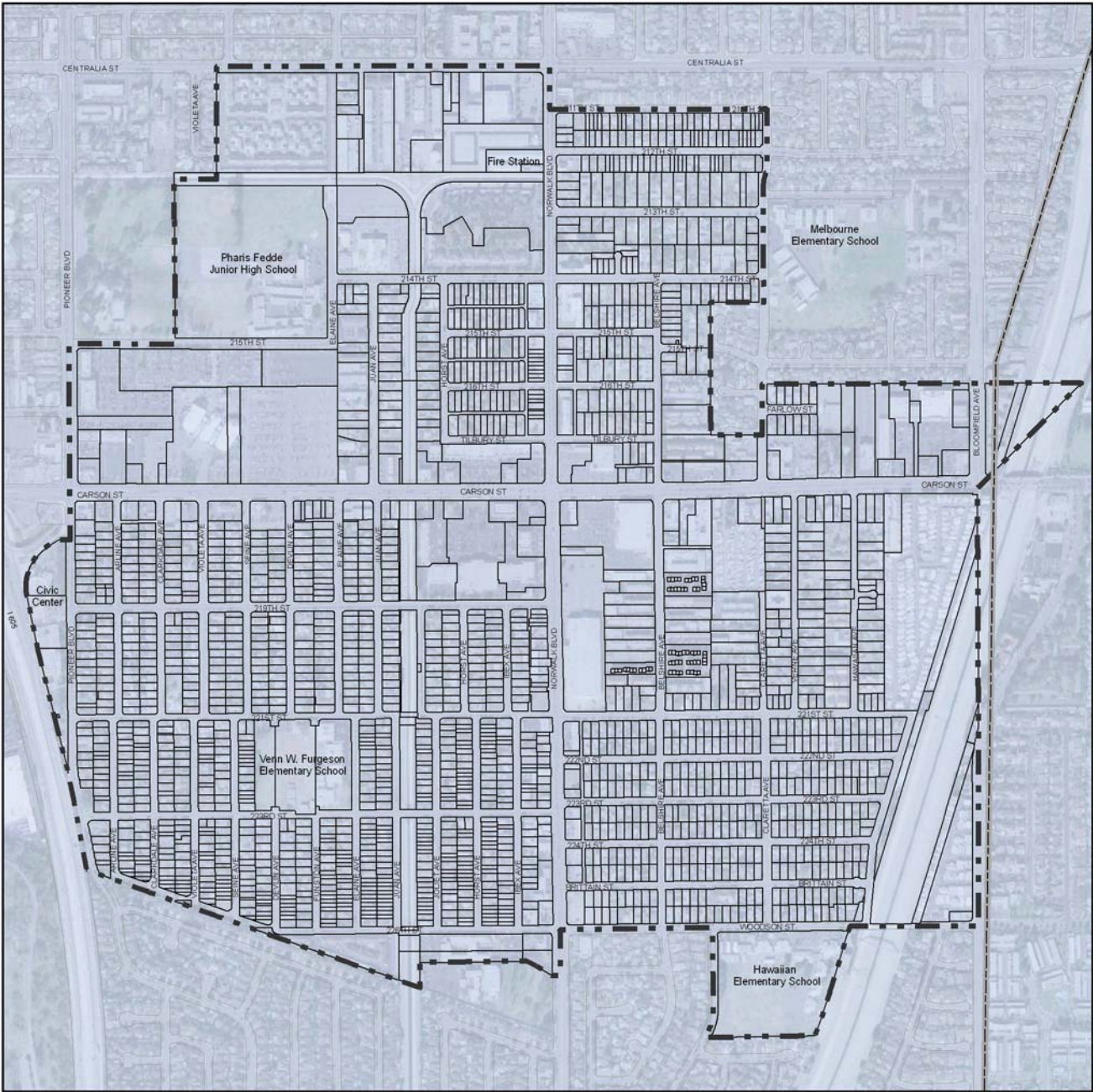
The National Flood Insurance Program identifies Hawaiian Gardens as a Zone B area, which means the City has minimal flood risk. Specific areas within the City have been identified to be at special risk when water flows outside its usual course:

- Wardham and 226th Street;
- Brittain and 224th Street;
- 223rd Street;
- 222nd Street; and
- 221st Street.

Urban Flooding

Portions of Hawaiian Gardens are prone to urban flooding, also referred to as ponding. This is primarily due to debris accumulation on storm drains and in flood control channels and basins, over-burdened pumping stations, and aged drainage systems. Low-lying areas of the City are particularly susceptible to urban flooding. The City is below the water line and surfaced on sandy soil.

Exhibit 6-3: Liquefaction



Source: California Department of Conservation, Division of Mines and Geology; ESRI Imagery World 2D

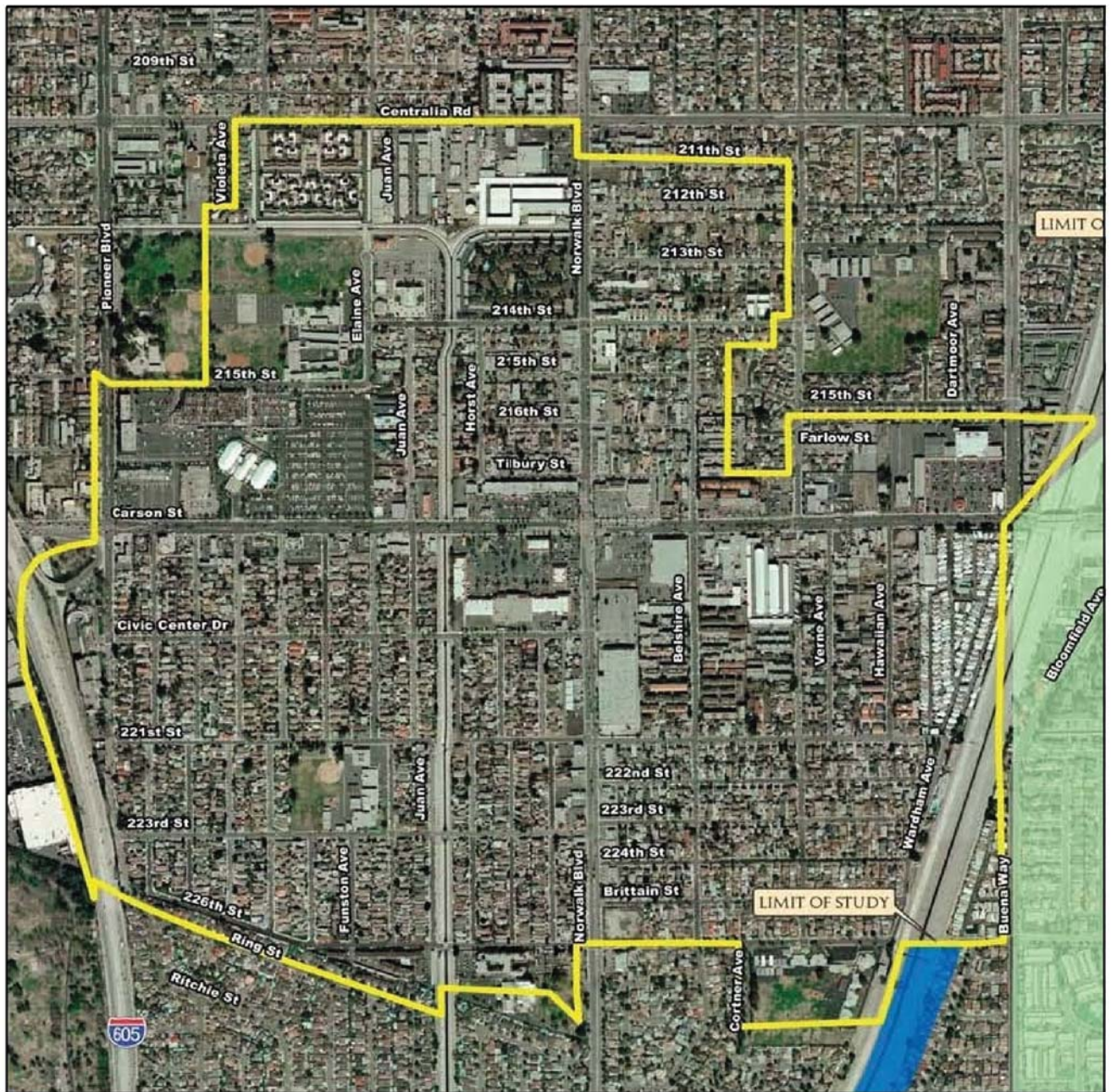
- Liquefaction
- City Boundary
- County Boundary



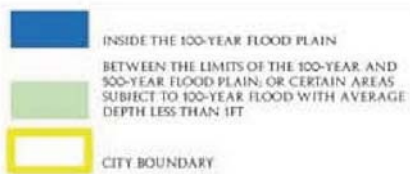
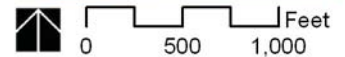
Liquefaction - Areas where historic occurrence of Liquefaction, or Local Geologic, Geotechnical and Groundwater Conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

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Exhibit 6-4: Flood Hazards Exhibit



Source: Federal Emergency Mangement Agency - Flood Insurance Rate Maps; ESRI Imagery World 2D



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Dam Inundation

Dam inundation occurs when structural damage to a dam causes a flood. Damages resulting from dam inundation can result in loss of life, damages to infrastructure and structures. There are no dams located in Hawaiian Gardens; however, the Prado Dam and the Whittier Narrows Dam can potentially affect the City in the event of dam failure.

Whittier Narrows Dam

Whittier Narrows Dam is an earth-filled flood control and water conservation dam constructed and operated by the U.S. Army Corps of Engineers. Construction of the dam was completed in 1957. It is located in the City of Montebello, approximately 14 miles from the City of Hawaiian Gardens.

In the event of dam failure, the water released from the Whittier Narrows Dam would flow in a southerly direction toward the City of Long Beach. The entire City of Hawaiian Gardens lies within the dam's floodplain/inundation path. Hawaiian Gardens is located approximately 14 miles downstream of the Whittier Narrows Dam. Dam failure would cause the flood wave to reach Hawaiian Gardens approximately 21.5 hours later at a depth of two feet, according to the Hawaiian Gardens Emergency Operations Plan.

Prado Dam

Prado Dam is an earth-filled flood control and water conservation project constructed and operated by the U.S. Army Corps of Engineers. Construction of the dam was completed in 1941. It is located on the Santa Ana River approximately 30.5 miles upstream of the Pacific Ocean, in Riverside County. Prado Dam provides flood control and water conservation storage for Orange County, California. The dam is normally empty except during or immediately after periods of significant runoff. The dam is the downstream element of the Santa Ana River flood control system.

The purpose of the dam is to collect runoff from the uncontrolled drainage areas upstream along with releases from other storage facilities. The City of Hawaiian Gardens is located approximately 27 miles downstream of the dam.

The City of Hawaiian Gardens, excluding areas in the northwest section of the City, lies within the dam's inundation path (Exhibit 6-5). In the event of dam failure, flooding would reach Hawaiian Gardens in approximately 1.5 hours, and reach three to four feet depth. Water would flow south along the Santa Ana River inundating most of Orange County. Inundation would affect the southeast section of Hawaiian Gardens first.

Windstorm Hazards

Severe windstorms can potentially cause damage to structures, trees, and public facilities, such as signs and utilities. Flying debris also poses a threat to public safety in severe conditions.

According to the Hawaiian Gardens Hazards Mitigation Plan, most high wind incidents that occur in the City are the result of Santa Ana winds. Santa Ana winds are warm, dry winds that blow from the east or northeast (offshore). These winds occur below the passes and canyons of the coastal ranges of Southern California and the Los Angeles basin.

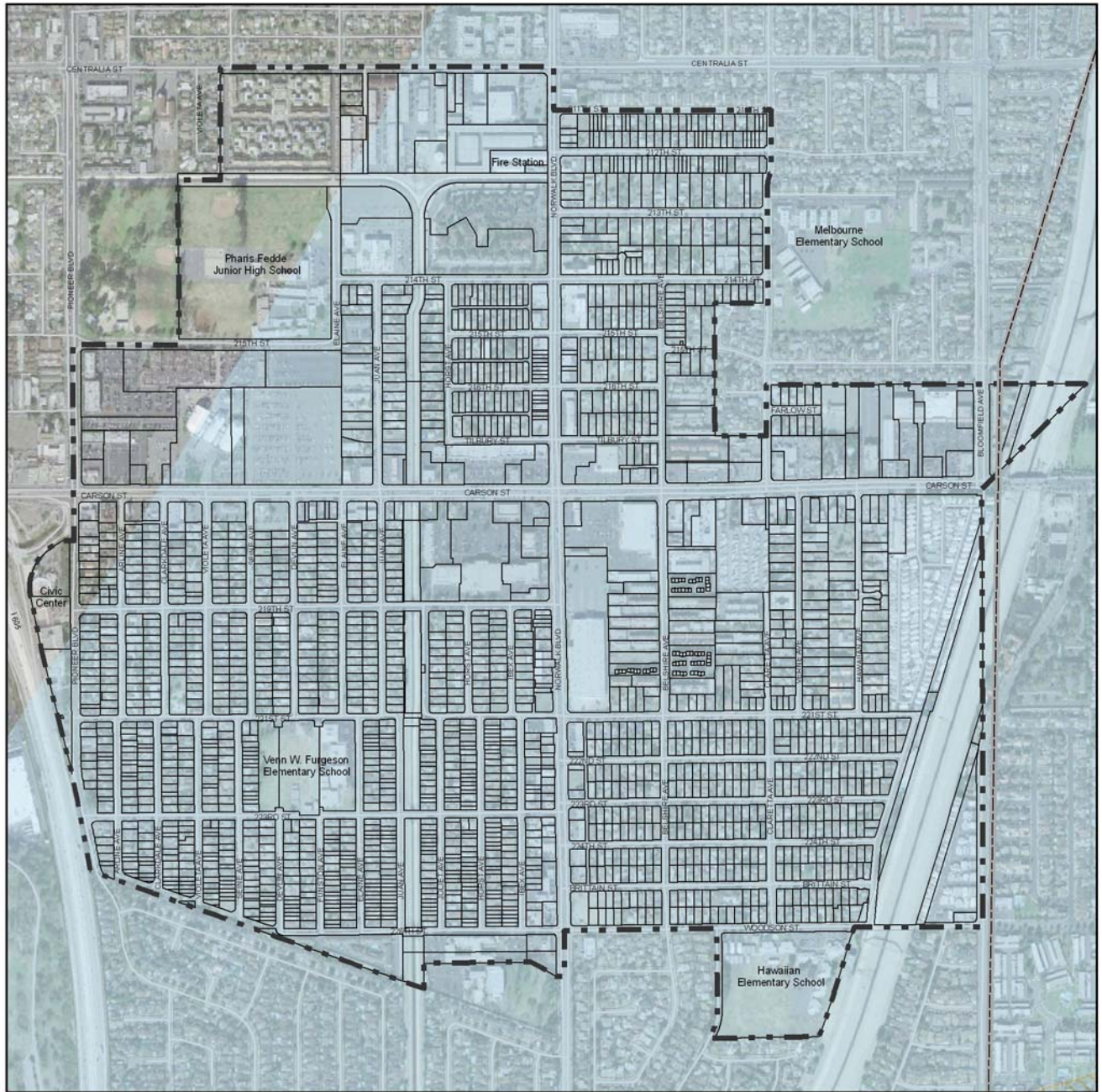
MAN-MADE HAZARDS

Toxic and Hazardous Materials





Hazardous materials are substances that may be hazardous to humans, animals, or plants, and may include pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and nuclear fuels or low-level radioactive wastes.

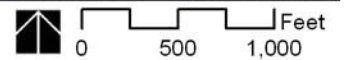
Several local businesses generate, use, or handle hazardous materials; most of those uses in Hawaiian Gardens consist of auto repair shops, tire stores, dry cleaners, medical, schools, and other similar uses. Table 6-2, from the EPA Envirofacts website, includes facilities and uses located in the City that handle hazardous materials.

Exhibit 6-5: Dam Inundation



Source: U.S. Army Corps of Engineers; ESRI Imagery World 2D

-  Prado Dam Inundation Area
-  Carbon Canyon Dam Inundation Area
-  City Boundary
-  County Boundary



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Table 6-2: Hazardous Materials Facilities

Facility	Address
Big O Tires	11973 Carson Street
Charter Community Hospital Lab	21530 Pioneer Boulevard
Consolidated Color Corp	12316 E Carson Street
Craftsmen Auto Body and Frame	12324 1/2 Carson Street
Cres O Matic Transmission	12332 E Carson Street
D & A Auto Repair	21302 Norwalk Boulevard
Dan's Machine Repair	12076 Centralia Street, Unit H
Equilon Enterprises	21656 Norwalk Boulevard
FHP Charter Medical	21520 S Pioneer Boulevard
Fedde Middle School	21409 S Elaine Avenue
Ferguson Elementary School	22215 Elaine Avenue
Garden Cleaners	12529 E Carson Street
Hawaiian Elementary School	12350 E 226th Street
Home Club No. 89	21900 Norwalk Boulevard
Home Town Auto Supply, Inc.	21619 Norwalk Boulevard
J & G Super Buy Tire Store	12345 E Carson Street
Jeff's Automotive	12022G Centralia Street
Jerry's Radiator	12434 E Carson Street
KS Waste Oil	11914 Centralia Road, #102
Lou's Mufflers and Brakes	21925 Norwalk Boulevard
M&M Cleaners	12440 Carson Street
Moderne Cleaners	21501 Norwalk Boulevard
Shree Corp Econo Lube N Tune	12140 Carson Street
Whiteway Cleaners	12090 Carson Street, #H

Source: EPA Envirofacts Database, 2006

Materials are often transported through utilization of Carson Street in order to access the San Gabriel freeway.

Terrorism

Terrorism is the use of fear for intimidation, usually for political goals. Terrorism is a crime where the threat of violence is often as effective as the commission of the violent act itself. Terrorism affects us through fear, physical injuries, economic losses, psychological trauma, and erosion of faith in government. It is a strategy used by individuals or groups to achieve their political goals.

Terrorists represent an assortment of causes, increasing the wide variety of potential targets. These areas may include public places, government offices, religious facilities, or other financial institutions or businesses. The City should maintain active and up-to-date emergency operations plans in preparation for the possibility of a terrorist threat.

SAFETY CONSIDERATIONS

Crime Prevention Through Environmental Design

The basis of Crime Prevention Through Environmental Design (CPTED) is that proper design and effective use of the built environment can reduce the incidence and fear of crime. Instead of traditional approaches of securing personal property with locks, barriers, and bolts, CPTED promotes the integration of design into spatial environments in order to enhance and proclaim the integrity of a space, and prevent crime. Defensible spaces contribute to the comfort and quality of life for residents in a community. The four principles of CPTED are natural surveillance, natural access control, territorial reinforcement, and maintenance and management. CPTED principles can be applied in capital improvement projects, public space projects, and even private development.

- Natural surveillance

Natural surveillance is the concept of keeping eyes on the street. Naturally, criminals do not wish to be observed; therefore, maintaining direct observation points on public spaces reduces the chance for crime. The primary aim of natural surveillance is not to keep intruders out of a space but rather, to keep intruders under observation.

- Natural Access Control

Natural access control relies on physical elements—such as doors, shrubbery, and fences—to keep illegitimate persons out of a place. For natural access control of public spaces, properly located entrances, exits, fencing, landscaping and lighting can direct visitor traffic in ways that can decrease opportunity for criminal activity.

Psychological barriers can act as natural access control as well. These barriers are not direct physical obstructions but rather, design elements that identify a public place as unique and special. This can include paving textures, landscaping, signage, and other streetscape design treatments that contribute to the distinctiveness of a place.

- Territorial Reinforcement

Territorial reinforcement expresses ownership. Generally, people have a natural tendency to protect what they consider is their territory. Clear boundaries between public and private areas achieved by using physical elements such as fences, pavement treatments, art, signage, good maintenance and landscaping are ways to express ownership. This also makes it much easier to identify intruders.

- Maintenance and Management

Maintenance and management is related to community image and sense of pride of a place. The maintenance and image of a place can contribute to its susceptibility to crime; generally, dilapidated and rundown areas are more prone to attracting unwanted activity.

Maintenance and management is also based on the premise that a sense of security can be developed and reinforced by upholding the community's image. The image is not only portrayed throughout the community, but projected outside the community as well.

Design considerations using CPTED principles can be translated using the following strategies:

- Allow for clear sight lines,
- Provide lighting,
- Minimize concealed and isolated routes,
- Avoid entrapment,
- Reduce isolation,
- Promote land use mix,
- Use of activity generators,
- Create a sense of ownership through maintenance and management,
- Provide signs and information clearly, and
- Improve overall design of the built environment.

Goals and policies as part of the Safety Element support the principles of CPTED for planning and design of public spaces in Hawaiian Gardens.

SAFETY ISSUES

Public safety issues have been uncovered based on existing conditions and community input. Goals and policies to guide public safety in the Hawaiian Gardens General Plan will be based on current issues.

- The current fire station facility, located on the northern edge of the City, is aging, small, and in need of repair. Expansion or relocation should be considered for the facility. Potential solutions that have been discussed at community forums include expansion over the adjacent Artesia Norwalk Storm Drain or relocation to another parcel in proximity to the current location. It will be necessary to consider maintaining adequate emergency response times in the consideration of relocation. The City should work with the Los Angeles County Fire Department to identify potential solutions to address the issue.
- Land use planning and effective site design can contribute to crime prevention. Design considerations such as Crime Prevention Through Environmental Design (CPTED) principles are encouraged in order to develop safe and accessible public spaces. There are areas within Hawaiian Gardens that have been identified as danger or crime “hot spots”, due to factors such as inadequate lighting, poor sight lines, and isolation. The City should incorporate CPTED principles in the design of public spaces.
- Several residents acknowledge an influx of gang-related crime activity. There are currently citizen-led community organizations that are active within the City, such as the Neighborhood Watch Program. The City should maintain ongoing communication with these groups, in crime prevention activities.
- Failure of the Whittier Narrows or Prado dams would result in all or partial inundation of Hawaiian Gardens.
- The Los Angeles region contains the potential for seismic activities, which could result in potential earthquake damage, and other damages related to seismic events, including liquefaction and ground shaking.

GUIDING PRINCIPLES

In order to support the vision of the Hawaiian Gardens General Plan related to public safety, the community is committed to promote safe, walkable neighborhoods for all residents and visitors to benefit from.

GOALS AND POLICIES

Goals and policies of the Safety Element will ensure that the public safety and welfare of Hawaiian Gardens residents continues to be a high priority for the City.

Goal S-1: Prioritize public safety in the community to improve the quality of life of residents and visitors.

Policies:

- S-1.1 Evaluate and maintain up-to-date disaster preparedness and emergency response plans and capabilities.
- S-1.2 Develop a Public Safety Center for the community.
- S-1.3 Collaborate with the Sheriff team to develop and enforce an effective crime prevention strategy.
- S-1.4 Collaborate with the Fire Department to meet the fire protection and emergency service needs of the community.
- S-1.5 Support the development and continued updating of public education programs on safety.
- S-1.6 Encourage the formation and continued education of Neighborhood Watch groups to assist police in crime prevention and detection.

Goal S-2: Strive to reduce the potential for criminal activity through appropriate urban design measures.

Policies:

- S-2.1 Actively promote public safety using urban design principles in crime prevention.
- S-2.2 Minimize crime opportunity and risk in known areas of low visibility and high susceptibility to crime.
- S-2.3 Ensure neighborhoods, alleys, and pedestrian areas are adequately lit.
- S-2.4 Require visible and clearly legible street numbers to minimize the response time for emergency personnel.

Goal S-3: Minimize the risk to public health, safety, and welfare from potential natural and man-made hazards.

Policies:

S-3.1 Establish and enforce standards and criteria to reduce risks from fire, seismic, and flooding.

S-3.2 Identify areas and structures at high risk for fire, flood, or seismic hazards.

S-3.3 Cooperate with jurisdictions in the southeast Los Angeles region to maintain a current emergency response system for the area.

S-3.4 Maintain the community informed about preparing for and responding to natural hazard and emergency events.

Goal S-4: Provide protection for all residents from hazardous materials and the hazards associated with the transport of those materials.

Policies:

S-4.1 Support and encourage State efforts to identify existing or previously existing hazardous waste generators or disposal sites in Hawaiian Gardens.

See the Implementation Program (Section 7) for implementing actions that support the Safety Element goals and policies.

Noise Element

INTRODUCTION

The General Plan Noise Element will identify significant sources of noise in Hawaiian Gardens, and ways to minimize exposure and protect residents and visitors from unhealthy or obtrusive noise levels. The element is a statement of the City’s policies and programs regarding the relationship of land use to environmental noise and the control of noise sources within the community. The Noise Element provides a framework within which noise control policies and mitigation decisions are made and implemented. It is also intended to provide procedural guidelines and criteria for City staff, to be used in minimizing noise conflicts in the existing setting and in new development.

California Government Code Section 65302(f) identifies the types of community noise to be addressed in the General Plan. The Noise Element must identify noise sources from:

- Highways and Freeways;
- Major arterial and local streets;
- Local industrial plants; and
- Other stationary ground noise sources identified by local agencies as contributing to the community noise environment.

In addition, the Noise Element must recognize the guidelines established by the Office of Noise Control in the California Department of Health Services.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Noise Element is directly related to the Land Use, Circulation, and Housing Elements in the General Plan. Although the Noise Element must be consistent with every element in the plan, the Noise Element must influence decisions of land use that minimizes exposure of residents and other

sensitive receptors to excessive noise. In Hawaiian Gardens, ambient noise is primarily influenced by the street network, including the major arterial roads in the community, Carson Street and Norwalk Boulevard and the 605 Freeway. Noise exposure should thus be an important consideration in mitigation from existing facilities in relation to existing and planned land uses.

The Land Use Element must take into consideration existing and future noise conditions in the community in order to ensure that incompatible land uses are located sufficiently away from one another. The element should also analyze the effects of noise on current land uses. The existing and forecast noise contours are used as a guide for establishing land use patterns that minimizes the exposure of community residents to excessive noise.

The Noise Element is related to the Housing Element to ensure that the community's housing stock meets noise standards. This may influence the location and cost of housing.

FUNDAMENTALS OF NOISE AND SOUND

Sound is technically described in terms of loudness (amplitude), frequency (pitch), and time pattern. The standard unit of sound amplitude is the decibel (dB). Decibels are based on a logarithmic scale that describes sound pressure levels. The pitch of sound is related to the frequency of the pressure vibration. The human ear is not equally sensitive to sound at all frequencies; therefore, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The temporal nature of sound may be described in terms of its pattern of time and level: continuity, fluctuation, impulsiveness, intermittency.

Noise is typically described as unwanted, excessive, and bothersome sound. There are several different methods to measure sound in a given period of time. These noise measurement methods include the Community Noise Equivalency Level (CNEL), the Equivalent Sound Level (Leq), and the Day/Night Average Sound Level (Ldn).

Noise Measurement and Assessment

Community Noise Equivalency Level (CNEL)

CNEL is a noise rating scale for land use compatibility assessment. CNEL is a 24-hour, time-weighted annual average noise level. The CNEL reading represents the average of 24 hourly readings of equivalent levels (known as Leq) based on an A-weighted decibel. Additionally, community noise receptors are more sensitive to unwanted noise intrusion during the evening

and at night, thus, State law requires that, for planning purposes, an artificial dB increment be added to quiet noise levels in a 24-hour noise descriptor. Adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m.

Equivalent Sound Level (Leq)

Leq is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the energy average noise level during the time period for sample. Leq can be measured for any time period, but it is typically measured for one hour, 8 hour, and 24-hour sample periods. It is the energy sum of all the events that occur for that time period. Leq is the basis for the descriptors used in current standards, such as the CNEL.

Day/Night Average Sound Level (Ldn)

Ldn is a measure of the A-weighted average noise level for a given area during a 24-hour period with a 10 dB weighting applied to night-time sound levels, 10:00 p.m. to 7:00 a.m. The Ldn is approximately numerically equal to the CNEL for most environmental settings. CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period.

SOUND PROPAGATION

Noise sources may either be a line source (e.g. a heavily traveled highway) or a point source (e.g. a stationary engine or compressor). Highway traffic noise on high volume roadways simulates a line source. For roadway noise, typically for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically hard locations, or areas between a noise source and receptor that include mostly concrete, asphalt, or other hard material.

Environmental factors, such as wind direction and speed, temperature gradients, the characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of grass, shrubbery, and trees, often combine to increase actual attenuation to 4.5 decibels per doubling of distance. Thus, a noise level of 74.5 decibels at 50 feet from a highway centerline would attenuate to 70.0 decibels at 100 feet, 65.5 decibels at 200 feet, and so forth. In an area that is relatively flat and free from barriers, the sound resulting from a point source of noise spreads in a spherical manner away from the source and drops by 6 decibels for each doubling of distance. This applies to stationary noise sources and mobile sources that are temporarily stationary, such as an idling truck or other heavy equipment operating within a confined area (such as industrial processes). Sound attenuation from a train resembles a line source near the railroad tracks and a point source at distances beyond three-tenths of the train length.

Increasing vehicle speed from 35 mph to 45 mph raises adjacent noise levels approximately 2.5 decibels. Reducing vehicle speed from 35 mph to 30 mph decreases adjacent noise levels by 1.5 decibels on major roadways, and 1.6 decibels on secondary and collector roadways. Noise levels adjacent to roadways vary with the volume of traffic, mean vehicle speed, truck mix, and the road cross-section.

Noise and Health Effects

Noise can cause temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in peripheral blood vessels, the secretion of saliva and gastric juices, and change in heart rate, breathing patterns, the dilation of pupils of the eye, visual acuity, and equilibrium. The chronic recurrence of these physical reactions has been shown to aggravate headaches, fatigue, digestive disorders, heart disease, and circulatory and equilibrium disorders. Moreover, as a source of stress, noise is a casual factor is stress-related ailments such as ulcers, high blood pressure, and anxiety.

Three harmful effects of noise are speech interference, the interruption of sleep, and hearing loss. Speech interference begins to occur at 40 to 45 decibels and becomes severe at 60 decibels. Background noise levels affect performance and the learning process through distraction, reduced accuracy, increased fatigue, annoyance and irritability, and the inability to concentrate.

Several factors determine whether or not a particular noise event will interfere with, or prevent, sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, and motivation to waken. Ill or elderly people are particularly susceptible to noise-induced sleep interference, which can occur when intruding noise levels exceed the typical 35-45 decibel background noise level in a bedroom. Sleep prevention can occur when intruding noise levels exceed 50 decibels.

Hearing loss, which may begin to occur at 75 decibels, is one of the most harmful effects of noise on people. In many cases, exposure to very loud, impulsive, or sustained noise causes damage to the inner ear.

REGULATORY FRAMEWORK

Federal Noise Standards

The Federal Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. As part of the requirements of the Act, the Environmental Protection Agency (EPA) was charged with overseeing noise-abatement activities and coordinating its programs with those of other federal agencies that play an important role in noise control. The Noise Control Act was amended by the Quiet Communities Act of 1978 to

promote the development of effective state and local noise control programs, to provide funds for noise research, and to produce and disseminate educational materials to the public on the harmful effects of noise and ways to effectively control it. The Noise Control Act and the Quiet Communities Act have not been rescinded, however, the EPA has discontinued funding for the implementation of the Acts, in a shift of noise control responsibility to state and local programs. As of 2002, agencies such as the Department of Transportation, Department of Labor, and Federal Railroad Administration have developed their own noise control programs, with each agency setting its own criteria.

The U.S. Department of Housing and Urban Development applies noise standards in its analysis of the acceptability of sites for federally supported housing development. Three site classifications are defined based on the Ldn level to which the sites are subjected (Table 6-3).

Table 6-3: HUD Site Acceptability Standards

Classification	Noise Level (Ldn)	Special Approvals and Requirements
Acceptable	Ldn 65 dBA	None
Normally Unacceptable	Ldn 65 to 75 dBA	Environmental clearance required. Sound attenuation: to achieve 5 to 10 dB more attenuation than standard construction.
Unacceptable	Above Ldn 75 dBA	Environmental clearance required. Sound attenuation requires approval of Assistant Secretary.

The current Federal Highway Administration (FHWA) procedures for highway traffic noise analysis and abatement are included in the Code of Federal Regulations (23 CFR Part 772). Traffic noise prediction must comply with the methodology in the FHWA Traffic Noise Prediction Model (TNM).

State Noise Standards

The California Department of Health Services (DHS) provides criteria and guidelines for local governments to use when setting standards to control and abate environmental noise.


Noise Insulation Standards, Title 25 of the California Code of Regulations sets forth requirements for all new hotels, motels, apartment buildings, and dwellings, except for single-family dwellings. These regulations require that residential buildings (multi-family dwellings) be designed and constructed that floor-ceilings and walls separating dwelling units reduce the transmission of sound. The regulations also require that buildings be insulated against noise from exterior sources. When the development is in an area that has an ambient noise level of 60 dBA or more, the noise must be reduced to 45 dBA in any habitable room. DHS has adopted guidelines for use in assessing the compatibility of various land use types with a range of noise levels (Table 6-4).


Local Noise Standards


The City of Hawaiian Gardens adopted a local noise ordinance—Chapter 9.29 Noise Control—of the City’s Municipal Code. The purpose of the noise ordinance is to control necessary, excessive, and annoying sounds emanating from any source within the City. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources. The ordinance identifies four noise zones within the City. The ordinance sets forth standards for exterior noise levels, interior noise standards, and level of noise prohibited (Table 6-5).

Table 6-4: Land Use/Noise Compatibility Guidelines

Land Use Category	Community Noise Exposure (dBA, CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable		Clearly Unacceptable			
Sports Arena, Outdoor Spectator Sports	Normally Acceptable		Clearly Unacceptable			
Playgrounds, Neighborhood Parks	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable		Conditionally Acceptable		Normally Unacceptable	Clearly Unacceptable

 **Normally Acceptable** - Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

 **Conditionally Acceptable** - New construction or development shall be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system of air conditioning, will normally suffice.

 **Normally Unacceptable** - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.


 **Clearly Unacceptable** - New construction or development should generally not be undertaken.

Table 6-5: Exterior Noise Level Standards

Noise Zone	Property Type(s)	Noise Level (dBA)	Time Period
Noise Zone 1	Residential	60	7:00 a.m. - 10:00 p.m.
		55	10:00 p.m. - 7:00 a.m.
Noise Zone 2	Public and quasi-public institutional	60	Anytime
Noise Zone 3	Commercial	75	Anytime
Noise Zone 4	Industrial	75	Anytime

EXISTING NOISE ENVIRONMENT

Noise Sensitive Receptors

Land uses considered noise sensitive by the State of California include schools, hospitals, rest homes, and long-term care and mental health facilities. Some jurisdictions also consider day care centers, single family dwellings, mobile home parks, churches, libraries, and recreation areas, sensitive to noise. Moderately sensitive land uses typically include multi-family dwellings, transient lodging such as hotels and motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic clubs, and equestrian clubs. Relatively insensitive land uses are business, commercial, and professional uses. Insensitive noise receptors include industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Land uses within the City of Hawaiian Gardens that are sensitive to intrusive noises include schools, parks, hospitals, and residences (Table 6-6 and Exhibit 6-6).

Table 6-6: Noise Sensitive Receptors

Type	Name	Street
Child Care	Hawaiian Gardens Head Start	22150 Wardham Avenue
Church	Celebration Christian Center	22213 Norwalk Boulevard
Church	Church of Deliverance/Interational	12441 E. Farlow Street
Church	Emmanuel Church of Lakewood	11844 E. Centralia
Church	Faith Christian Fellowship Church	21209 S. Claretta Avenue
Church	Family Worship Center	21921 S. Hawaiian Avenue
Church	Hawaiian Gardens 4 Square Church	21208 S. Norwalk Boulevard
Church	Southern California Presbyterian	21732 Verne Avenue
Church	St. Peter Channel Catholic Church	12001 E. 214th Street
Church	The Way Out Ministries	22427 Norwalk Boulevard
Hospital	Tri-City Regional Medical Center	21530 Pioneer Boulevard
Library	Los Angeles County Public Library	12100 Carson Street
Park	Clarkdale Park	22008 Clarkdale Avenue
Park	Lee Ware Park	22300 Wardham Avenue
Park	Pioneer Park	22222 Pioneer Boulevard
School	Furgeson Elementary School	22215 Elaine Avenue, Lakewood
School	Hawaiian Elementary School	12350 East 226 th Street
School	Pharis Fredde Jr High School	21409 Elaine Avenue
Senior Center	Mary Rodriguez Senior Center	21815 Pioneer Boulevard

Source: City of Hawaiian Gardens General Plan Update Noise Measurement Survey Technical Memorandum, RBF Consulting, February 14, 2008.

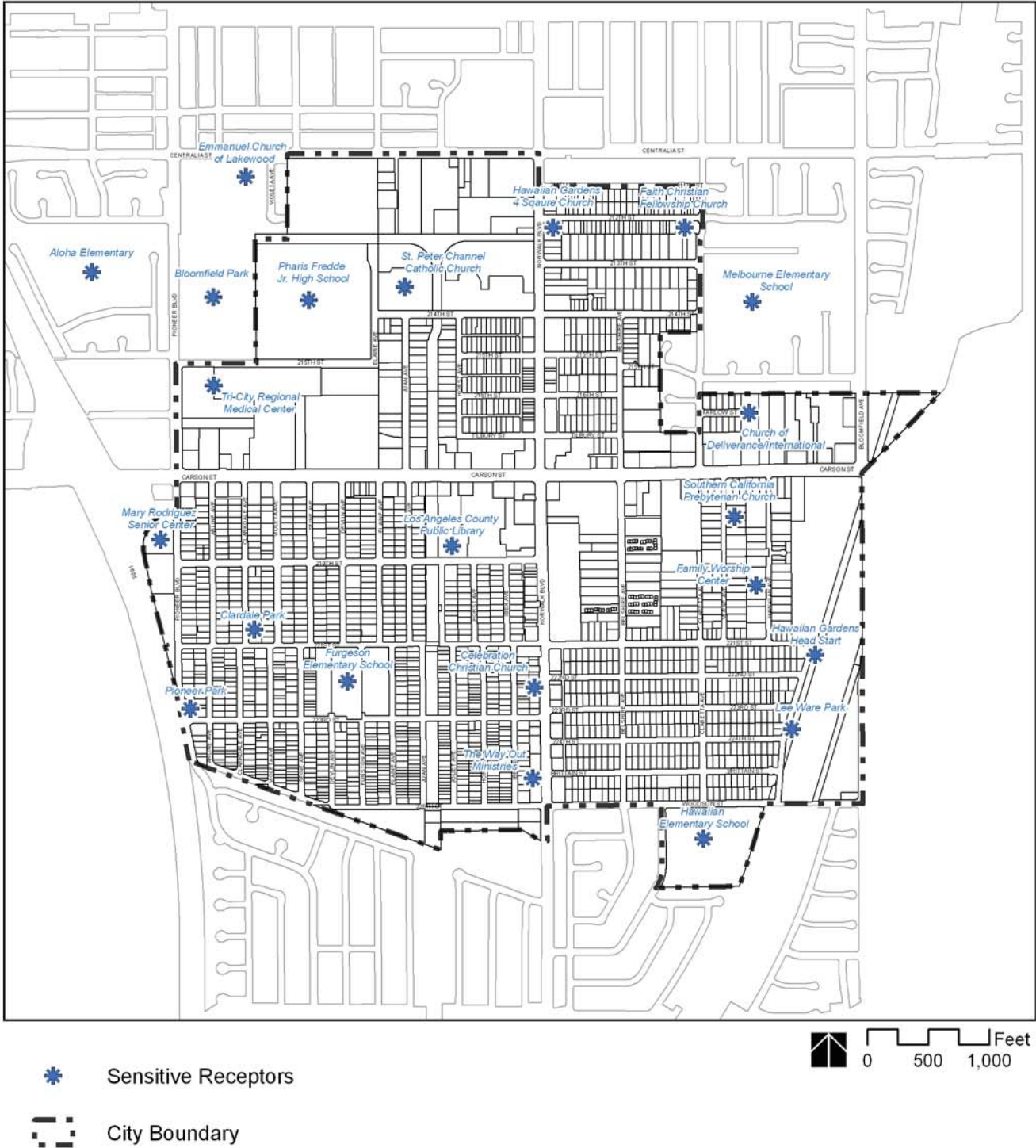
Significant Noise Sources

Noise sources include stationary and mobile sources. Stationary noise sources in Hawaiian Gardens include air conditioner and refrigeration units, high level radio, stereo, or television usage, power tools, lawnmowers, appliances used in the home, and barking dogs. Mobile noise sources are typically transportation related and include airplanes, helicopters, automobiles, trucks, buses, and motorcycles. Short-term sources include construction and public works projects.

Motor vehicles are a major source of continuous noise. The San Gabriel River freeway (I-605) runs along the western boundary of the City, and carries appreciable volumes of both truck and commuter traffic. Other primary arterials, including Carson Street, Norwalk Boulevard and Pioneer Boulevard also experience high average daily traffic levels.

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Exhibit 6-6: Noise Sensitive Receptors Map



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EXISTING NOISE LEVELS

Data for this section was obtained by a Noise Measurement Survey conducted in February 2008 by RBF Consulting.

Methodology

Locations for noise measurements were selected utilizing aerial photographs flown by Eagle Aerial in 2007. RBF utilized the aerial photograph to divide the City into a concentric grid pattern. The grid was then further grouped into similar land uses and sensitive receptor locations to determine specific Acoustical Zone Boundaries. RBF determined seven Acoustical Zone Boundaries that would provide sufficient data to establish an acoustical baseline for the City. RBF conducted one short-term noise measurement (10 minutes in length) in each designated noise zone on February 6, 2008 and February 12, 2008.

Brüel & Kjær Sound Level Meter

Noise monitoring equipment used for the ambient short-term noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a 4189 microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Existing measured short-term noise levels ranged from 51.1 dBA to 60.6 dBA. Additionally, traffic counts were conducted for measurements in which the results relied heavily on traffic noise.

Table 6-7: Noise Measurements

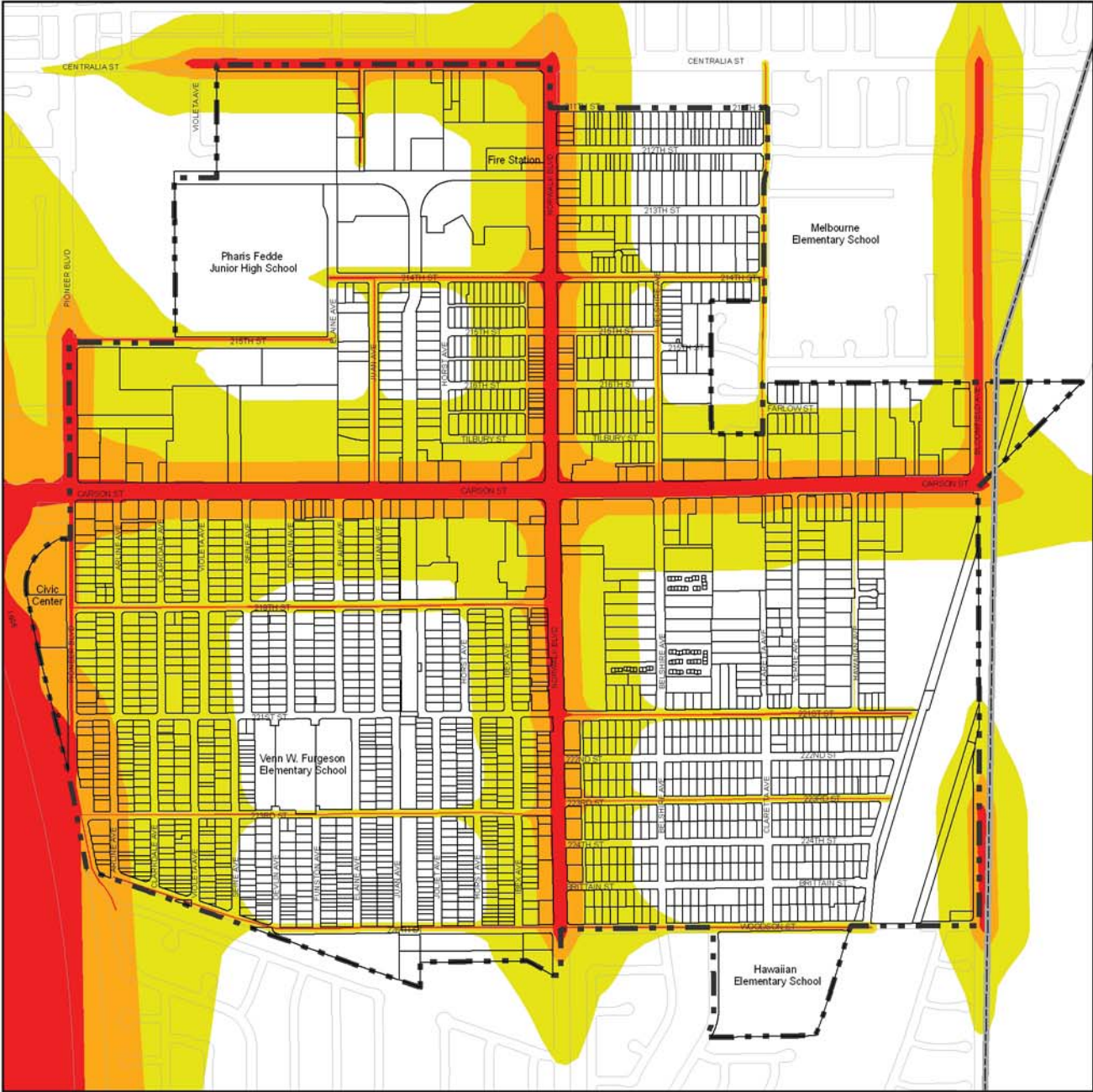
Site No.	Location	Leq (dBA)	L _{min} (dBA)	L _{max} (dBA)	Peak (dBA)	Time
1	Located at the northern terminus of Elaine Avenue.	56.7	45.1	78.9	97.4	10:27 A.M.
2	Located at the northern terminus of Schultze Drive.	53.3	41.6	68.6	91.4	10:47 A.M.
3	Located within a parking lot to the northeast of the intersection of Carson Street and Belshire Avenue.	60.3	47.6	72.5	95.3	11:04 A.M.
4	Located along Claretta Avenue, to the north of Brittain Street and to the south of 224th Street.	51.1	38.2	71.8	90.8	11:29 A.M.
5	Located at the northeast corner of the Seine Avenue and 221 Street intersection.	54.1	45.3	73.9	54.1	11:47 A.M.
6	Located along Norwalk Boulevard, to the south of Carson Street.	60.6	52.1	79.6	87.7	1:28 P.M.
7	Located within the Hawaiian Gardens Casino Parking Lot.	52.2	47.2	67.8	79.1	1:54 P.M.

Source: Noise Monitoring Survey conducted by RBF Consulting, February 6, 2008 and February 12, 2008.

EXISTING NOISE CONTOURS

Noise measurements are modeled to create a community-wide depiction of noise conditions. Noise measurements and modeling results collectively are represented by noise contour lines. Similar to the way topographic maps show contours indicating elevation change, the noise contours indicate decreasing noise levels as you move away from the noise source.

Exhibit 6-7: Existing Noise Contours Exhibit



Existing Noise Contours

- 60 CNEL
- 65 CNEL
- 70 CNEL
- City Boundary
- County Boundary

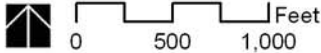
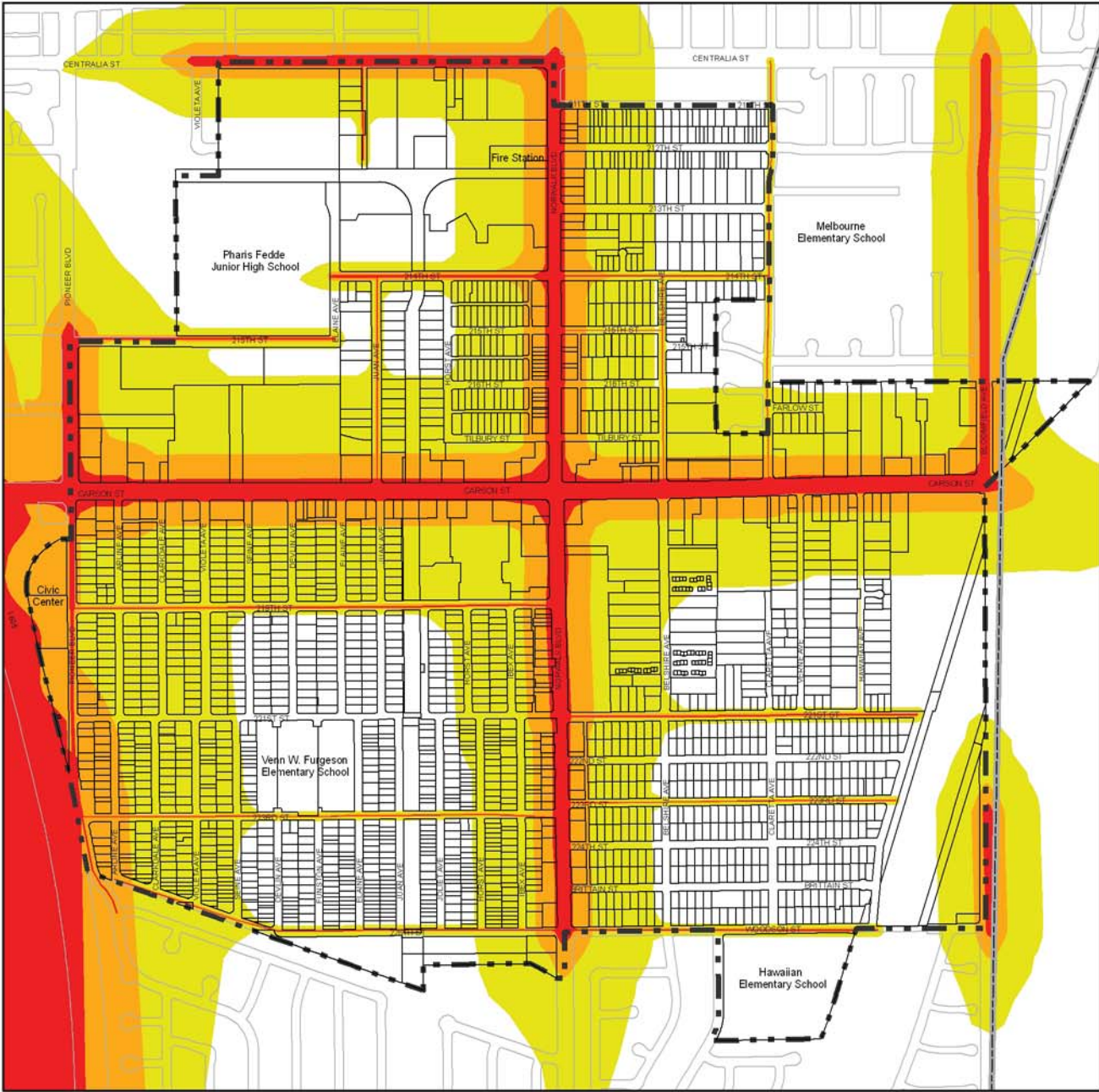
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FUTURE NOISE ENVIRONMENT

Modeling of the future noise environment is based on assumptions that growth will continue to occur in regional traffic volumes through Hawaiian Gardens. Noise contours are projected for the General Plan horizon.

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Exhibit 6-8: Future Noise Contours



- Future Noise Contours**
- 60 CNEL
 - 65 CNEL
 - 70 CNEL
 - City Boundary
 - County Boundary

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NOISE ISSUES

Issues identified by existing conditions analysis and the community, include:

- Continued development in the City will likely increase the number of noise sources in the community.
- Land uses near major arterial corridors, such as Norwalk Boulevard and Carson Street, are exposed to high levels of noise.
- There are several transition areas between land use of higher intensity and noise sensitive uses, such as residential. These areas are compact and dense, with little to no buffer or noise mitigation.

GOALS AND POLICIES

Goal N-1: Minimize the impact of point source noise and ambient noise levels throughout the community.

Policies:

- N-1.1 Encourage compatibility of land uses to reduce and avoid potential noise impacts.
- N-1.2 Review City policies and regulations to ensure community noise levels are reduced to the maximum extent feasible.
- N-1.3 Monitor and minimize construction activity noise impacts on residential neighborhoods.

Goal N-2: Reduce transportation-related noise impacts to residential areas.

Policies:

- N-2.1 Ensure appropriate mitigation measures for reducing noise impacts in residential areas.
- N-2.2 Require appropriate acoustical studies as part of new development, and ensure the inclusion of noise mitigation measures in the design.
- N-2.3 Use proven methods of reducing the transmission of traffic noise onto adjacent noise sensitive receptors.
- N-2.4 Encourage acoustical design in new construction.

N-2.5 Reduce transportation noise through proper design and coordination of vehicle routing.

Goal N-3: Develop measures to control non-transportation noise and similar impacts.

Policies:

N-3.1 Continue to enforce noise ordinance standards to mitigate conflicts among neighboring land uses.

N-3.2 Establish and maintain coordination among City agencies involved in noise abatement.

N-3.3 Ensure that City departments comply with all state and federal OSHA noise standards.

See the Implementation Program Section [Section 7] for implementing actions that support the Noise Element goals and policies.



Implementation Program

Section 7

The Implementation Program will guide City elected officials and staff in the overall effort to carry out adopted General Plan goals and policies. The purpose of the Implementation Program is to enable the overall direction set forth in the General Plan to be translated from general terms to specific actions.

Each implementing action is a procedure, program, or technique that requires City action, either alone or in collaboration with non-governmental or quasi-governmental agencies and organizations. Some of the implementing actions are processes or procedures the City currently administers on a daily basis (such as the development review process), while others identify new programs or projects. Completion of the identified projects and actions will be subject to funding and resource constraints.

The Implementation Program is organized in the following matrix corresponding with the elements of the Hawaiian Gardens General Plan:

- Land Use Element
- Economic Development Element
- Community Design Element
- Circulation Element
- Capital Improvements Element
- Conservation Element
- Open Space/Recreation Element
- Air Quality Element
- Safety Element
- Noise Element

Refer to the Housing Element (Section 3) for a description of housing programs that support the Housing Element goals and policies.

Each implementing action relates to one or more General Plan policies, drawn from the various General Plan elements. The matrix is organized by element, including a brief description of the overall goal, each policy, and the related action(s). The program assigns responsibility to the corresponding City department, public agency, or organization. For helpful reference, for each policy, a list of other related General Plan policies are provided, where applicable.

The Implementation Program is intended for use as the basis for preparing the Annual Report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Many of the implementing actions may serve as mitigation for environmental impacts resulting from planned development pursuant to the Hawaiian Gardens General Plan; therefore, the annual report can also serve as a means of monitoring application of the mitigation measures as required by Public Resources Code Section 21081.6. The programs should be updated annually concurrent with the budget process and whenever the City's General Plan is amended or updated, to ensure continued consistency and usefulness.

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LAND USE				
Goal LU-1: Continued revitalization of a balanced community				
LU-1.1	Accommodate new development in accordance with the Land Use Map.	Ensure new projects are consistent with the general plan land use designation and policies, through the development review process. Revise the zoning code and zoning map for consistency with General Plan policies and Land Use Designations.	Community Development	
LU-1.2	Preserve and maintain existing parks, institutions, and cultural facilities.	Identify necessary citywide improvements to public facilities, and develop a schedule to prioritize ongoing maintenance.	Community Development / Human Services	OS-1.1, OS-1.3
LU-1.3	Manage residential growth that is supported by the necessary facilities and services provided by the City, special districts, and utilities.	Monitor the density of residential development to ensure adequate access to facilities and services are maintained.	Community Development	LU-1.1
LU-1.4	Require necessary improvements and/or fees of new development that will adequately serve each project.	Review the zoning code and other City regulations to ensure adequate development impact fees and necessary public improvements.	Community Development / City Administrator	LU-2.6 CAP-1.5 DES-3.1, DES-3.2 DES-3.3
LU-1.5	Provide economic assistance and administer programs for the improvement and upkeep of physically deteriorated structures.	Continue the rehabilitation programs for housing and commercial land uses. Conduct a needs assessment for residential and commercial rehabilitation programs. Working with homeowners and business owners, determine whether existing programs are sufficiently meeting needs, and whether demand may exist for new services.	Community Development	LU-3.2, LU-4.1, H-2.1, H-2.2, H-2.3, H-3.1, H-3.2, H-4.1
LU-1.6	Accommodate, and make accessible, uses that support social welfare needs of the community.	Continue to provide public facilities and amenities, including educational and recreational programs, which serve the entire community.	Community Development / Human Services	OS-2.1
LU-1.7	Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.	Continue to support local businesses. Cooperate with Cerritos Chamber of Commerce to attract new business to the City.	Community Development / City Administrator	LU-4.5

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LU-1.8	Provide necessary improvements and additions to existing infrastructure to serve existing and future land uses.	Improve and maintain public infrastructure throughout the city to ensure every area is adequately served.	Community Development	
LU-1.9	Ensure that unique land uses, characterized by high occupancy or intensity of activity, be sited, designed, and administered to mitigate impacts on adjacent land uses.	Revise the zoning code and utilize the development review process to mitigate potential adverse impacts by high intensity uses onto surrounding properties.	Community Development / Public Works	LU-7.1, LU-7.2 LU-7.3, LU-7.4
LU-1.10	Facilitate the integration of regionally beneficial improvements, including flood control systems, utility corridors, and recreational corridors.	Cooperate with surrounding jurisdictions, Los Angeles County Flood Control District, and other public agencies for planning efforts in the revitalization and joint-use of regional utility corridors and channels.	Community Development/ Public Works	
LU-1.11	Require all new development to incorporate adequate onsite landscaping.	Develop landscape standards for residential and nonresidential development.	Community Development	LU-2.5 DES-9.3
Goal LU-2: Preserve and enhance residential neighborhoods				
LU-2.1	Encourage land assembly and small lot consolidation for proposed residential projects with contiguous parcels.	Work with project applicants and surrounding property owners to identify potential land assembly opportunities.	Community Development	LU-4.3
LU-2.2	Actively utilize the Hawaiian Gardens Redevelopment Agency to maximize residential redevelopment activities in neighborhoods where concentrations of substandard housing conditions exist.	Continue to provide Redevelopment funds for housing rehabilitation programs.	Community Development	H-1.3, H-2.2, H-2.3
LU-2.3	Require multi-family developments to incorporate site design features, including, but not limited to, open space, landscaping, communal courtyards, and outdoor furniture.	Adopt and Implement residential design guidelines for single-family and multi-family development.	Community Development	LU-2.4

7 – Implementation Program

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LU-2.4	Require the design of all residential development to utilize notches, balconies, roof lines, open space, setbacks, landscaping, and other architectural accents that add visual interest to buildings and streetscape and avoid monotonous, flat facades.	Adopt and Implement residential design guidelines for single-family and multi-family development.	Community Development	LU-2.3, LU-2.7
LU-2.5	Require all new residential development to provide adequate landscaping.	Revise the zoning code to establish minimum requirements for front yard residential landscaping.	Community Development	LU-1.11
LU-2.6	Require residential development to provide direct and convenient access to abutting sidewalks.	Revise the zoning code to require appropriate access to residential units from the public sidewalk and utilize the development review process to ensure appropriate improvements are provided.	Community Development	LU-1.4
LU-2.7	Develop design criteria for residential development on narrow lots to improve the visual quality of these developments from the public street.	Revise the zoning code to include design standards for street frontages of new residential development on lots less than 37.5' width.	Community Development	LU-2.7
LU-2.8	Maintain a persistent approach to the regulation of garage conversions.	Through Code Enforcement, continue to cite all garage conversions. Community Development	Community Development	H-2.1
Goal LU-3: Equal opportunities for home ownership and owner occupancy				
LU-3.1	Encourage the development of single-family owner-occupied residences.	Work with project applicants and homeowners to provide quality housing projects, and preserve existing single-family residences.	Community Development	LU-3.3
LU-3.2	Promote the City's housing rehabilitation programs for the benefit of existing and future residents.	Make available promotional materials for the City's housing rehabilitation programs.	Community Development	LU-1.5, H-3.2
LU-3.3	Encourage the development of mixed-use housing opportunities in the General Commercial land use designation, on sites with a minimum lot size of 1 acre.	Revise the zoning code to create standards for mixed-use development in the General Commercial (c-4) zone.	Community Development	LU-3.1, H-1.5
Goal LU-4: Commercial retail opportunities				

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LU-4.1	Provide continued incentives for the upgrading of commercial properties through the ongoing commercial rehabilitation programs.	Continue to provide commercial rehabilitation programs with Redevelopment funds.	Community Development	LU-1.5 ED-1.4 DES-4.1, DES-4.2, DES-4.3, DES-4.4 DES-4.5, DES-4.6
		Examine the feasibility of establishing a commercial rehabilitation program that includes interior improvements.		
LU-4.2	Encourage development of vacant and underutilized commercial parcels.	Develop a marketing and promotion program for new business attraction and existing business retention.	Community Development	ED-1.4 DES-4.1, DES-4.2, DES-4.3, DES-4.4 DES-4.5, DES-4.6 DES-5.3
LU-4.3	Assist in the consolidation of small commercial parcels in order to encourage larger and more sustainable commercial projects.	Identify vacant and underutilized commercial and industrial parcels citywide. Work with property owners to develop a revitalization strategy for each site.	Community Development	LU-2.1 ED-4.3 DES-4.1, DES-4.2, DES-4.3, DES-4.4 DES-4.5, DES-4.6
LU-4.4	Encourage the development of high quality commercial projects.	Update zoning code development standards for commercial projects to ensure high quality development.	Community Development	LU-4.5 DES-4.1, DES-4.2 DES-4.3, DES-4.4 DES-4.5, DES-4.6
LU-4.5	Ensure that applicable land use regulations allow for commercial uses that serve a broad market area, including visitor-serving uses.	Continue revitalization efforts and streetscape improvements along Norwalk Boulevard and Carson Street.	Community Development	LU-1.7 LU-4.4 DES-4.1, DES-4.2 DES-4.3, DES-4.4 DES-4.5, DES-4.6
		Revise the zoning code to ensure appropriate and compatible commercial uses, and prohibit further development of automobile repair and associated automotive businesses on Carson Street.		
LU-4.6	Support redevelopment of underutilized and blighted commercial areas along Norwalk Boulevard.	Revise the zoning code to limit commercial uses permitted in the Downtown District to retail and specialty uses that encourage a unique, pedestrian-oriented commercial district.	Community Development	LU-5.2 ED-1.4 DES-4.1, DES-4.2 DES-4.3, DES-4.4 DES-4.5, DES-4.6 DES-

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		Develop a strategy for business attraction, small lot consolidation, and street improvements. Provide incentives for the consolidation of small lots.		5.3
LU-4.7	Provide neighborhood commercial uses throughout the community to make goods and services available within walking distances of residents.	Review zoning code land use regulations and amend as necessary to ensure that appropriate neighborhood-serving uses are allowed in close proximity to residential areas.	Community Development	AQ-1.1 DES-4.1, DES-4.2 DES-4.3, DES-4.4 DES-4.5, DES-4.6
Goal LU-5: Downtown revitalization				
LU-5.1	Encourage and establish practical and innovative incentives for the adaptive reuse of underutilized parcels, which may include financial grants, reduction of development fees, increased development potential, shared-parking arrangements, or other available methods.	Continue the ongoing commercial rehabilitation programs through the redevelopment agency. Revise the zoning code to provide appropriate incentives for the redevelopment of underutilized properties.	Community Development	ED-2.1, ED-2.2, ED-2.3, ED-2.4 ED-2.5, ED-2.6 DES-5.1, DES-5.2 DES-5.3, DES-5.4
LU-5.2	Encourage the development of specialty commercial retail uses, including boutiques, restaurants, and entertainment.	Work with the Cerritos Chamber of Commerce to identify and help attract new specialty businesses to the downtown district.	Community Development	LU-4.6 ED-2.1, ED-2.2, ED-2.3, ED-2.4, ED-2.5, ED-2.6 DES-5.1, DES-5.2 DES-5.3, DES-5.4
LU-5.3	Require commercial uses to reflect a human scale and incorporate design elements as recommended in the Community Design Element.	Revise the zoning code to limit permitted uses to those conducive of a walkable, downtown environment (i.e. automotive uses should be discouraged).	Community Development	ED-2.1, ED-2.2, ED-2.3, ED-2.4, ED-2.5, ED-2.6 DES-5.1, DES-5.2 DES-5.3, DES-5.4
LU-5.4	Create a pedestrian-oriented district that attracts visitors through the use of street furniture, varying pavement patterns, distinctive lighting, and appealing signage.	Utilize the development review process to ensure new projects are consistent with design policies and guidelines.	Community Development	ED-2.1, ED-2.2, ED-2.3, ED-2.4, ED-2.5, ED-2.6 DES-5.1, DES-5.2 DES-5.3, DES-5.4

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LU-5.5	Encourage parking lots to be located to the rear of commercial buildings. Parking lots should not be located at the front of the building, where they may detract from the desired pedestrian-friendly atmosphere.	Revise the zoning code to allow commercial parking facilities on residentially zoned lots if they are adjacent to the downtown commercial area.	Community Development	ED-2.1, ED-2.2, ED-2.3, ED-2.4, ED-2.5, ED-2.6 DES-5.1, DES-5.2 DES-5.3, DES-5.4
Goal LU-6: Prominent public spaces				
LU-6.1	Encourage commercial signage that is attractive and complies with design policies and guidelines in accordance with the Community Design Element.	Develop a sign program with minimum requirements for signage. Encourage pedestrian-oriented signs in the downtown district.	Community Development	DES-6.1, DES-6.2, DES-6.3, DES-6.4
LU-6.2	Acquire and remove existing billboards when feasible, prioritizing areas that are most blighted. Future billboards should be prohibited.	Develop a program to acquire and remove existing billboards.	Community Development	
		Revise the zoning code to prohibit future billboards anywhere in the city.		
LU-6.3	Install and maintain street trees and landscaping in all public rights-of-way by developing landscaping standards for commercial areas that unify and humanize each area.	Incorporate extensive trees and landscaping in streetscape designs as part of the Norwalk Boulevard Façade and Streetscape Improvement Program and the Carson Street Beautification Program.	Community Development / Public Works	LU-6.4 CON-3.6 OS-3.1, OS-3.3 OS-3.4 DES-2.3, DES-2.4
		Identify neighborhoods in the City that are currently lacking street trees and incorporate installation into annual improvement plans.	Public Works	
LU-6.4	Create cohesive, walkable, and attractive pedestrian environments along predominant areas of visibility, such as Carson Street and Norwalk Boulevard.	Continue the planning and implementation of the Norwalk Boulevard Façade and Streetscape Improvement Program and the Carson Street Beautification Program.	Community Development	LU-6.3 CON-1.5 ED-2.2, ED-2.3 DES-2.2, DES-2.4
LU-6.5	Encourage the development of landscaped open spaces and pedestrian plazas in commercial land uses.	Review commercial projects for compliance with minimum landscape requirements. Incorporate additional design elements wherever feasible.	Community Development	CON-3.2 DES-2.3
		Review the zoning code to ensure appropriate onsite		

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		landscape standards.		
Goal LU-7: Compatibility of land uses				
LU-7.1	Preserve the scale and rhythm of residential and commercial neighborhoods.	Continue to use Code Enforcement to ensure residential and commercial properties are properly maintained and preserve the overall quality of development in the City.	Community Development	DES-7.1, DES-7.2, DES-7.3, DES-7.4, H-2.1, H-2.2, H-3.1
LU-7.2	Provide appropriate mitigation measures for proposed commercial uses that abut residential land uses in order to decrease potential negative impacts.	Revise the zoning code to ensure appropriate development standards are applied to all commercial areas that abut residential neighborhoods and potentially sensitive land uses.	Community Development	DES-7.1, DES-7.2, DES-7.3, DES-7.4
LU-7.3	Provide adequate buffering through the use of onsite design elements to minimize potential adverse conflicts between different land uses.	Revise the zoning code to ensure that adequate buffering techniques are employed for commercial uses, including peripheral landscaping, walls and fences, and architectural elements on every elevation of each building.	Community Development	DES-7.1, DES-7.2, DES-7.3, DES-7.4
LU-7.4	Require that all commercial building facades facing residential parcels be designed to continue the architectural character established for the main street facing elevations and be aesthetically pleasing.	Revise the zoning code to require the incorporation of appropriate architectural elements on commercial projects that face residential parcels.	Community Development	
LU-7.5	Encourage lower-intensity land uses in commercial areas when adjacent to residential land uses.	Include provisions in the zoning code that limits or buffers use-intensive developments adjacent to sensitive land uses.	Community Development	DES-7.2, DES-7.3
LU-7.6	Evaluate the potential to develop an amortization program for non-conforming land uses, especially on properties where there are only limited improvements.	Identify non-conforming uses for potential amortization when property improvements are minimal.	Community Development	
Goal LU-8: Streamline Development Review Process				

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
LU-8.1	Assist applicants through the development review process to ensure timely, efficient, and successful completion of each project.	Work with applicants to provide fast and efficient development review services.	Community Development	
LU-8.2	Assess current development review processes to evaluate areas of strength and areas that may need improvement.	Conduct an in-house assessment of current development review procedures to identify areas that may need strengthening. Maintain an up-to-date, comprehensive database for efficiently tracking all development activity in the city.	Community Development	

ECONOMIC DEVELOPMENT

Goal ED-1: Balanced mix of commercial and industrial land uses

ED-1.1	Strengthen and enhance industrial uses and the diversity of job and wage opportunities.	Work with the Cerritos Chamber of Commerce to identify existing industrial uses that may benefit from business-to-business sales, and develop a strategy to attract new business that benefit from close proximity to one another. Identify and assess vacant and underutilized parcels in the industrial area for reuse or redevelopment. Organize a group of local industrial landowners and business owners to provide input on economic and public infrastructure issues that need addressing. Facilitate improvements to local accessibility and other public improvements via redevelopment, CDBG and other available sources.	Community Development	
ED-1.2	Encourage ancillary retail and personal service uses to develop near the future expansion of the Hawaiian Gardens Casino to benefit from the visitor base drawn by the casino.	Review the zoning code to ensure that appropriate retail and personal service land uses are allowed in close proximity to the casino. Develop a strategy for ancillary parcels by first preparing an evaluation of adjacent and nearby parcels	Community Development	LU-4.1, LU-4.2, LU-4.4, LU-4.5, LU-4.7

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		and their potential for supportive uses.		
		Identify potential public resources, such as redevelopment and CDBG funds, that can be used to improve auto accessibility and pedestrian walkability.		
ED-1.3	Similarly, encourage ancillary uses near the future relocation of the Bingo Club along Norwalk Boulevard, south of Carson Street.	Review the zoning code to ensure that appropriate land uses are allowed in close proximity to the Bingo Club.	Community Development	LU-4.1, LU-4.2, LU-4.4, LU-4.5, LU-4.7
		Develop a strategy for ancillary parcels by first preparing an evaluation of adjacent and nearby parcels and their potential for supportive uses		
		Identify potential public resources, such as redevelopment and CDBG funds, that can improve auto accessibility and pedestrian walkability.		
ED-1.4	Revitalize underutilized commercial areas in the Norwalk Boulevard commercial corridor, south of Carson Street.	Develop a strategy for the south Norwalk Boulevard commercial corridor that focuses on business attraction, small lot consolidation, and street improvements, including street trees and enhanced paving.	Community Development	LU-4.1, LU-4.2, LU-4.6
Goal ED-2: Revitalize Downtown Norwalk Boulevard				
ED-2.1	Promote the Downtown area as a pedestrian-friendly environment with restaurants and specialty shops. Prohibit uses that do not enhance the desired pedestrian character of the Downtown.	Revise the zoning code to permit specialty retail uses that encourage a pedestrian-friendly character for the Downtown District. Prohibit uses, such as auto repair, that have a negative impact on the desired pedestrian environment.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4, LU-5.5, DES-5.1, DES-5.2, DES-5.3, DES-5.4

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
ED-2.2	Continue the Norwalk Boulevard Façade Renovation Program.	Continue the planning and development of façade improvements, streetscape enhancements, and improvements on Norwalk Boulevard, between 214th and Carson Streets.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4 LU-5.5 DES-1.1, DES1.2, DES-2.4, DES-5.1, DES-5.2, DES-5.3, DES-5.4
ED-2.3	Develop Downtown streetscape enhancements, including street trees, pedestrian lighting, and under grounding of overhead utility lines.	As part of the Norwalk Boulevard Façade Renovation Program, create a design scheme for the streetscape and public realm that promotes a cohesive and unifying theme.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4 LU-5.5 DES-1.1, DES1.2, DES-2.2, DES-2.4, DES-5.1, DES-5.2, DES-5.3, DES-5.4
ED-2.4	Provide convenient public parking areas to serve the Downtown.	Encourage parking for commercial areas to be located on rear-adjacent lots where feasible, with consideration to impacts on surrounding residential land uses.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4 LU-5.5 ED-2.5, ED-2.6 DES-5.1, DES-5.2, DES-5.3, DES-5.4
ED-2.5	Recognizing that the shallow depth of commercial lots may be difficult to develop, allow parking facilities to be established on rear-adjacent residential parcels where appropriate, with consideration of significant adverse impacts on surrounding residential neighborhoods.	Revise the zoning code to include development standards for parking in rear-adjacent lots of commercial areas, including site design, lighting, and setbacks, to mitigate potential adverse impacts on surrounding neighborhoods.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4 LU-5.5 DES-5.1, DES-5.2, DES-5.3, DES-5.4

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No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
ED-2.6	Allow Downtown businesses to expand parking facilities into adjacent residential areas with appropriate regulations to reduce impacts.	Revise the zoning code to include development standards for parking in rear-adjacent lots of commercial areas, including site design, lighting, and setbacks, to mitigate potential adverse impacts on surrounding neighborhoods.	Community Development	LU-5.1, LU-5.2, LU-5.3, LU-5.4, LU-5.5, DES-5.1, DES-5.2, DES-5.3, DES-5.4
Goal ED-3: Strong regional economic base				
ED-3.1	Cooperate with the Cerritos Chamber of Commerce to promote and retain local businesses, and attract interest for new businesses.	Work with the organization on a regular basis to ensure the promotion and support of local businesses.	Community Development / City Administrator ED-3.2	
		Identify emerging regional business and technology opportunities and match with local businesses that might best capitalize on these opportunities		
		Disseminate information about regional opportunities to local businesses and organizations		
ED-3.2	Develop a dynamic endorsement and marketing strategy to highlight the City of Hawaiian Gardens as a good place to do business.	Create an economic coordinator function in the City Administrator's office to identify and attract new businesses to the community.	City Administrator	ED-3.1
Goal ED-4: Programs and incentives for economic development opportunities				
ED-4.1	Encourage local business owners to participate in the commercial rehabilitation programs available through the City.	Continue to work with local property owners and business tenants through the commercial rehabilitation program.	Community Development	LU-1.5
ED-4.2	Encourage the consolidation of small parcels throughout the City's commercial areas in order to promote economic development.	Through the development review process, work with property owners and potential commercial developers to consolidate small parcels and create larger, cohesive commercial opportunities.	Community Development	LU-2.1, LU-4.3
ED-4.3	Encourage owners of commercial shopping centers to provide appropriate property	Utilize code enforcement and other means to ensure that commercial properties are appropriately maintained.	Community Development	DES-4.3, DES-7.4

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
	maintenance.	Review zoning code and amend as necessary to ensure the adequate property maintenance standards are in place. Working collaboratively with local property and business owners, hire a design firm with strong pedestrian oriented experience to prepare preliminary design concepts that would revitalize large local commercial shopping centers Identify financing opportunities for shopping center redesign/enhancement, including redevelopment, COB and “Main Street” assistance funding		
Goal ED-5: Local employment base				
ED-5.1	Provide professional training and educational opportunities for the local work force.	Work with appropriate agencies to develop a training assistance program to provide professional training and educational opportunities for the local work force. Coordinate with Cerritos Community College staff in developing training programs that benefit existing businesses. Disseminate information about training opportunities for local labor force. Work with eligible “Welfare-to-Work” labor force to provide skill development to enhance their competitive opportunities.	Community Development	
COMMUNITY DESIGN				
Goal DES-1: Attractive public corridors				
DES-1.1	Plan the installation of medians along the major commercial streets, Carson Street and Norwalk Boulevard. Beautification elements such as landscaping, trees, and identity statements or monumentation should be	Continue planning and development of the Carson Street Beautification Program and the Norwalk Boulevard Façade Renovation Program.	Community Development	LU-6.3, LU-6.4 CON-3.6 OS-3.2 DES-2.4

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
	included.			
DES-1.2	Develop entry monuments that serve as prominent visual gateways into the community.	Install entry monuments at the four major entry locations to the City on Carson Street and Norwalk Boulevard.	Community Development	DES-2.4
DES-1.3	Install public art displays in areas of high visibility. Public art should be visually stimulating and expressive of the community's values and character.	Determine the feasibility of requiring a public art fee for new development to provide funding for public art projects.	Community Development	DES-2.4
Goal DES-2: Enhance walkways				
DES-2.1	Maintain the connectivity and consistency of landscaping along major arterial streets.	Conduct a survey of arterial streets to determine where deficiencies may exist relative to landscaping within the public right-of-way.	Public Works	LU-6.3 CON-3.6 DES-2.3, DES-2.4
DES-2.2	Install street furniture, distinctive lighting, and additional amenities for pedestrians that serve as an appropriate barrier from automobile traffic.	Continue planning and development of streetscape enhancements as part of the Carson Street Beautification Program and the Norwalk Boulevard Façade Renovation Program.	Public Works	ED-2.3
DES-2.3	Develop and implement a street tree palette that reinforces the City's landscape theme based on the use of palm trees.	As part of the landscaping requirements in the zoning code, provide a list of recommended tree species, with particular emphasis on Palm Trees.	Community Development	OS-3.3 CAP-2.1
DES-2.4	Develop unique streetscape plans for Carson Street and Norwalk Boulevard.	Continue planning and development of streetscape enhancements as part of the Carson Street Beautification Program and the Norwalk Boulevard Façade Renovation Program.	Community Development	LU-6.4 OS-3.2 ED-2.2 DES-1.1, DES-1.2 DES-1.3
Goal DES-3: Safe, attractive, and accessible local streets				
DES-3.1	Coordinate with new residential development to acquire necessary rights-of-way for parkways and sidewalks.	Review the zoning code and amend as necessary to require minimum improvements and dedications for new development.	Community Development	LU-1.4 CON-3.6

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
DES-3.2	Require new development to provide for necessary improvements in public rights-of-way, including sidewalks, parkways, and the installation of street trees.	Review the zoning code and amend as necessary to require minimum improvements and dedications for new development.	Community Development	LU-1.4 CON-3.6
DES-3.3	Include sidewalks, street trees (where appropriate), and lighting along residential streets for pedestrian accessibility and comfort.	Conduct surveys to identify deficient areas, develop priority projects, and provide appropriate capital improvement funding.	Public Works	LU-1.4, LU-6.3 LU-7.1 CON-3.6
Goal DES-4: Well-designed, attractive commercial shopping centers				
DES-4.1	Minimize the visual impact of parking lots and hardscape areas through the installation and maintenance of landscaping and planters.	Review the zoning code and amend as necessary to provide appropriate landscape requirements.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
DES-4.2	Provide appropriate development standards to ensure that shopping centers are well-designed, attractive, safe, and functional.	Review the zoning code and amend as necessary to provide appropriate development requirements for shopping centers.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
DES-4.3	Require property owners and managers to ensure that buildings, common areas, and loading areas are properly maintained at all times.	Through Code Enforcement, ensure properties are appropriately maintained.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
DES-4.4	Encourage architectural design elements, such as building massing and design treatments, for all building elevations visible from public places.	Review the zoning code and amend as necessary.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
DES-4.5	Require new commercial development to place on-site utilities underground.	Review the zoning code and amend as necessary.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
DES-4.6	Encourage alternative designs for telecommunications antennas and related facilities to be compatible with adjacent development.	Review the zoning code and amend as necessary to ensure compatibility of telecommunication facilities.	Community Development	LU-4.1, LU-4.2 LU-4.3, LU-4.4 LU-4.5, LU-4.6 LU-4.7 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
Goal DES-5: Establish Downtown District				
DES-5.1	Create a distinct, "Main Street" environment. The use of enhanced paving, pedestrian walkways, street furniture, creative lighting treatments, and signage is encouraged.	Create a "Downtown" zoning district and provide appropriate development standards and allowed uses to establish a "Main Street" environment.	Community Development	LU-5.1, LU-5.2 LU-5.3, LU-5.4 LU-5.5, LU-6.5 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
		Implement the Norwalk Boulevard Streetscape Enhancement program.		
DES-5.2	Promote a human-scale and active commercial frontages to encourage pedestrian activity.	Create a "Downtown" zoning district and provide appropriate development standards and allowed uses to establish a "Main Street"	Community Development	LU-5.1, LU-5.2 LU-5.3, LU-5.4 LU-6.4 ED-2.1, ED-2.2

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		environment.		ED-2.3, ED-2.4 ED-2.5, ED-2.6
		Implement the Norwalk Boulevard Streetscape Enhancement program.		
DES-5.3	Encourage infill development of vacant and underutilized parcels, especially in areas that create visual continuity within the space.	Provide development incentives for appropriate new infill projects.	Community Development	LU-4.2, LU-4.6 LU-5.1, LU-5.2 LU-5.3, LU-5.4 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
DES-5.4	Parking lots are encouraged to the rear of commercial buildings. Parking lots should not be located at the front of the building where they may detract from the desired pedestrian-friendly atmosphere.	Amend the zoning code to allow commercial parking lots within the adjacent residential zoning district when the parking lot is associated with a commercial use that is immediately adjacent.	Community Development	LU-5.1, LU-5.2 LU-5.3, LU-5.4 ED-2.1, ED-2.2 ED-2.3, ED-2.4 ED-2.5, ED-2.6
Goal DES-6: Clear, attractive, and distinct signage				
DES-6.1	Encourage unique signage for each individual business, unless it is part of an overall comprehensive design scheme, such as the Norwalk Boulevard Façade Renovation Program.	Develop sign design guidelines for commercial signs to educate business owners on good quality sign design.	Community Development	LU-6.1
DES-6.2	Encourage signage at human-scale, proportional to the store front, and visible to pedestrians and passers-by.	Review the zoning code and amend as necessary to encourage signs that are oriented towards pedestrians in appropriate locations, such as the Downtown District.	Community Development	LU-6.1
DES-6.3	Signs should blend well into the building façade and overall surroundings, to serve as an extension of the building's design scheme, not an afterthought.	Develop sign design guidelines for commercial signs to educate business owners on good quality sign design.	Community Development	LU-6.1
DES-6.4	Consider adopting special sign standards for the Downtown District.	Review the zoning code and amend as necessary to provide special sign	Community Development	LU-6.1

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		standards for the Downtown District.		
Goal DES-7: Preserve character of residential land uses				
DES-7.1	Provide harmonious interfaces between land uses by using natural and attractive buffers such as landscaping and fencing.	Review the zoning code and amend as necessary to require separation and buffering between incompatible land uses.	Community Development	LU-7.1, LU-7.2 LU-7.3, H-2.1, H-3.1
DES-7.2	For areas where commercial uses back or front onto residential neighborhoods, consideration should be given to the design of each elevation of the site and building(s).	Review the zoning code and amend as necessary to provide development standards for commercial sites and buildings that are adjacent to residential neighborhoods.	Community Development	LU-7.2, LU-7.3 LU-7.4
DES-7.3	Require the separation or buffering of residential areas from businesses that produce noise, odors, high traffic volumes, light or glare, and parking through the use of architectural elements, setbacks, landscaping, or other techniques.	Review the zoning code and amend as necessary to require separation and buffering between incompatible land uses.	Community Development	LU-7.1, LU-7.2 LU-7.3, LU-7.5
DES-7.4	Screening of loading and services areas should be provided, specifically in areas where commercial uses back onto residential neighborhoods.	Review the zoning code and amend as necessary to require screening of loading areas from residential uses.	Community Development	LU-7.2, LU-7.3 ED-4.3
Goal DES-8: Appropriate design of multi-family development				
DES-8.1	Multi-family developments should preserve the existing character of the neighborhood through appropriate building placement and orientation.	Review the zoning code and amend as necessary to ensure that multi-family developments are located and designed appropriately as not to negatively impact the character of the surrounding neighborhood.	Community Development	LU-1.9, LU-7.1 DES-8.1, H-2.1, H-3.1
DES-8.2	Provide variations in building form and architectural massing for new developments.	Develop design guidelines for new structures that address building form, massing, and scale.	Community Development	DES-9.2
DES-8.3	Develop and implement minimum landscape requirements for multi-family residential land uses.	Revise the zoning code to provide open space and landscaping standards for new multi-family development.	Community Development	LU-1.11, LU-2.5 CON-3.4 DES-9.3

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
DES-8.4	Require adequate open space for private and common use throughout the multi-family development.	Revise the zoning code to provide open space and landscaping standards for new multi-family development.	Community Development	LU-1.11, LU-2.5 CON-3.4 DES-9.3
Goal DES-9: Variation of street-facing facades				
DES-9.1	Minimize the dominance of garages on residential street frontages.	Revise the zoning code to provide alternative development standards for residential projects, including remodels on lots with street frontages less than 40 feet.	Community Development	LU-2.4, LU-2.7 DES-8.2, DES-9.2
DES-9.2	Emphasize the entry character of residences through architectural features such as porches, bays, and building massing.	Develop single-family residential development standards that address the need to provide clear and distinctive entries to residential structures.	Community Development	DES-8.1
DES-9.3	Develop and implement minimum landscape requirements for single family residential land uses.	Revise the zoning code to establish minimum landscape and open space requirements for residential development.	Community Development	LU-1.11, LU-2.5 CON-3.1, CON-3.4 OS-3.3
HOUSING				
Goal H-1 Accommodate a portion of the housing needs of all income groups as quantified by the Regional Housing Needs Assessment.				
H-1.1	Facilitate the construction of the maximum feasible number of housing units for all income groups.	Continue to work with non-profits and private developers to encourage the development of affordable housing.	Community Development	H-1.3, H-1.4
H-1.2	Implement the Land Use Element and zoning code to achieve adequate housing sites.	Implement the adopted residential land use policies as contained in the Land Use Element	Community Development	H-1.5, H-5.1
		Amend the Zoning Code in order to comply with all of the "emergency shelter" requirements of SB 2 and the Health and Safety Code.		
		Identify in the Zoning Code that transitional and supportive housing are considered a residential use of property.		
		Identify in the Zoning Code the zones/sites where single room occupancy units are permitted.		

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No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
H-1.3	Continue to implement the Redevelopment Agency's Housing Plan.	Acquire privately owned lots and work with a private contractor to construct new affordable housing units	Redevelopment Agency	H-1.1, H-1.4, LU-2.2
		Purchase homes and then provide zero interest mortgage reduction loans to income-qualified families.		
		Provide committed assistance for lower income households.		
H-1.4	Continue to pursue the development of an affordable housing development.	Continue to work with non-profits and private developers to encourage the development of affordable housing.	Community Development	H-1.1, H-1.3
H-1.5	Encourage the development of mixed-use housing opportunities in the General Commercial land use designation, on sites with a minimum lot size of 1 acre.	Revise the zoning code to create standards for mixed-use development in the General Commercial (c-4) zone.	Community Development	LU-3.3, H-1.2, H-5.1
Goal H-2 Achieve a housing stock free of substandard dwelling units.				
H-2.1	Continue to implement the Housing Code Enforcement Program.	Continue to fund the Housing Code Enforcement Program, in part, with CDBG funds that the City receives as part of the Urban County program.	Community Development	H-3.1, LU-1.5, LU-2.8, LU-7.1, DES-7.1, DES-8.1
		Continue to site all garage conversions.		
H-2.2	Continue to implement the Housing Rehabilitation Program.	Continue to provide CDBG and General Fund monies to the Housing Rehabilitation program.	Redevelopment Agency	H-3.2, LU-1.5, LU-2.2
		Conduct a needs assessment for residential rehabilitation programs. Working with homeowners, determine whether existing programs are sufficiently meeting needs, and whether demand may exist for new services.		
H-2.3	Continue to implement the City Beautification Program.	Continue to allocate Redevelopment Agency funds for the City Beautification Program.	Redevelopment Agency	LU-1.5, LU-2.2
Goal H-3 Conserve and improve the existing stock of affordable housing.				

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
H-3.1	Continue to support a Housing Code Enforcement Program to help maintain the physical condition of housing.	Continue to fund the Housing Code Enforcement Program, in part, with CDBG funds that the City receives as part of the Urban County program.	Community Development	H-2.1, LU-2.8, LU-2.8, LU-7.1, DES-7.1, DES-8.1
		Continue to site all garage conversions.		
H-3.2	Continue to support a Housing Rehabilitation Program financed by Community Development Block Grant funds and the General Fund.	Continue to provide CDBG and General Fund monies to the Housing Rehabilitation program.	Redevelopment Agency	H-2.2, LU-1.5, LU-2.2, LU-3.2
		Conduct a needs assessment for residential rehabilitation programs. Working with homeowners, determine whether existing programs are sufficiently meeting needs, and whether demand may exist for new services.		
Goal H-4 Provide housing affordable to extremely low-, very low, and low-income households.				
H-4.1	Provide rental assistance to extremely low-, very low, and low-income households through programs administered by the Hawaiian Gardens Housing Authority.	Continue to administer the Section 8 Rental Assistance Program.	Hawaiian Gardens Housing Authority	H-6.2, LU-1.5
Goal H-5 Remove existing governmental constraints to the maintenance, preservation, improvement and development of housing.				
H-5.1	Continue to implement land use regulations that facilitate meeting affordable housing needs.	Adopt a reasonable accommodation procedure program.	Community Development	H-1.2, H-1.5
		Identify in the City's Zoning Code the licensed residential facilities that must be a permitted use in all residential zones in which a single-family home is permitted.		
Goal H-6 Preserve the existing supply of affordable housing that is financially assisted by the City, County, State or Federal governments.				
H-6.1	Monitor and protect the supply of affordable housing.	Evaluate the legal and procedural framework for preservation of at risk units.	Community Development/Hawaiian Gardens Housing Authority	
		Determine the feasibility of an entity acquiring and preserving the units at risk of conversion.		

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		Maintain an inventory of qualified nonprofit housing organizations capable of owning and managing and affordable rental housing development.		
H-6.2	Ensure the long-term affordability of future affordable housing developments.	Analyze Federal, State, and local financial incentives available to deter the conversion and assist with the acquisition and preservation of units at risk of conversion. Estimate the amount of local funding resources that could be dedicated to housing preservation, including Redevelopment Agency Low and Moderate Income Housing Fund, Hawaiian Gardens Section 8 rental assistance funds, Industry Housing Funds, and Los Angeles County Community Development Commission HOME funds.	Community Development/Hawaiian Gardens Housing Authority	H-4.1
Goal H-7 Attain a housing market with “fair housing choice,” meaning the ability of persons of similar income levels regardless of race, color, religion, sex, national origin, handicap and familial status to have available to them the same housing choices.				
H-7.1	Continue to promote fair housing opportunities through the City’s participation in the County’s Community Development Block Grant Program.	Continue to cooperate with the County and the Fair Housing Foundation.	Community Development/Fair Housing Foundation	
H-7.2	Promote fair housing by providing information to residents who need help in filing housing discrimination complaints.	Assemble fair housing information and make it available on the City’s website.	Community Development	
CIRCULATION				
Goal CIR-1: Provide a safe and efficient regionally-oriented transportation system				
CIR-1.1	Use the Circulation Element to guide detailed planning and implementation of the City’s roadway system.	Ensure that future roadways meet roadway classification design specifications and performance criteria, and that new projects are consistent with the General Plan policies through the	Community Development	CIR-1.2

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		development review process.		
CIR-1.2	Adopt street cross-section standards and ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.	Ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.	Community Development	CIR-1.1
CIR-1.3	Provide adequate capacity on the Major Arterials, to encourage through traffic to stay on the major street system, and to discourage diversion onto the secondary and residential street system.	Increase capacity on Major Arterials to the greatest extent possible to accommodate through traffic.	Community Development / Public Works	CIR-2.1
CIR-1.4	Evaluate the City's truck routes, to ensure that movement of truck traffic is accommodated by and confined to the designated streets to the greatest extent possible.	Continue to evaluate the City's truck routes and make necessary adjustments.	Community Development	CIR-1.6
CIR-1.5	Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections.	Coordinate with neighboring cities and Caltrans to improve the signal synchronization on major arterials such as Carson St. and Norwalk Blvd.	Community Development / Caltrans	
CIR-1.6	Improve access to and from freeway ramp facilities, and to facilitate truck movements.	Upgrade major arterial facilities to accommodate regional traffic demand.	Community Development / Caltrans	CIR-1.4
Goal CIR-2: Accommodate internal circulation needs				
CIR-2.1	Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.	Prioritize, secure funding, and complete roadway and intersection improvements using the Capital Improvement Program process to implement the circulation system . And ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.	Community Development / Public Works	CIR-1.3

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No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CIR-2.2	Enforce speed restrictions throughout the City, especially on local streets.	Test and evaluate traffic calming solutions on neighborhood streets, such as curb lane striping, traffic diverters, and street closures.	Public Works	CIR-2.4, CIR-3.4
CIR-2.3	Review internal circulation of commercial development plans to minimize conflicts with residential neighborhoods.	Ensure new developments are consistent with the general plan policies through the development review process.	Community Development	
CIR-2.4	Develop mechanisms to periodically monitor local traffic at the neighborhood level.	Encourage neighborhood group to participate in the monitoring process.	Community Development	CIR-2.2
CIR-2.5	Encourage citizen notification of areas with through-traffic problems.	Implement and evaluate turn restrictions or other measures to reduce or discourage problematic traffic movements or patterns.	Community Development / Public Works	
CIR-2.6	Extend Claretta Street through to Carson Street.	Prioritize, secure funding, and complete roadway and intersection improvements using the Capital Improvement Program process to implement the circulation system. And ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.	Community Development / Public Works	CIR-1.3, CIR-2.1
CIR-2.7	Extend 221st Street over the Artesia Wash	Prioritize, secure funding, and complete roadway and intersection improvements using the Capital Improvement Program process to implement the circulation system. And ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.	Community Development / Public Works	CIR-1.3, CIR-2.1
Goal CIR-3: Enhance the safety of motorists on the City street system				
CIR-3.1	Identify and evaluate possible high-accident locations. Recommend and implement improvements to address deficiencies.	Work cooperatively with Police Department to identify accident locations and provide recommendations to address deficiencies.	Community Development / LA County Sheriff Department	

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CIR-3.2	Clearly sign City streets, including advance signing for intersections on Major Arterials, and overhead signs at signalized intersections.	Identify streets and intersections that need clear signs and develop a schedule to implement.	Community Development / Public Works	
CIR-3.3	Identify and, where feasible, remove distracting signage and sight-distance barriers.	Identify streets and intersections that need removal of distracting and underutilized signs.	Community Development / Public Works	
CIR-3.4	Update and enforce a defensible city-wide speed limit program.	Work cooperatively with LA County Sheriff Department to update and enforce the program.	Community Development / LA County Sheriff Department	CIR-2.2
Goal CIR-4: Promote the safety of bicyclists, and pedestrians				
CIR-4.1	Identify and address bicycle and pedestrian safety hazards, including mid-block crossings, missing or deficient sidewalks or bike lanes, and unsafe intersections.	Implement a Bikeways Master Plan to complete design and construction of a comprehensive alternative transportation network, and ensure accessibility of pedestrian facilities to the disabled.	Community Development / Public Works	
CIR-4.2	In cooperation with the ABC Unified School District, implement and maintain a "Recommended Routes to School" guide for parents.	Work cooperatively with the School District with regard to the location and procedures of crossing guards and reduce congestion caused by picking-up and dropping-off students.	Community Development / Public Works/ABC USD	
Goal CIR-5: Reduce traffic demand through TDM measures				
CIR-5.1	Implement land use and employment strategies to reduce the need for travel.	Ensure new projects are consistent with both land use and circulation policies, through the development review process.	Community Development	CIR-5.2, CIR-5.6
CIR-5.2	Promote ridesharing through publicity and provision of information to the public.	Work cooperatively with the regional transit agency to promote ridesharing.	Community Development / MTA	CIR-5.1, CIR-5.6 CIR-7.2
CIR-5.3	Encourage new development to incorporate design features which facilitate transit service and encourage transit ridership.	Utilize design features such as bus pullout areas, covered bus stop facilities, efficient pedestrian paths through projects to transit stops, and incorporation of pedestrian walkways that pass through subdivision boundary walls.	Community Development	CIR-7.3

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CIR-5.4	Encourage development projects to provide accommodation for non-motorist circulation amenities, linking site uses and providing linkages to surrounding uses.	Encourage a mix of uses within a project designed to maximize internal trip making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.	Community Development	
CIR-5.5	Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.	Work cooperatively with the regional transit agency and neighboring cities that provide transit services to facilitate additional services.	Community Development / MTA	CIR-5.6, CIR-7.4
CIR-5.6	Investigate and encourage innovative transportation solutions to serve the community.	Examine the feasibility of providing transit alternatives throughout the City, and encouraging walking and biking as preferred methods of transportation.	Community Development	CIR-5.1, CIR-5.2 CIR-5.5, CIR-7.1
Goal CIR-6: Using TSM strategies, improve traffic flow on City streets				
CIR-6.1	Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop-and-go conditions.	Implement solutions such as time-of-day signal timing plans to be responsive to varying traffic patterns at different times of the day.	Community Development / Public Works	
CIR-6.2	Discourage the provision of on-street (curbside) parking to minimize traffic conflicts and increase the traffic carrying capacity of the roadway system.	Examine the feasibility of prohibiting curbside parking on major arterials in order to increase vehicular capacity to the maximum extent possible	Community Development / Public Works	
CIR-6.3	Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods.	Coordinate with neighboring cities and Caltrans to improve the signal synchronization on major arterials, especially on Carson St. and Norwalk Blvd.	Community Development / Caltrans	
CIR-6.4	Promote the consolidation of parking, and related circulation facilities, where appropriate, to minimize the number of ingress and egress points onto arterials.	Encourage new developments to share parking to minimize impact onto arterials.	Community Development	

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
Goal CIR-7: Strive to achieve a public transportation system which serves the needs of the community				
CIR-7.1	Participate in local and regional transit system/commuter rail/transportation demand management planning and implementation activities.	Work cooperatively with the regional transit agency and neighboring cities.	Community Development / MTA	CIR-5.6
CIR-7.2	Promote an increase in the use of public transit and para-transit services.	Work with public and private transit providers to improve transit services and encourage ridership.	Community Development / MTA	CIR-5.2
CIR-7.3	Review new developments to include accommodations for TDM programs, including public transportation and parking management.	Ensure new projects are consistent with the general plan policies, through the development review process, and promote transit facilities to be included in major new development and rehabilitation projects.	Community Development	CIR-5.3
CIR-7.4	Encourage the construction of bus shelters and bus turnouts/bays at key stops as appropriate.	Consider including bus shelters and turnouts, bays as part of the City's Capital Improvement Program. Community Development / Public Works	Community Development / Public Works	CIR-5.5

CAPITAL IMPROVEMENTS

Goal CAP-1: Adequate facilities and services				
CAP-1.1	Collaborate with Golden State Water Company to maintain existing water, sewer, and storm drainage systems.	Establish level-of-service standards for road and utility improvements to guide future planning.		CON-2.1 CAP-2.1
CAP-1.2	Examine the feasibility of fire station expansion or relocation.	Work with the Los Angeles County Fire Station to assess needs for facilities.	Community Development / City Administrator	S-1.4
CAP-1.3	Examine the feasibility for installation of major underground utilities throughout the community.	Continue to work with Southern California Edison to establish feasibility and priorities. Pursue Public Utility Commission funding for under grounding projects.	Public Works	DES-4.5
CAP-1.4	Monitor the impacts and demands of new development.	Ensure that the 7-year Capital Improvement Program (CIP) is up-to-date, with consideration for any potential new facilities or existing facility upgrades to keep with the demand of new development.	Public Works	LU-1.1

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CAP-1.5	Require developers of new projects to pay the costs of new infrastructure when necessitated by that development.	Review the existing fee program to ensure that it is up to date with current costs of providing infrastructure.	Public Works	LU-1.4 DES-3.1, DES-3.2
CAP-1.6	Promote water conservation in order to reduce water consumption.	Provide educational materials for the community to gain awareness of the benefits of water conservation.	Community Development	CON-3.2
Goal CAP-2: Collaborate with local and regional government agencies				
CAP-2.1	Consult with neighboring cities on land use and transportation planning efforts.	Continue to monitor the planning and development policies of adjacent cities and other local agencies that may impact Hawaiian Gardens.	Community Development	OS-4.1, OS-4.2, OS-4.3 AQ-1.2
Goal CAP-3: Joint-use facilities				
CAP-3.1	Collaborate with public agencies to provide new joint-use projects.	Continue to work with local agencies to identify opportunities for new joint-use projects.	Public Works	OS-4.1, OS-4.3
CAP-3.2	Provide for the ongoing maintenance of existing joint-use facilities.	Provide the necessary capital improvement and maintenance funding to adequately maintain existing joint-use facilities.	Public Works	OS-4.1, OS-4.2 OS-4.3
Goal CAP-4: Ensure infrastructure and services meet existing and future demand				
CAP-4.1	Install and maintain street lighting in residential neighborhoods and alleys.	Conduct a survey of residential areas to determine areas in need of street lights and develop a priority program for installation and upgrading.	Public Works	OS-3.6 S-2.2, S-2.3 CIR-2.6
CAP-4.2	Examine the feasibility of providing technology infrastructure, such as wireless internet access, throughout the community.	Develop cost estimates and an implementation program for citywide wireless Internet access. If determined to be feasible, develop a capital improvement budget and time table.	Community Development	
CONSERVATION				
Goal CON-1: Energy efficiency				
CON-1.1	Educate residents regarding the need for energy conservation, techniques that can be employed, and systems and resources available.	Develop an educational outreach program that provides the community with useful information regarding energy efficiency and conservation.	Community Development	CON-1.2 CON-1.3
		Consider expanding the residential rehabilitation program to include		

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		improvements that promote energy conservation.		
CON-1.2	Encourage the use of passive solar design for new projects, to optimize sun exposure and reduce energy consumption.	Revise the zoning code to include guidelines to support energy efficient residential and nonresidential design.	Community Development	CON-1.1 CON-1.3
CON-1.3	Encourage the use of green building techniques and sustainable building practices in new residential and nonresidential development.	Revise the zoning code to include green building guidelines for new residential and nonresidential development.	Community Development	CON-1.2 CON-1.1
CON-1.4	Promote transportation alternatives, including local senior citizen transit and dial-a-ride programs.	Continue to provide the senior transit and dial-a-ride programs as transit alternatives for the community.	Community Development	AQ-1.3, AQ-1.7 AQ-2.2
CON-1.5	Provide attractive walkways and bicycle paths to encourage alternative forms of transportation.	Continue streetscape improvements and enhancements as part of the Norwalk Boulevard Façade Renovation and Streetscape Improvement Project and Carson Streetscape Improvement Program.	Community Development / Public Works	LU-6.4 ED-2.3 DES-2.2, DES-2.3 DES-2.4
Goal CON-2: Natural resource conservation				
CON-2.1	Cooperate with local agencies in the maintenance and improvement of the quality and quantity of local and regional groundwater resources.	Identify methods to improve water quality and incorporate these into new development projects.	Public Works	
CON-2.2	Study the feasibility of using reclaimed water for irrigation in parks and recreation areas, and for industrial uses where feasible.	Encourage the production and use of recycled water resources for public open spaces.	Public Works	OS-3.5
CON-2.3	Establish and promote a community recycling program that is easily accessible to all residents and businesses.	Continue the City-wide recycling program by providing recycling receptacles for residences.	Public Works	CON-4.1 CON-4.2

7 – Implementation Program

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CON-2.4	Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.	Review projects for stormwater runoff mitigation and compliance with local, State, and Federal regulations.	Community Development / Public Works	
Goal CON-3: Improve landscape quality				
CON-3.1	Encourage property owners to maintain existing vegetation in good condition, and replace unhealthy vegetation when necessary.	Through Code Enforcement, ensure properties are appropriately maintained. Review the zoning code and amend as appropriate to require landscape maintenance.	Community Development	
CON-3.2	Promote the planting of trees and vegetation, especially drought tolerant plant species and species adapted to the Southern California climate, to enhance the community.	Review the zoning code and amend as appropriate to require drought tolerant landscaping and water efficient irrigation.	Community Development	DES-9.3
CON-3.3	Consider creating an Adopt a Tree program to provide trees on residential properties at no cost to the homeowner.	Promote Arbor Day through the planting of trees throughout the community.	Community Development	
CON-3.4	Require all new development to incorporate adequate onsite landscaping.	Revise the zoning code to provide for minimum landscape improvements for new development.	Community Development	LU-2.5, LU-1.11 DES-9.3
CON-3.5	Require new projects to incorporate mature landscaping and specimen trees that are well suited to the California climate.	As part of the landscaping requirements in the zoning code, provide a list of native and recommended tree and plant species for new development.	Community Development	LU-2.5, LU-1.11 DES-9.3
CON-3.6	Provide for landscaping improvements in public spaces, including parks, streets, and sidewalks.	Continue to ensure public open spaces are properly groomed and maintained.	Public Works	LU-6.3, LU-6.5
Goal 4: Recycling and composting program				
CON-4.1	Continue to provide recycling opportunities for households and businesses in the community.	Continue providing recycling receptacles and collection.	Community Development	CON-2.3, CON-4.2

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
CON-4.2	Establish a public awareness program to encourage recycling.	Provide educational materials for the community to gain awareness of the benefits of recycling and the programs available in the community.	Community Development	CON-2.3, CON-4.2
OPEN SPACE/RECREATION				
Goal OS-1: Existing parks and recreational facilities				
OS-1.1	Protect and preserve open space wherever possible.	Continue to acquire lots for potential future open space. Study the identified areas ("P" Overlay on Land Use Map) for potential development of suitable sites for open space.	Community Development / Human Services	
OS-1.2	Ensure that parks and recreational resources are accessible and safe for all users.	Conduct a needs assessment of areas underserved by parks and recreational facilities in the community. Ensure parks and recreational facilities are routinely patrolled by crime prevention officers.	Human Services / Los Angeles County Sheriff's Department	LU-1.2 OS-1.3
OS-1.3	Provide for the redesign, reconfiguration, and replacement of existing spaces and facilities that may be aging and worn.	Maintain a capital improvements budget for upgrading existing open spaces.	Public Works	LU-1.2 OS-1.2
Goal OS-2: New recreational facilities and opportunities				
OS-2.1	Provide sufficient and diverse recreational programs to meet the needs of all residents.	Continue to provide various recreational programs for different interests and hobbies of residents.	Human Services	OS-2.3
OS-2.2	Conduct ongoing needs assessment and evaluation of demands for recreational activities and public meeting facilities, and modify programs where necessary to meet the community's requirements.	Distribute a survey of residents to determine existing recreational program and facility needs. Retain and modify recreational programs based on identified demands.	Human Services	OS-2.3
OS-2.3	Promote and encourage participation of recreational programs from all residents.	Continue to promote recreational programs through various outlets that reach the community (e.g. flyers, the City's website, and the community newsletter).	Human Services / City Clerk	OS-2.1, OS-2.2

7 – Implementation Program

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
OS-2.4	Require that new residential development provide recreational facilities or useable open space onsite and that those areas are preserved as open space in perpetuity; or contribute fees to the public development of additional facilities to offset additional demands generated by its resident population.	Revise the zoning ordinance to establish minimum landscape and open space requirements for residential and nonresidential development.	Community Services	LU-1.11, LU-2.5 CON-3.4, CON-3.5, DES-8-3
Goal OS-3: Visual environments				
OS-3.1	Provide the consistent use of street trees to identify City streets, residential neighborhoods, commercial districts, and entry points into the city, blending in with the character and species of existing trees.	Develop a street tree palette for use with new development and City projects.	Community Development	LU-6.3, LU-6.5 OS-3.3, OS-3.4 DES-2.3
OS-3.2	Develop a comprehensive program to improve the City's streetscape environment, prioritizing major commercial arterial streets.	Implement the Carson Street Beautification Program and continue the Norwalk Boulevard Façade Renovation and Streetscape Improvement Program.	Community Development / Public Works	LU-6.3, LU-6.4 ED-2.2, ED-2.3 DES-1.1, DES-2.2, DES-2.4
OS-3.3	Develop a Citywide landscape theme within public rights-of-way using palm trees as the primary focus.	Revise the zoning code to establish standards for on-site landscaping that promotes the palm tree theme. Special consideration should be given to on-site areas that meet the public realm (i.e. lot frontages, setbacks).	Community Development	DES-9.3
OS-3.4	Require that all new development projects install sufficient landscaping. The landscape treatment along street frontages should especially be well landscaped.	Require new projects to provide landscape and irrigation plans. Amend zoning code as appropriate to ensure adequate on-site landscaping.	Community Development	LU-2.5, LU-6.3, LU-6.5 DES-2.3, DES-9.3
OS-3.5	Provide an effective irrigation system for proper care of landscaping within the public right-of-way.	Ensure that public right-of-way landscaping and open spaces are properly maintained and have a sufficient irrigation system at	Public Works	CON-2.2

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
		all times.		
		Explore the feasibility of utilizing reclaimed water as part of the irrigation system for public open spaces.		
OS-3.6	Establish a consistent street lighting program throughout the City in order to promote increased visibility and security.	Identify public areas that lack sufficient street lighting. Install new lighting in identified areas, and ensure existing lighting is functioning properly.	Public Works	S-2.2, S-2.3 CAP-4.1
Goal OS-4: Joint-use facilities				
OS-4.1	Coordinate efforts with other public agencies for existing and potential trail systems, recreational facilities, and recreation programs.	Maintain close relationships with public agencies and private organizations to identify new areas for potential future open space opportunity.	Community Development / Human Services	CAP-2.1
OS-4.2	Coordinate with ABC Unified School District to provide assistance in the improvement of open spaces within school facilities, for public recreational use.	Collaborate with ABC Unified School District in the development of the Fedde Junior High Sports Complex.	Community Development / Human Services	
OS-4.3	Designate flood control channels and transportation rights-of-way as major elements of the open space network to provide linkages between open space and recreation areas within the City.	Maintain and improve existing landscaping, open space, and public facilities. Work with the Los Angeles County Flood Control District to design and develop the urban trail corridor over the Artesia Storm Drain.	Community Development / Public Works / Los Angeles County Flood Control District	CAP-2.1
AIR QUALITY				
Goal AQ-1: Land use and circulation patterns				
AQ-1.1	Maintain a strong economic foundation of local serving businesses that are easily accessible to residents in order to reduce travel distances.	Develop and implement an economic development strategy that promotes new, and maintains existing, local serving businesses. Refer to Economic Development Element for specific actions.	City Administrator / Community Development	LU-4.7 ED-3.1
AQ-1.2	Collaborate with local and regional jurisdictions to examine the feasibility of providing an interconnected network of trails and linkages for	Continue to work with Los Angeles County Flood Control for use of flood control facilities as bicycle and pedestrian trails. Work with adjacent cities to	Community Development	AQ-2.2 CAP-2.1

7 – Implementation Program

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
	bicycle and pedestrian use.	develop an interconnected trail system.		
AQ-1.3	Consider limiting direct automobile access for special events, in situations where alternative modes of access exist and can be provided.	Ensure several transportation alternatives are available for special events, and include the available alternatives in the advertising and promotion program.	City Administrator / Human Services / Community Development	AQ-2.2
AQ-1.4	Participate in cooperative programs and comply with the Congestion Management Program (CMP) to maintain and improve mobility.	This policy is implemented through actions identified in the Circulation Element.	Community Development / MTA	
AQ-1.5	Encourage higher intensity development near activity centers and transportation corridors to increase participation in alternative modes of travel and reduce trip length and rates.	Review the zoning code and amend as appropriate to encourage higher intensity uses at major intersections and near transit stops. Encourage shared parking arrangements where appropriate.	Community Development	AQ-2.2
AQ-1.6	Minimize conflicts between emission sources and sensitive receptors through land use planning.	Through the development review process, ensure that potential emission sources are adequately controlled and separated from sensitive receptors..	Community Development	LU-1.1
AQ-1.7	Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways and improved pedestrian amenities along existing streets.	Continue to implement streetscape enhancement programs for Carson Street and Norwalk Boulevard. Amend the zoning code to require bicycle racks at commercial developments over 100,000 square feet. Develop an urban trail over the Artesia flood control channel.	Community Development	AQ-1.2 DES-2.4
Goal AQ-2: Improve local air quality				
AQ-2.1	Develop a public education program emphasizing air quality conditions and promoting innovative approaches to reduce harmful impacts to the atmosphere.	Use the City's newsletter to educate residents about what they can do to reduce air pollution and improve air quality.	Community Development	

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
AQ-2.2	Encourage alternative forms of transportation, such as mass and local transit, bicycling, and walking.	This policy is implemented through actions identified in the Circulation Element.	Community Development	CON-1.4, CON-1.5, AQ-1.2, AQ-1.5
AQ-2.3	Collaborate with the Southern California Air Quality Management District (SCAQMD) and other local government agencies to mitigate the potential health impacts on sensitive receptors, and to ensure that toxic emissions do not exceed air quality standards.	Comply with the Air Quality Management Plan (AQMP), and pertinent Southern California Association of Governments (SCAG) and SCAQMD programs.	Community Development / SCAQMD	

SAFETY

Goal S-1: Prioritize public safety

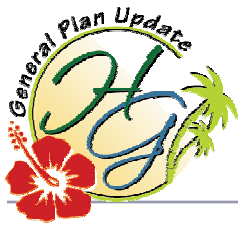
S-1.1	Evaluate and maintain up-to-date disaster preparedness and emergency response plans and capabilities.	Review the City's emergency preparedness plan and make necessary updates. Ensure the City has sufficient resources and capabilities in the event of a natural disaster.	Community Development / City Administrator	
S-1.2	Develop a Public Safety Center for the community.	Continue the planning and development of the City of Hawaiian Gardens Library and future Public Safety Center.	Community Development	
S-1.3	Collaborate with the Sheriff team to develop and enforce an effective crime prevention strategy.	Work with the Sheriff's Department to assess strengths and weaknesses of the current crime prevention strategy. Identify and incorporate new strategies to the current routine.	City Administrator	
S-1.4	Collaborate with the Fire Department to meet the fire protection and emergency service needs of the community.	Assess needs of services and facilities for fire protection. Work with Fire Department to expand existing facility.	City Administrator	CAP-1.2
S-1.5	Support the development and continued updating of public education programs on safety.	Work with the Sheriff and Fire Department to provide education materials regarding public safety.	City Administrator	
S-1.6	Encourage the formation and continued education of Neighborhood Watch groups to assist police in crime prevention and detection.	Continually assist neighborhood watch groups to aid in crime prevention. Coordinate and meet regularly to understand the groups' functions and needs.	Community Development / City Administrator	

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
Goal S-2: Reduce potential for criminal activity				
S-2.1	Actively promote public safety using urban design principles in crime prevention.	Utilize the four principles of CPTED (Crime Prevention Through Environmental Design) in planning and design of private and public spaces, which include: natural surveillance, natural access control, territorial reinforcement, and maintenance and management.	Community Development	
S-2.2	Minimize crime opportunity and risk in known areas of low visibility and high susceptibility to crime.	Identify areas of the community highly susceptible to reoccurring crime and develop an effective strategy for crime prevention efforts. This may include working with the Sheriff's Department for longer or more frequent patrol, better lighting, and other methods.	Community Development / LA County Sheriff's Department	OS-3.6
S-2.3	Ensure neighborhoods, alleys, and pedestrian areas are adequately lit.	Ensure that public areas are well-lit, and improve those areas currently under lit and underserved.	Public Works	OS-3.6
S-2.4	Require visible and clearly legible street numbers to minimize the response time for emergency personnel.	Ensure that all residences, businesses, and other facilities in the community visibly display street address information at all times. Amend zoning code to require address numbers on commercial signs adjacent to streets and on all residential and nonresidential buildings.	Community Development	
Goal S-3: Minimize risk to public health, safety, and welfare from natural and man-made hazards				
S-3.1	Establish and enforce standards and criteria to reduce risks from fire, seismic, and flooding.	Ensure that the City's emergency preparedness plan adequately addresses response to fire, seismic, and flood hazards. Make any necessary updates to include appropriate standards and criteria to reduce risk.	Community Development	S-3.2
S-3.2	Identify areas and structures at high risk for fire, flood, or seismic hazards.	Work with the Fire Department and other appropriate agencies to determine potential areas and structures at risk of potential hazards.	Community Development	S-3.1

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
S-3.3	Cooperate with jurisdictions in the southeast Los Angeles region to maintain a current emergency response system for the area.	Continue to work with agencies in surrounding jurisdictions to provide and maintain a current emergency response system.	City Administrator / Community Development	CAP-2.1
S-3.4	Maintain the community informed about preparing for and responding to natural hazard and emergency events.	Prepare public education materials for residents and businesses on preparing for and responding to natural hazard and emergency events.	Community Development	
Goal S-4: Provide protection for residents from hazardous materials and the hazards associated with transport of materials				
S-4.1	Support and encourage State efforts to identify existing or previously existing hazardous waste generators or disposal sites in Hawaiian Gardens.	Continue to work with State agencies to maintain awareness of waste generators or disposal sites in Hawaiian Gardens.	Community Development	
NOISE				
Goal N-1: Minimize point source and ambient noise impacts				
N-1.1	Encourage compatibility of land uses to reduce and avoid potential noise impacts.	Amend zoning code to ensure that new projects, sufficiently mitigate potential adverse noise impacts on surrounding land uses.	Community Development	LU-1.1
N-1.2	Review City policies and regulations to ensure community noise levels are reduced to the maximum extent feasible.	Update the noise ordinance to ensure standards are effective and comprehensive. Utilize Code Enforcement resources to enforce noise standards.	Community Development	N-2.2, N-2.4
N-1.3	Monitor and minimize construction activity noise impacts on residential neighborhoods.	Update the noise ordinance to ensure standards are effective and comprehensive. Utilize Code Enforcement resources to enforce noise standards.	Community Development	N-2.2, N-2.4
Goal N-2: Reduce transportation-related noise impacts				
N-2.1	Ensure appropriate mitigation measures for reducing noise impacts in residential areas.	Continue to enforce noise control regulations to reduce impacts on noise sensitive land uses.	Community Development	N-2.2
N-2.2	Require appropriate acoustical studies as part of new development, and ensure the inclusion of	Ensure all new development and construction activity complies with the noise ordinance.	Community Development	N-2.1

No.	Policy	Implementation Action	Responsible Agency	Related Policy(ies)
	noise mitigation measures in the design.	Require appropriate acoustical studies for new development, when warranted.		
N-2.3	Use proven methods of reducing the transmission of traffic noise onto adjacent noise sensitive receptors.	Incorporate noise control measures into street improvement projects to mitigate impacts on adjacent land uses.	Community Development	
N-2.4	Encourage acoustical design in new construction.	Incorporate noise control measures into the design of new projects, including sound attenuation walls and landscape berms, where feasible.	Community Development	
N-2.5	Reduce transportation noise through proper design and coordination of vehicle routing.	Limit delivery and service hours and routes for stores located adjacent to noise sensitive land uses, such as residences.	Community Development	N-1.3
		Amend zoning code to limit access to commercial uses from residential streets.		
Goal N-3: Develop measures to control non-transportation noise and similar impacts				
N-3.1	Continue to enforce noise ordinance standards to mitigate conflicts among neighboring land uses.	Through the development review process, minimize potential noise impacts on neighboring land uses by enforcing City noise standards.	Community Development	N-1.1
N-3.2	Establish and maintain coordination among City agencies involved in noise abatement.	Continue to work with all agencies involved in enforcing City noise standards.	Community Development	
N-3.3	Ensure that City departments comply with all state and federal OSHA standards.	Continue to work with all agencies involved in enforcing City noise standards.	Community Development	

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Glossary

Section 8

Acres, Gross: The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low- and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assisted Housing: Generally multifamily rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal §8 (new construction, substantial rehabilitation, and loan management set-asides), Federal §213, §236, and §202, Federal §221(d)(3) (below-market interest rate program), Federal §101 (rent supplement assistance), CDBG, FmHA §515, multifamily mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Attainment: Compliance with state and federal ambient air quality standards within an air basin. (See “Non-attainment.”)

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Below-market rate (BMR): (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and HUD set standards for determining which households qualify as “low income” or “moderate income.” (2) The financing of housing at less than prevailing interest rates.

Bicycle Lane (Class II Facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I Facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III Facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code §33031 and §33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Brownfield: An area with abandoned, idle, or underused industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination. (See “Greenfield.”)

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See “Carrying Capacity”)

California Environmental Quality Act (CEQA): A state law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A state agency established by the Housing and Home Finance Act of 1975 that is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See “Buildout.”)

Collector: Relatively-low-speed (25-30 mph), relatively- low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Care Facility: Housing for the elderly licensed by the Department of Social Services within the California Health and Human Services Agency, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See “Congregate Care.”)

Community Development Block Grant (CDBG): A grant program administered by HUD on a formula basis for entitlement communities and by HCD for non-entitlement jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (§53311, et seq.), a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24- hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health and Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/ or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency; Consistent with: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. California law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day-Night Average Sound Level (Ldn): The A weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

dBA: The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Decibel (dB): A unit used to express the relative intensity of a sound as it is heard by the human ear. See Appendix C: Noise element Guidelines) for a technical definition.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible Space: (1) In firefighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open-spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the general plan may be expressed in units per gross acre or per net developable acre. (See “Acres, Gross,” and “Developable Acres, Net.”)

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code §65915, a housing development that provides 20 percent of its units for lower-income households, ten percent of its units for very-low income households, or 50 percent of its units for seniors is entitled to a density bonus and other concessions.

Density Transfer: A way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities— while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop. (See “Transfer of Development Rights.”)

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a retention pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a waterspreading dam or dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called debris dams.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Fee: See “Impact Fee.”

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Elderly: Persons age 62 and older. (See “Seniors.”)

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of and restricted to occupancy by persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older.

Emergency Shelter: A facility that provides immediate short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See “Transitional Housing.”)

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: In CEQA, “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act.”)

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Expressway: A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Fair Market Rent: The rent, including utility allowances, determined by HUD for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind (California).

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/ 100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area, Gross: The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor to ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a floor area ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and countywide travel. Such roads are free of tolls, as contrasted with turnpikes or other toll roads. Freeways generally are used for long trips between major land use generators. At Level of Service E, they carry approximately 1,875 vehicles per lane per hour in both directions. Major streets cross at a different grade level.

Granny Flat: See “Second Unit.”

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth’s surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (aquifers).

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants and all pre-1976 buildings with over 100 occupants.

High-Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or a car carrying two or more persons).

Historic Preservation: The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

Household: All those persons, related or unrelated, who occupy a single housing unit. (See “Family.”)

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development, Department of (HCD): The state agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Authority, Local (LHA): A local housing agency established in state law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Unit: A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or, if vacant, is intended for occupancy as a separate living quarters (2000 U.S. Census definition).

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Government Code §66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund. Impact/development fees may be used to pay for preparing and updating general plans and specific plans.

Impacted Areas: Census tracts where more than 50 percent of the dwelling units house low- and very low income households.

Impervious Surface: A surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Inclusionary Zoning: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low and low-income households for a specified period.

Incorporation: Creation of a new city.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or leftover properties) within areas that are already largely developed.

Infrastructure: Public services and facilities such as sewage-disposal systems, water-supply systems, other utility systems, schools, and roads.

In-Lieu Fee: (See “Dedication, In lieu of.”)

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See “Public and Quasi-Public Facilities.”)

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Interagency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intermittent Stream: A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues: Important unsettled community matters or problems that are identified in a community’s general plan and dealt with by the plan’s objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents.

A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking: The purchase of land by a local government for use or resale at a later date. Banked lands have been used for development of low and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark: (1) A building, site, object, structure, or significant tree having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landslide: Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

Leapfrog Development: New development separated from existing development by substantial vacant land.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest: (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and “upstream” intersections may be blocked by the long queues.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Live-Work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Low-Income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or

a county, or in the absence of such a survey, based on the latest available eligibility limits established by HUD for the Section 8 housing program.

Low-Income Housing Tax Credits: Tax reductions provided by the federal and state governments for investors in housing for low-income households.

L10: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Manufactured Housing: Residential structures that are constructed entirely in the factory and that, since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of HUD. (See “Mobilehome” and “Modular Unit.”)

Median: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Minipark: A small neighborhood park of approximately one acre or less.

Mixed Use: Properties on which various uses such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobilehome: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobilehome park. (See “Manufactured Housing” and “Modular Unit”)

Moderate-Income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by HUD for the Section 8 housing program. (See “Area” and “Low-Income Household.”)

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on site into a structure for residential, commercial, educational, or industrial use. Differs from mobilehomes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some

respects (e.g., plumbing and energy conservation). Also called factory-built housing and regulated by state law of that title. (See “Mobilehome” and “Manufactured Housing.”)

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation’s history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Neighborhood: A planning area commonly identified as such in a community’s planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is “unwanted sound.”

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See “Attainment.”)

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. “Non-conforming use” is a generic term and includes (1) non conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended general plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the general plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, nonpeak period users, and short-term users. (See “High Occupancy Vehicle” and “Transportation Demand Management.”)

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or “two per thousand.”

Parks: Open-space lands whose primary purpose is recreation. (See “Open-Space Land,” “Community Park,” and “Neighborhood Park”)

Parkway: An expressway or freeway designed for noncommercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Plan Line: A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Community: A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area: The area directly addressed by the general plan. A city’s planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or “poverty thresholds” varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.

Public and Quasi-Public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Services: See “Municipal Services.”

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-Way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See “Septic System”)

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. “Granny Flat” is one type of second unit intended for the elderly.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30 percent of the household’s adjusted gross monthly income (GMI). “Section 8” includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Seniors: Persons age 62 and older. (See “Elderly.”)

Senior Housing: See “Elderly Housing.”

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Single Room Occupancy (SRO): A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: A tool authorized by Government Code §65450, et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions- for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local: See "Streets, Minor."

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subdivision Map Act: Section 66410, et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See “Settlement”)

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community’s supply of low- and very-low income housing.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See “Trip”)

Transit: The conveyance of persons or goods from one place to another by means of a local public transportation system.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called mass transit.

Transit-Dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, paratransit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit-Oriented Development (TOD): Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. (*Statewide Transit-Oriented Development Study*, California Department of Transportation, 2002).

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See “Emergency Shelter.”)

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin—often from home, but not always), and one “attraction end,” (destination). (See “Traffic Model.”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards and providing for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural.” (See “Urban Land Use.”) CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile (Public Resources Code §21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Sprawl: Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-Way” or “Easement”)

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very-Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by HUD for the Section 8 housing program.

View Corridor: The line of sight - identified as to height, width, and distance - of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as “V/C.” At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.” (See “Level of Service”)

Water-Efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway: See “Watercourse.”

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open-space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

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