
Los Angeles City Planning

**WILMINGTON-
HARBOR CITY**
Community Plan

Draft Plan - Adoption Pending

Preliminary Draft Plan - June 2023

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TABLE OF CONTENTS

Chapter 1 Introduction & Community Profile	1	Chapter 4 Mobility & Connectivity	51
Readers' Guide	3	Goals and Policies	52
Background and Relationship to the Other Plans	6		
Guiding Principles	13	Chapter 5 Public Realm & Open Space	57
Trends and Projections	15	Goals and Policies	58
Chapter 2 Land Use & Urban Form	21	Chapter 6 Implementation	63
Goals and Policies	22	Goals and Policies	64
Housing and Complete Neighborhoods	22	General Plan Land Use Designations	64
Centers, Villages and Corridors	24	Zoning Regulations	65
Jobs and Economic Development	27	Community Benefits System	65
Commercial Areas	28	Community Plan Amendments	65
Industrial Areas	28	Sources of Funding	66
Urban Form	30	Reader's Guide to the Future	
Residential Areas	30	Implementation Actions' Table	66
Commercial Areas	31	Acronyms for Agencies	67
Industrial Areas	32	Future Implementation Actions	68
Cultural and Historic Resources	33	Established Programs	68
Port of Los Angeles	34	Future Implementation Actions	71
Coastal Zone	35	Proposed Programs	71
Chapter 3 Environmental Justice	39	Appendix A: Relationship to Other Plans	A-1
Community Partnership and Engagement	42		
Health, Wellness and Sustainability	43		
Clean-Up and Remediation	44		
Land Use and Urban Form	45		
Petroleum Related Activities	46		



Pacific Coast
900 W Hwy

Pac Coast Hwy

Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The communities of Wilmington and Harbor City are deeply rooted in the early history of the Los Angeles Harbor and contribute significantly to the City’s economy through the activities connected to the adjacent harbor.

Building upon its relationship to the harbor and the Port of Los Angeles, the community envisions a health-friendly, climate resilient and sustainable community that will improve upon the quality of life for current and future community members by supporting green industries, improving land use patterns and making connections to existing open space amenities, such as the waterfront in order to increase economic vitality and create a healthy and active environment.

The community envisions stable multi-generational neighborhoods that provide options for various levels of affordable housing, high quality and pedestrian oriented development, safe streets and access to parks and recreational spaces.



BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

The Wilmington-Harbor City Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

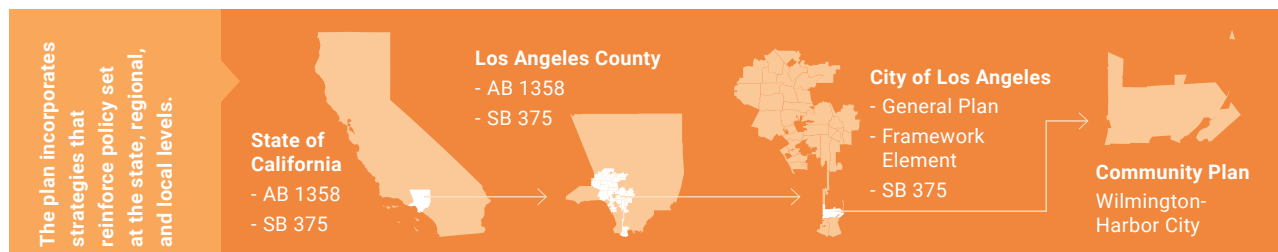
The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

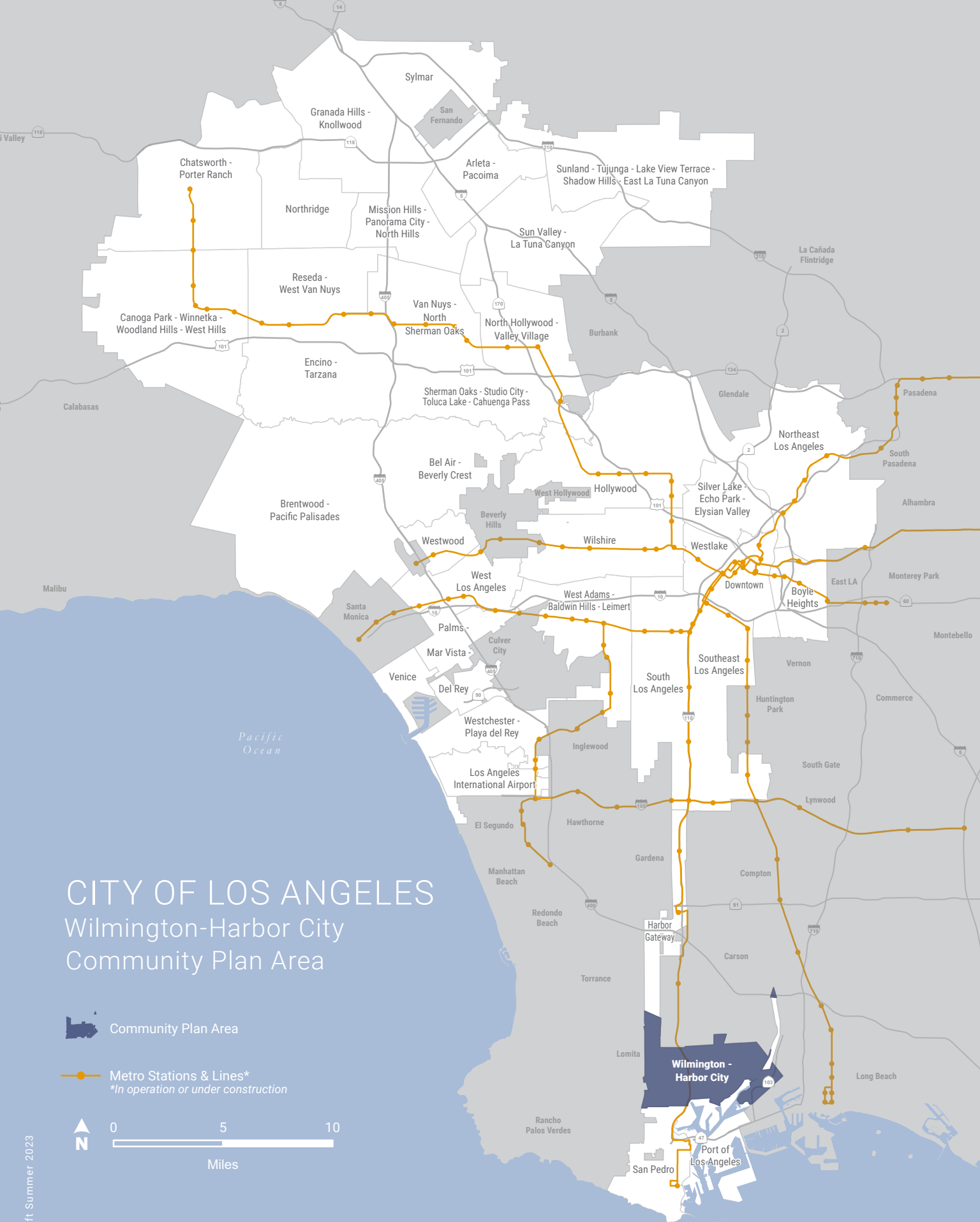
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as for neighborhoods such as

Wilmington and Harbor City. Framework's growth strategy for the Wilmington-Harbor City Community Plan is focused around commercial centers and mixed-use boulevards while maintaining the stability of residential neighborhoods. The Wilmington-Harbor City Community Plan includes large portions of the region's industrial core along its northern and southern borders. Established industrial districts will continue to be prioritized for jobs and industry, while targeted industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Appendix A is intended to include further discussion regarding the relationship between the Wilmington-Harbor City Community Plan and the City's General Plan. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.



The Community Plan's importance lies in its ability to shape positive community change, provide guidance and foster sustainable land use patterns while balancing the character and social urban fabric of the community with citywide policies and regional initiatives. The process of developing the Wilmington-Harbor City Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.





CITY OF LOS ANGELES

Wilmington-Harbor City Community Plan Area

-  Community Plan Area
-  Metro Stations & Lines*
**In operation or under construction*



Draft Summer 2023

California State Law - Environmental Justice California has enacted several state laws that are specific to environmental justice. These include Senate Bill 535 and Assembly Bill 1550 which direct funding to environmental justice communities; Assembly Bill 617 which created a community air quality protection program; and Senate Bill 1000 which requires environmental justice to be addressed in local government planning. The Wilmington-Harbor City Community Plan supports these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution and associated health risks by reducing the pollution experienced by frontline communities and ensuring their input is considered in decisions that affect them.

Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities (called “disadvantaged communities”) and address environmental justice in their general plans. The Wilmington-Harbor City Community Plan includes an Environmental Justice Chapter (Chapter 3). Environmental justice is especially relevant in this Community Plan Area which has experienced a disproportionate burden of pollution from exposure to multiple sources including numerous oil drilling sites, oil refineries, industrial and port-related activities, container stacking, and a high volume of truck traffic, among others. Past planning efforts have attempted to reduce some of these environmental conflicts such as Clean Up Green Up and the Wilmington Open Storage Ordinance. This Community Plan seeks to advance environmental justice goals and address the environmental and equity issues that are important to this community, while also preserving the area’s established industrial districts which are vital to the City’s economy. In addition to the Environmental Justice Chapter, Chapter Two of the Community Plan includes land use policy sections that cover other important topics such as the Port of Los Angeles. In addition, Chapter Four includes mobility-related policies related to environmental justice. (For more information on SB1000 - <https://oag.ca.gov/environment/sb1000>)

Overall, the Wilmington-Harbor City Community Plan guides future growth in a thoughtful manner toward the most transit-served areas, and addresses incompatible

land use patterns which will be crucial to achieve and maintain equitable economic prosperity to help uplift businesses and generate jobs, and promote environmental justice to help address climate change, support environmental resiliency and improve community health.

COMMUNITY PROFILE

Wilmington and Harbor City each have their own unique identities, yet these neighboring communities share many common goals, as well as local community assets. Wilmington is one of the City’s earliest port communities in the Harbor Region, while Harbor City developed primarily as a residential community. Together, they provide a vital link from the core of the City to the Port of Los Angeles. Historically, Wilmington and Harbor City have functioned as part of the City’s main economic industries for heavier industrial uses such as: oil refineries and production, goods movement, and Port related uses. While Wilmington and Harbor City have a significant amount of industrial land, they are also home to many Angelenos. Aside from the industrial uses, Wilmington and Harbor City have an abundance of single family and multi-family residential neighborhoods.

The Wilmington-Harbor City Community Plan Area today is predominantly a residential community, supported by commercial corridors and large industrial districts.

WILMINGTON–HARBOR CITY TODAY:

IS RICH IN HISTORY

Wilmington - Dating back as early as the Civil War, Wilmington has 11 Historical Cultural Monuments (HCMs), 1 Historic Preservation Overlay Zone (HPOZ), and 68 SurveyLA identified Historic Resources.

Harbor City - Harbor City has 8 SurveyLA identified Historic Resources. Completed in 1957, Narbonne High School is known for its unique spiral design with school buildings fanning out from a central hub.

IS HOME TO UNIQUE RESIDENTIAL NEIGHBORHOODS

Early residential development in Wilmington dates back to the late 1890s through 1950s. Much of Harbor City’s residential development dates to the late 19th and early 20th century. Distinctive residential neighborhoods include: Banning Park HPOZ in Wilmington and Harbor Pines in Harbor City.

HAS HISTORIC AND VIBRANT COMMUNITY CENTERS

Wilmington - Avalon Boulevard is Wilmington’s main commercial center with a variety of local businesses. It has historically played a significant role as a tourist destination and as a connection to the Port of Los Angeles.

Harbor City - Pacific Coast Highway between Normandie Avenue and Vermont Avenue is Harbor City’s main commercial center. Kaiser Permanente South Bay Medical Center is located in this commercial center; it is the largest regional medical center serving the South Bay Region.

IS HOME TO LABOR ORGANIZATIONS

Wilmington has a legacy of organized labor. Local labor unions include: ILWU Local 13 Dispatch Hall, United Industrial Workers, Longshoremen’s & Warehousemen’s Memorial Association, UFCW Local 770, and Seafarers International Union, among others.

HAS A PROMINENT REGIONAL PARK

The Ken Malloy Harbor Regional Park is a prominent green space with passive and active recreational areas that serves both the Wilmington and Harbor City communities.

Wilmington-Harbor City Community Plan Area



Legend

- Open Space
- Libraries
- Public Schools
- Metro Stations & Lines

Scale: 0 0.5 1 Miles

North Arrow

Draft, Summer 2023

HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT

1780s – Mid 1880s



View of Drum Barracks, Historic Cultural Monument No. 21

- Pre-development: The region was home to native groups that predate the California mission system and other European settlements. Today, the groups maintain their tribal sovereignty and continue to protect their cultural resources and traditions.
- General Phineas Banning, founder of Wilmington, built a wharf and warehouses along the waterfront at Avalon Blvd and operated wagons that took cargo from the wharf to Los Angeles.
- Banning built the Banning Residence, designed in a Greek Revival architectural style.
- Wilmington became the Los Angeles terminus for the transcontinental telegraph line.
- Residential development was sparse, but industrial continued.
- Union Army built their headquarters at Fort Drum.
- Wilmington Cemetery built, 1857

RAILROAD EXPANSION

Late 1880s – Early 1900s



Union Pacific Railroad Co. in Wilmington [Security Pacific National Bank Collection/ Los Angeles Public Library]

- In 1890, Congress appropriated \$4 million to build a breakwater for a port for the City of Los Angeles.
- The Los Angeles and San Pedro Railroad was the first railroad in Southern California; it opened after the war and continued the development of Wilmington as a shipping facility.
- The Southern Pacific Railroad gained control of the Los Angeles-San Pedro Railroad, it slowed and stagnated development.
- The Pacific Electric Interurban Railroad extended a streetcar line through Wilmington to San Pedro and included a stop in Wilmington on the new line.
- Harbor City (1906) and Wilmington (1909) are annexed into the City of Los Angeles.
- In Harbor City, South of Lomita Blvd, residential development began and increased in the following decades.

ECONOMIC DEVELOPMENT & POPULATION BOOM

1920s–1930s



Avalon Boulevard in Wilmington [Herald Examiner Collection/ Los Angeles Public Library]

- William Wrigley's purchase of Catalina Island boosted commercial development and tourism.
- The Catalina Company planted palm trees lining much of Avalon Blvd.
- Tourism peaked on Avalon Blvd with the development of historic theaters, hotels, banks, and 1-3 story commercial buildings.
- Oil discovery on nearby Rancho San Pedro and the Wilmington Oil Field (third largest oil field in the US) contributed to the development boom.
- Peak of development occurred during a population boom.
- Lots were divided and residential neighborhoods were constructed.

MID CENTURY/POSTWAR
1940s–1960s

CULTURAL DEVELOPMENT
& INSTITUTIONS
1970s–1990s

COMMUNITY REVITALIZATION
& EQUITY
2000s–2020s



View of Los Angeles Harbor College

"You Are Other Me" mural

View of homes and one of the peacocks that live in the Banning Park HPOZ neighborhood

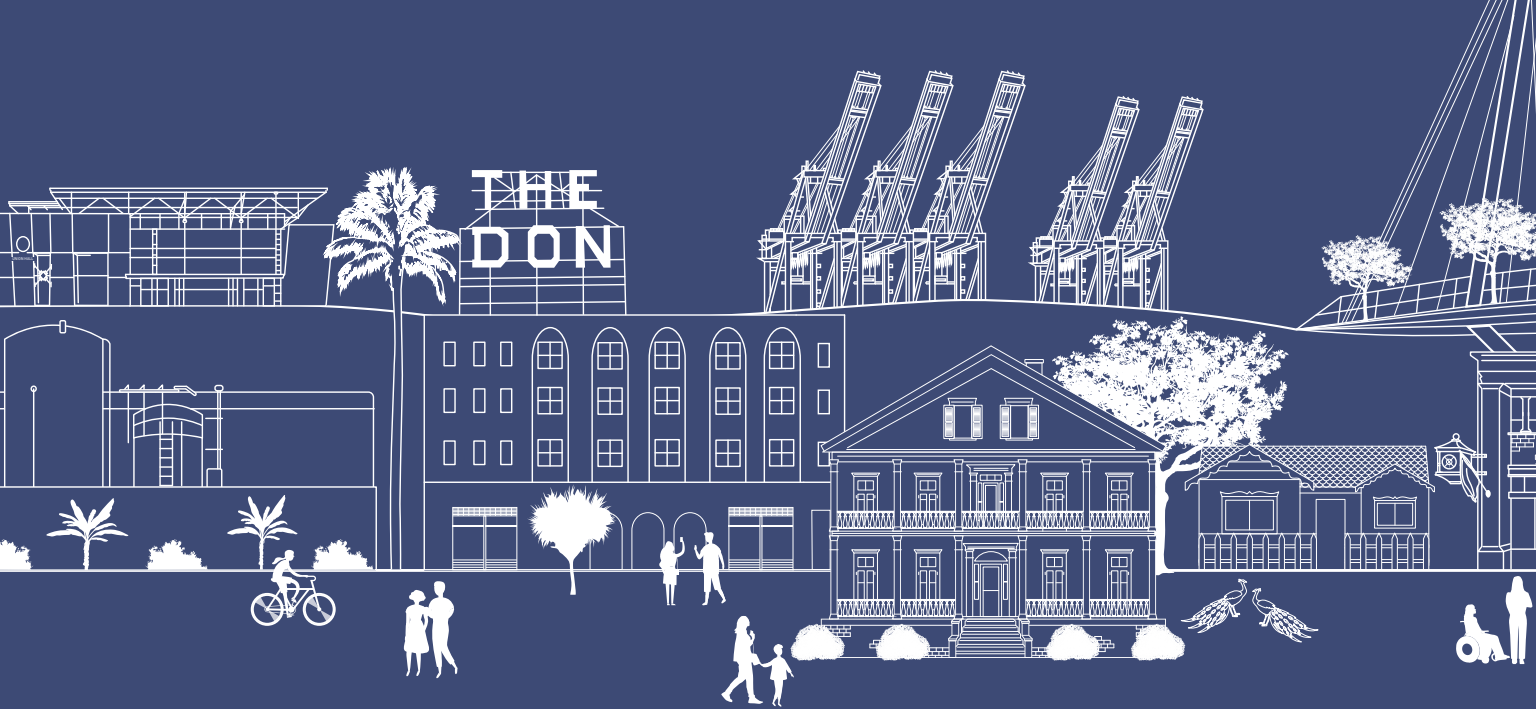
- Los Angeles Harbor College was founded.
- The construction of the Harbor Regional Park began.
- Residential development boomed north of Lomita Blvd in Harbor City.
- Kaiser Permanente Medical Center was developed to serve longshoremen and their families.

- A coalition of unions held the first annual Labor Day Parade and March in Wilmington. (1979)
- City of Los Angeles dedicated Harbor Regional Park as a City park.
- "You Are Other Me" mural represents the Chicano movement displayed through public art in Wilmington. (SurveyLA- 435 Neptune Ave)
- Wilmington-Harbor City Community Plan Update. (1999)

- Banning Park designated as a Historic Preservation Overlay Zone.
- Wilmington Waterfront Park completed creating a buffer between port activities and residential neighborhoods.
- Harbor City Greenway/Wilmington Drain restoration.
- Ken Malloy Harbor Regional Park restoration.
- Clean Up Green Up (CUGU) Ordinance, an environmental justice policy that established "green zones" in Boyle Heights, Pacoima, and Wilmington, is adopted.
- Wilmington identified as an Environmental Justice Community through AB617.

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Wilmington-Harbor City Community Plan



<p>IMPROVE COMMUNITY HEALTH AND FOSTER CLIMATE RESILIENCE AND REGIONAL EFFICIENCY</p>	<p>PROMOTE EQUITABLE, SUSTAINABLE AND HEALTHY NEIGHBORHOODS</p>	<p>FOSTER COMPLETE NEIGHBORHOODS AND VIBRANT COMMERCIAL DISTRICTS</p>	<p>SUPPORT JOB GROWTH AND INCREASED LOCAL EMPLOYMENT OPPORTUNITIES</p>
<p>Address the history of contamination and advance environmental justice goals</p> <p>Foster a harmonious and beneficial relationship between the community and the Port of Los Angeles</p> <p>Support a clean harbor, improved air and water quality and remediation of brownfields</p> <p>Support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions and promote renewable energy and low/zero emission vehicles</p>	<p>Reduce negative health impacts by restricting new uses detrimental to the health and welfare of the community</p> <p>Encourage residential infill that contributes to the mixed-income and affordable housing supply</p> <p>Promote strategies to increase home ownership opportunities</p> <p>Improve land use compatibility between heavy uses and residential areas</p> <p>Reduce the footprint of the oil and gas industry, prioritizing residential neighborhoods</p>	<p>Promote a diversity of uses that support healthy living and community needs</p> <p>Concentrate growth near transportation corridors and commercial centers</p> <p>Create opportunities for a mix of housing, jobs and services</p> <p>Support the development of public realm and streetscape improvements including improvements that will have a cooling effect</p>	<p>Allow for more commercial opportunities along corridors and imbedded within select neighborhoods</p> <p>Encourage innovative and green industries that provide a greater number of jobs for local youth and residents</p> <p>Develop partnerships between local unions, employers, and educational institutions, such as LA Harbor College to create career pathways for local youth</p> <p>Establish locations with a baseline of productive uses to support an increase in employment opportunities within the community</p>



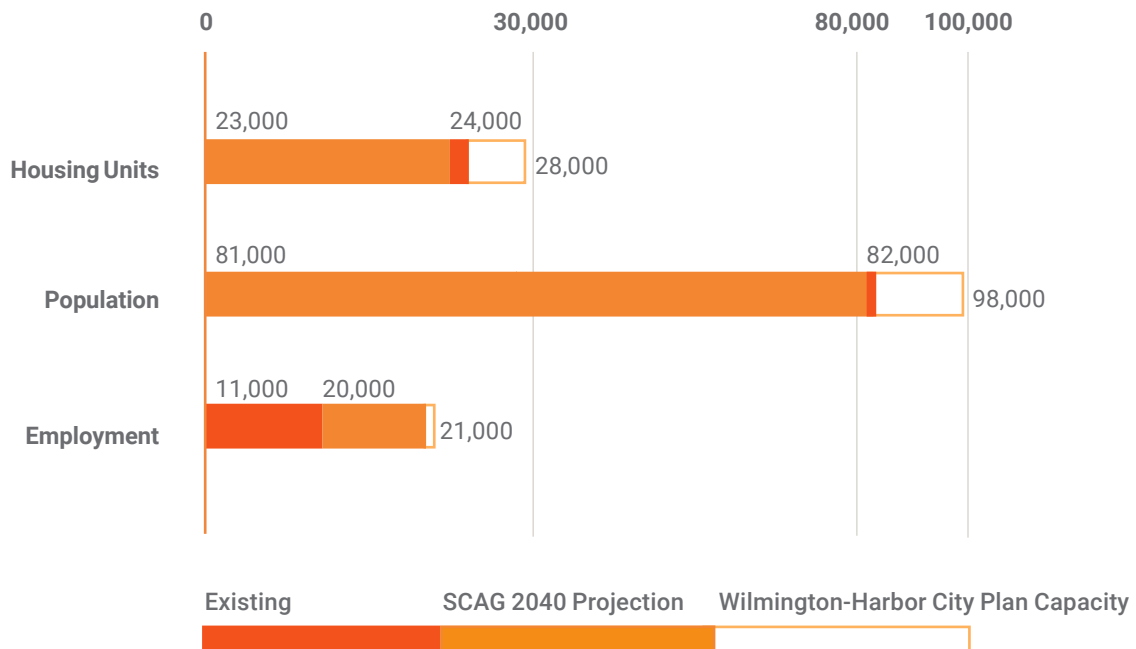
<p>ADVANCE INDUSTRY AS A GOOD NEIGHBOR AND COMMUNITY ASSET</p>	<p>STRENGTHEN NEIGHBORHOOD CHARACTER</p>	<p>ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS, RECREATIONAL FACILITIES & OPEN SPACE AMENITIES</p>	<p>PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT</p>
<p>Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities</p> <p>Ensure new industrial development is environmentally sustainable and well designed</p> <p>Encourage improvements to existing businesses to upgrade the visual quality of industrial areas</p> <p>Ensure that goods movement respects residential neighborhoods and follows appropriate routes</p>	<p>Preserve unique urban development patterns</p> <p>Protect and restore historic cultural resources, neighborhoods, and landmarks</p> <p>Develop design standards that strengthen the character and identity of the community's diverse neighborhoods</p>	<p>Improve access to, and connectivity between, parks, recreation centers, open spaces and neighborhoods</p> <p>Encourage the creation of public spaces & nontraditional open spaces for people to gather and interact</p> <p>Connect neighborhoods to amenities like the Waterfront and Harbor Regional Park</p>	<p>Encourage expansions to transit service along major corridors</p> <p>Prioritize pedestrian safety and comfort to encourage walking</p> <p>Increase bicycle infrastructure including bicycle parking & storage facilities, where needed</p>

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the “capacity” for

these projected levels of population, housing, and employment through its Community Plans. SCAG’s 2040 population and housing forecasts for Los Angeles’ Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

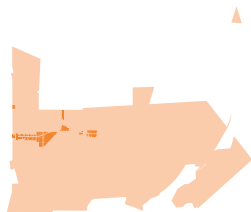
Description

104

Net Acres

2%

of Plan Area



Community Center

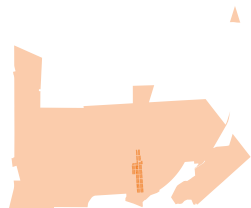
Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 200 square feet of lot area.

60

Net Acres

1%

of Plan Area



Villages

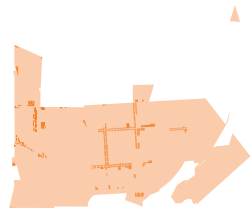
Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area.

204

Net Acres

4%

of Plan Area



Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees and are typically characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

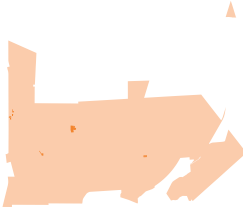
Description

14

Net Acres

0.3%

of Plan Area



Medium Neighborhood Residential

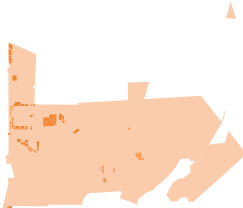
Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Medium Neighborhood Residential that are close to transportation hubs and/or Regional Centers may be limited by floor area.

135

Net Acres

2.4%

of Plan Area



Medium Residential

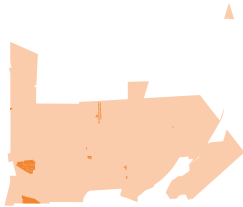
Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain areas. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 400 square feet of lot area.

384

Net Acres

7%

of Plan Area



Low Neighborhood Residential

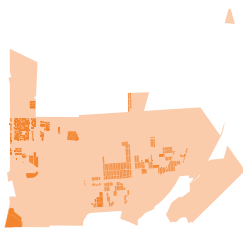
Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street. The residential density generally ranges from 2 to 4 units per lot, or 1 unit per 4,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

554

Net Acres

10%

of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The residential density generally ranges from 1 unit per 3,000 square feet of lot area to 1 unit per 1,000 square feet of lot area.

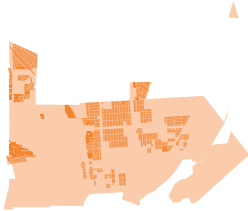
Description

1,000

Net Acres

18%

of Plan Area



Low Residential

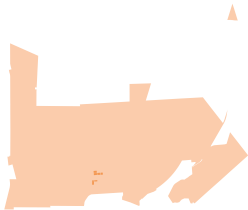
Low Residential areas provide housing ranging from single family to fourplexes in various contexts, typically set away from centers of activity. The minimum size of each lot typically ranges from 5,000 square feet to 7,500 square feet. The residential density generally ranges from 1 unit per 6,000 square feet of lot area to 1 unit per 4,000 square feet of lot area and residential density is limited to 1 unit per lot.

9

Net Acres

0.2%

of Plan Area



Compact Residential

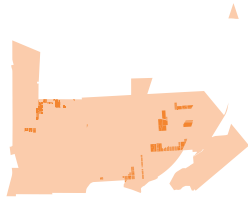
Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks, but corner lots may contain neighborhood-scaled shops and amenities that provide local services. The minimum size of each lot typically ranges from 3,000 square feet to 5,000 square feet. The residential density generally ranges from 1 unit per lot to 4 units per lot.

209

Net Acres

4%

of Plan Area



Hybrid Industrial

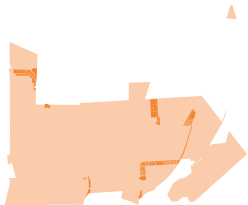
Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to 1 unit per 200 square feet of lot area; the residential areas may also be limited by floor area.

205

Net Acres

4%

of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is not permitted in Light Industrial areas.

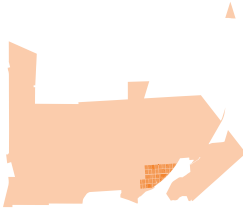
Description

115

Net Acres

2%

of Plan Area



Production

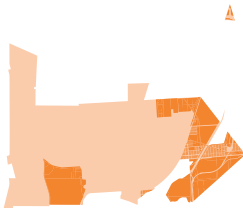
Production areas preserve and sustain industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

1,472

Net Acres

26%

of Plan Area



Industrial

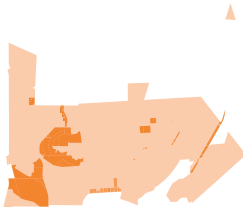
Industrial areas are centers of industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

761

Net Acres

13%

of Plan Area



Open Space

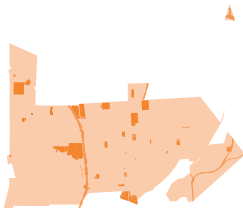
Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. Buildings or accessory structures on site typically facilitate recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

445

Net Acres

8%

of Plan Area



Public Facility

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies and feature a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.



Image: S. Singh

Chapter 2

LAND USE & URBAN FORM

The Wilmington-Harbor City Community Plan includes two separate communities, both with a broad spectrum of land uses ranging from distinctive residential neighborhoods served by vibrant commercial corridors, to intense industrial land along the Community Plan Area’s northern and southern boundaries. Community life thrives amidst this complex and dynamic place where a range of uses has emerged within a building stock dating back at least a century. The Community Plan Area boasts several notable assets, including Los Angeles Harbor College, Ken Malloy Harbor Regional Park, Wilmington Waterfront Park, and the Kaiser Permanente South Bay Medical Center. Yet, these communities are also among the most challenged in the City with a host of land use and environmental issues affecting overall quality of life.

Wilmington and Harbor City each have their own history and distinct built environment. Their land uses consist primarily of low to medium density residential, with commercial uses concentrated along major corridors, such as Pacific Coast Highway, Anaheim Street, and Avalon Boulevard. Commonly referred to as the ‘Heart of the Harbor,’ Wilmington is directly adjacent to the Port of Los Angeles and has a large concentration of industrial land.

This chapter specifies land use goals and policies that support community-wide objectives while addressing issues unique to Wilmington and Harbor City. Plan policies promote land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility and reinforces the neighborhood qualities that contribute to a strong sense of community in Wilmington and Harbor City. Additional goals and policies specific to Environmental Justice are found in Chapter 3.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate anticipated growth while embracing Wilmington’s and Harbor City’s unique histories and encourage a high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industries and employment centers and creating connections to open space amenities and the waterfront to promote an equitable and viable future for generations to come.

HOUSING AND COMPLETE NEIGHBORHOODS

The Wilmington and Harbor City communities are comprised of many residential neighborhoods rich in cultural and historic character. This Community Plan envisions Wilmington and Harbor City as communities that can continue to be a source of various levels of affordable housing for existing residents and future generations, while also remaining connected to their rich history and strong sense of community.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full range of income levels and suitable for various multigenerational household sizes. The Community Plan seeks to direct growth away from established residential neighborhoods and towards commercial corridors served by transit. The Community Plan’s policies also seek to preserve and enhance the distinct character, scale and integrity of the established residential neighborhoods. In addition,

they support the evolution of homeownership types and access to building generational wealth and upward social and economic mobility.

LU GOAL 1

SAFE, HEALTHY AND HIGH QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 1.1

Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2

Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3

Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 1.4

Promote development that provides greater individual choice in the type, size, price, and location of housing, and incorporates features that facilitate aging in place.

LU 1.5

Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 1.6

Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces, as well as family-sized units that are suitable for larger families and families with children.

Family-sized housing units are typically two to three bedrooms and include features essential for families, such as: spaces where family members can gather for meals and other activities; spaces where children can play or do homework; and spaces for outdoor play and recreation.

LU 1.7

Support the homeowner’s choice to implement reasonable accommodation of an Accessory Dwelling Unit (ADU) that is thoughtfully designed and located in a manner consistent with the established development patterns of the street block or neighborhood to accommodate their evolving multigenerational family needs. (Also see Urban Form policies that address ADUs).

LU 1.8

Promote multigenerational, family-friendly neighborhoods with convenient and safe access to schools, parks and community facilities, childcare services, libraries, grocery stores and other family-oriented retail.

LU 1.9

Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational, health and community facilities, especially within or adjacent to designated Community Centers.

LU 1.10

Promote development that features universal design elements within various housing types that provide adequate housing units and outdoor amenity spaces for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 1.11

Promote improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and mobile home parks, and conform with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 1.12

Implement the City’s continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 1.13

Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/supportive services, and support special needs populations, in appropriate locations with community input.

LU 1.14

Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 1.15

Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for underserved communities, consistent with the City’s Housing Element.

LU 1.16

Protect communities, especially communities of color, from practices that undermine intergenerational wealth accumulation and housing stability (e.g., predatory lending) through outreach and education programs as outlined in the City’s Housing Element.

LU 1.17

Foster greater stewardship and deeper affordability of housing by promoting public, non-profit, or community-focused housing through acquisition, rehabilitation, and construction of new social housing.

LU GOAL 2

NEW HOUSING THAT IS LOCATED IN A MANNER WHICH REDUCES VEHICULAR TRIPS AND MAKES IT ACCESSIBLE TO SERVICES AND FACILITIES.

LU 2.1

Locate higher residential densities near commercial centers and major transit routes, where public service

facilities, utilities, and topography will accommodate this development.

LU 2.2

Provide for livable family-sized housing at higher densities in appropriate locations.

LU 2.3

Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian-oriented areas, not in low density neighborhoods.

LU 2.4

Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

LU GOAL 3

RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 3.1

Preserve the residential character and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 3.2

Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., “Mom and Pop” neighborhood stores).

LU 3.3

Ensure that existing oil well sites located in residential areas have well maintained landscaping and equipment and appropriate perimeter fencing (except for the front yard portions) until such time as they are phased-out. (also see Chapter 3 Environmental Justice - Petroleum Related Activities)

LU GOAL 4

NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 4.1

Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 4.2

Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 4.3

Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

CENTERS, VILLAGES AND CORRIDORS

Wilmington and Harbor City contain several community centers and corridors that serve the local community, many of which have enduring character as unique pedestrian environments. A top priority for the community is revitalizing commercial corridors that are currently underutilized and are not providing essential goods and services to community residents. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan encourages the growth of small and medium-sized businesses that provide local employment opportunities, generate economic activity and reinforce the sense of community.

Downtown Wilmington, located on Avalon Boulevard, is the historic commercial center of the Wilmington community. It serves as a focal point for shopping, civic, social and recreation activities and provides professional offices, small department stores and restaurants. Avalon Boulevard is the most direct access to the waterfront

connecting Downtown Wilmington to the Banning's Landing area south of Harry Bridges Boulevard. It has potential to become a vibrant commercial, entertainment and recreational destination.

Central Harbor City is the community's commercial center located along Pacific Coast Highway, generally between Normandie Avenue and Western Avenue. It serves the needs of Harbor City's residents and is the site of the Kaiser Permanente South Bay Medical Center and several shopping centers.

The Community Plan encourages the revitalization of mixed-use commercial corridors and focuses additional housing opportunities along commercial corridors that are well served by transit. The Community Plan encourages mixed-use development that combines multi-family residential units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also emphasizes the importance of an equitable distribution of goods and services, which contributes to a community's well-being. Plan policies also support adequate transitions between new development along the corridor and adjacent lower-scale residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors to create a place where residents and businesses come together and community life develops and prospers.

LU GOAL 5
STRONG AND COMPETITIVE COMMERCIAL DISTRICTS THAT BEST SERVE THE NEEDS OF THE COMMUNITY.

LU 5.1
Encourage investment and new commercial uses in established commercial areas and existing shopping centers.

LU 5.2
Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution

of desirable uses and amenities throughout the community, including full service grocery stores, sit-down restaurants and entertainment venues.

LU 5.3
Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 5.4
Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 5.5
Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 5.6
Maximize opportunities for small and local businesses along corridors by providing a variety of sizes of new commercial spaces to help maintain affordability and promote diversity.

LU 5.7
Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 5.8
Support sidewalk vendors that offer fresh food in convenient and appropriate locations and assist them with compliance with the City's Sidewalk Vending Program.

Harbor City Community

LU 5.9
Encourage the commercial expansion along Pacific Coast Highway, Vermont Avenue, and Belle Porte Avenue to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 5.10

Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance Harbor City’s downtown area centered around Pacific Coast Highway and Normandie Avenue.

Wilmington Community

LU 5.11

Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community providing shopping, civic, social and recreational activities.

LU 5.12

Support commercial and recreational development, including local and small businesses, at the foot of Avalon Boulevard as a focus for revitalization efforts, in coordination with the Port’s waterfront development activities.

LU 5.13

Strengthen the connection between the heart of Wilmington and the Wilmington Waterfront through coordination with the Port of Los Angeles and Department of Public Works to implement streetscape improvements along Avalon Boulevard that provide physical design connections between the Waterfront and downtown Wilmington, such as street trees, landscaping, lighting, paving, wayfinding and gateway signage.

LU 5.14

Foster improved integration between Wilmington and the Port’s waterfront improvements and activities through opportunities for well-designed development at the foot of Avalon Boulevard that provides desired commercial-residential mix of uses with public viewing of the harbor (e.g., restaurants and observation decks).

LU GOAL 6

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 6.1

Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 6.2

Discourage new stand-alone residential development in Community Center designated areas to support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants and fitness facilities).

LU 6.3

Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 6.4

Encourage a range of uses to support healthy living, provide important goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

LU GOAL 7

MEDIUM AND HIGHER DENSITY MIXED-USE DEVELOPMENT THAT IS LOCATED APPROPRIATELY WITHIN THE COMMUNITY.

LU 7.1

Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, work and enjoy access to healthy spaces with reduced reliance on the automobile.

LU 7.2

Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the character of the surrounding residential neighborhoods.

LU 7.3

Promote mixed-use projects with affordable units in proximity to transit nodes and corridors and in commercial centers.

LU 7.4

Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores or pharmacies.

LU 7.5

Encourage mixed-income neighborhoods by promoting a range of housing affordability.

LU GOAL 8

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 8.1

Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 8.2

Accommodate the needs of employee and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 8.3

Provide public parking near commercial centers to help protect residential neighborhoods from parking encroachment.

LU 8.4

Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

JOBS AND ECONOMIC DEVELOPMENT

The Community Plan recognizes the wide range of jobs and industries located in Wilmington and Harbor City as a major economic asset to the local community and region. The Community Plan Area's commercial, institutional and industrial businesses provide for an array of potential employment opportunities. Existing industrial land is underutilized and has the potential to become a hub for emerging business sectors and green technology industries; and the commercial corridors present the opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers.

Wilmington has played an important and historic role in the development of the Port of Los Angeles. Commonly referred to as the "The Heart of the Harbor," Wilmington maintains a proud heritage which dates back to 1858 when the Wilmington township was founded by Phineas Banning. In addition, Wilmington has historically been an important place for the labor movement, particularly for port workers, and it remains the home of several labor organizations to this day.

COMMERCIAL AREAS

LU GOAL 9

A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 9.1

Support existing neighborhood stores (i.e. mom-and-pop shops) that supports the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 9.2

Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 9.3

Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 9.4

Support incentive programs that help revitalize commercial businesses and attract new small businesses and local entrepreneurs in the Plan's commercial centers, such as Opportunity Zones and the Jobs and Economic Development Incentive (JEDI) Zones.

Wilmington Community

LU 9.5

Support efforts that ensure green and sustainable businesses in Wilmington have access to the City's Clean Up Green Up implementation programs, such as financial incentives and technical support programs.

INDUSTRIAL AREAS

The industrial sector represents an important resource in terms of facilities for production, handling and distribution of cargo, and industries providing employment

for skilled and semi-skilled workers throughout the region. The Community Plan seeks to preserve a strong industrial base to provide jobs for residents and promote economic vitality. The Community Plan encourages the revitalization and repurposing of its established industrial districts into major employment centers by attracting new employment-generating industries that create jobs at all levels, including skilled and semi-skilled jobs in the local economy. These jobs producing areas are found in the industrial and production land use designated areas.

Light industrial and hybrid industrial areas typically serve as transition zones between heavy industrial land and residential or commercial areas. These areas have the flexibility to accommodate a mix of uses such as commercial or light manufacturing uses, while prohibiting noxious uses. However, certain hybrid industrial areas are intended to include limited live-work uses while accommodating job-generating manufacturing or light industrial uses that are compatible with neighboring sensitive uses.

Plan policies support the preservation of established industrial districts to promote a jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of uses and design of projects in order to minimize potential impacts, ensure adequate screening and landscaping and promote high quality architectural character. Chapter 3 provides additional goals and policies related to environmental justice that are applicable to industrial areas.

LU GOAL 10

LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 10.1

Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses,

light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2

Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 10.3

Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4

Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the Los Angeles Harbor College and worksorce centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

Wilmington Community

LU 10.5

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

LU 10.6

Encourage efforts to upgrade the appearance, infrastructure and built environment of the East Wilmington industrial areas to improve economic activity and viability of those areas.

LU 10.7

Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

LU GOAL 11

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 11.1

Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 11.2

Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 11.3

Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU 11.4

Promote light and hybrid industrial districts that feature clean, port-related services that capitalize on the competitive advantages of port adjacency and water, railroad and road transportation infrastructure.

LU GOAL 12

EXISTING AND FUTURE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT ARE LOCATED CONVENIENT TO TRANSPORTATION FACILITIES AND SUPPORTIVE OF THE SURROUNDING LAND USES.

LU 12.1

Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

LU 12.2

Ensure that industrial uses, including cargo container storage facilities, have direct access from major

thoroughfares or through industrial areas, not through residential areas.

LU 12.3

Encourage better containment of new and/or expanded industrial uses from other uses by siting them along flood control channels, arterial streets and other physical barriers to the extent feasible.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities. Additionally, urban form and design strategies can positively support well-being and improve healthy outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of Wilmington and Harbor City help shape the daily experiences and social lives of all members of the community.

The Wilmington-Harbor City Community Plan Area is made up of various neighborhoods and commercial centers, many with historic and distinctive characteristics. Commercial corridors, such as Avalon Boulevard, Pacific Coast Highway and Belle Porte Avenue, consist of wide thoroughfares with retail businesses and uses that serve the local community. The Community Plan recognizes these unique characteristics and encourages building design that contributes to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

RESIDENTIAL AREAS

LU GOAL 13

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT CHARACTER AND INTEGRITY.

LU 13.1

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

LU 13.2

Protect existing lower density residential neighborhoods from new construction that is out-of-scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form.

LU 13.3

Protect existing characteristics of the residential neighborhoods through attention to the building orientation, site design, and outdoor amenity space.

LU 13.4

Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 13.5

Encourage the retention of established plantings, including edible landscaping, in residential neighborhoods by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 13.6

Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

COMMERCIAL AREAS

LU GOAL 14

ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE COMMUNITY IDENTITY OF WILMINGTON AND HARBOR CITY.

LU 14.1

Support new development along commercial corridors and ensure development is of high quality building materials, with well-designed signature architecture that invites and welcomes people to Wilmington-Harbor City.

LU 14.2

Support improvements to existing buildings along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 14.3

Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping.

LU 14.4

Encourage new infill multi-family residential development that is consistent with the existing neighborhood character.

LU 14.5

Encourage appropriate and contextual building articulation in order to break down the scale of large buildings and to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 14.6

Promote varied and engaging building façades by providing design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

LU GOAL 15

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 15.1

Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context.

LU 15.2

Ensure that commercial infill projects achieve harmony in design consistent with the exemplary development and draws upon community identity.

LU 15.3

Support efforts to enhance community identity, scale and architectural variety, by promoting quality site and landscape design for new commercial uses.

LU 15.4

Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscape and public outdoor plazas.

LU 15.5

Foster development with new buildings that are oriented to and actively engage the public realm through design interventions and strategies, such as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking.

LU 15.6

Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 15.7

Encourage the integration of pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations areas for residents to shop and gather.

LU 15.8

Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 15.9

Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 15.10

Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 15.11

Prioritize the installation and maintenance of street furniture, such as ADA designed bus shelters, benches, trash receptacles, and drinking fountains, including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities.

LU 15.12

Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and neighborhood identity.

LU GOAL 16

STRONG COMMERCIAL DISTRICTS WITH IMPROVED DESIGN THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 16.1

Ensure that projects are designed and developed to achieve a high level of quality, retain the neighborhood’s distinctive character, and compatibility with existing uses and development.

LU 16.2

Encourage urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties

to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 16.3

Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 16.4

Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts.

LU 16.5

Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS

LU GOAL 17

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 17.1

Create and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles, which help guide decision-makers review projects that enhance the built environment.

LU 17.2

Upgrade industrial areas by promoting high quality industrial development that is compatible with adjacent land uses and incorporates sustainable design and landscaping features that support drought tolerant, native planting and low maintenance landscaping.

LU 17.3

Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation and green walls; all of which discourage

vandalism and promote a healthy and visual aesthetic that enhances the built environment.

CULTURAL AND HISTORIC RESOURCES

The Wilmington-Harbor City Community Plan has a rich history as a result of its proximity to the Los Angeles Harbor, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic resources protects this built environment and its legacy, ensuring continuity of neighborhood identity and pride within the community. Much of the development in the Community Plan Area dates back from the 1920s through the 1950s. Signature neighborhoods such as the Banning Park historic district in Wilmington (a locally designated Historic Preservation Overlay Zone (HPOZ)), and Harbor Pines in Harbor City are prime examples of pre- and post-war residential development.

Wilmington is one of Los Angeles' earliest communities with deep roots and a rich history tied to the Port of Los Angeles. Previously its own city, much of the area developed as a direct result of the establishment of the Port of Los Angeles. Early residential development in Wilmington occurred in the 1890s through the 1910s due to the close proximity of the port. Several historic buildings embody the area's history including the Banning Residence Museum, built by Phineas Banning - the founder of Wilmington and "Father of the Port" (1863) and the Drum Barracks Civil War Museum (1862). Wilmington was consolidated into the City of LA in 1909.

Harbor City's development is closely related to the development of the adjacent Harbor Gateway Community Plan Area. The western portion of Harbor City between Gaffey Street, Normandie Avenue and Western Avenue was part of the "shoestring" strip (now known as Harbor Gateway) when it was annexed by the City of Los Angeles in 1906. Harbor City developed primarily

in the Post World War II period. Much of Harbor City's residential development dates to the late 19th and early 20th century.

Avalon Boulevard in Wilmington is a historic commercial corridor which has been identified as a Historic Planning District through SurveyLA. Development began along this neighborhood commercial district in the 19th century and the commercial center expanded in the 1910s and 1920s. A majority of the remaining buildings date between 1923 and 1931.

Wilmington and Harbor City residents take pride in the community and embrace their historic foundation. The Community Plan seeks to protect and reinforce the character of many of Wilmington and Harbor City's significant historic places by encouraging the preservation and restoration of identified historic resources, while providing design guidance for new development to ensure that buildings are compatible with the visual character and architectural features of the Community Plan Area's distinct places.

LU GOAL 18

COMMERCIAL DISTRICTS THAT PRESERVE THE VARIED COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

LU 18.1

Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.

LU 18.2

Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.

LU 18.3

Protect architecturally distinctive residential neighborhoods, such as the Banning Park historic preservation neighborhood.

LU 18.4

Support the preservation of cultural and social resources as an enduring source of cultural and civic pride.

Harbor City Community

LU 18.5

Support efforts to preserve the potential historic resources in Harbor City identified through SurveyLA and future comprehensive historic survey efforts.

Wilmington Community

LU 18.6

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

LU 18.7

Support the rehabilitation and reuse of buildings with architectural character, especially within SurveyLA’s Avalon Boulevard Planning District.

PORT OF LOS ANGELES

The Port of Los Angeles has become heavily reliant upon Wilmington as a vital corridor for intermodal transportation of cargoes. Due to its location, Wilmington, and to a lesser extent Harbor City, are heavily dependent on the Port and port-related industries for their economic development and livelihood. Although the Port and related industries provide several economic benefits to these communities, it has also caused some environmental concerns. Residential areas in close proximity to the Port and port-related uses are impacted by air pollution and freight truck traffic.

The Community Plan seeks coordinated development, operations and vehicle circulation between Port-related

uses and neighboring communities, and promotes the provision of adequate buffers and transitional uses between sensitive land uses, and the Port and port-related uses.

LU GOAL 19

FUTURE DEVELOPMENT OF THE PORT OF LOS ANGELES IS COORDINATED WITH SURROUNDING COMMUNITIES TO MINIMIZE ADVERSE ENVIRONMENTAL IMPACTS, TO ACHIEVE EFFICIENT AND IMPROVED OPERATIONS, AND TO SERVE THE ECONOMIC NEEDS OF LOS ANGELES AND THE REGION.

LU 19.1

Foster a safer, greener port neighbor for Wilmington and Harbor City that provides jobs, commerce, and coastal recreational access for residents.

LU 19.2

Continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities with employment and workforce training priority given to residents of the Wilmington and Harbor City communities.

LU 19.3

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

LU 19.4

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

LU 19.5

Ensure that Port-related activities, land acquisition programs and mobility improvements are compatible with and beneficial in reducing environmental impacts

to surrounding communities, as well as beneficial to the Port.

LU 19.6

Ensure that the Port’s land acquisition and development programs in Wilmington include the development of adequate buffers, landscaping and transitional uses between the Port and the community.

LU 19.7

Support efforts to upgrade the vehicular and goods movement circulation system both internal and external to the Port to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert port-related traffic away from adjacent residential and commercial areas.

LU 19.8

Ensure the Port’s land acquisition and development efforts in Wilmington bring about the timely removal of undesirable activities and their replacement with uses consistent with Port development objectives and which enhance the physical, visual and economic environment of the community.

LU 19.9

Encourage the Port of Los Angeles to consider the relocation of port-related industrial uses to sites more remote from residential areas.

LU 19.10

Capitalize on improvements to the Wilmington Waterfront to support the creation of a “portside village” of commerce, recreation and tourism along Avalon Boulevard.

LU 19.11

Support efforts to “green the Ports,” including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.

LU 19.12

Coordinate with the Port’s waterfront redevelopment planning and recreational amenities to better serve the interests of the Wilmington Community, including waterfront access, jobs and quality of life.

COASTAL ZONE

Portions of Wilmington are located within the California Coastal Zone. Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people. The Coastal Act requires that local governments prepare a Local Coastal Program (LCP) for those parts of the Coastal Zone within its jurisdiction. This Community Plan provides policies that seek to guide development in a manner that achieves the goals of the Coastal Act.

The Coastal Zone area within Wilmington is predominantly industrial and contains port-related uses, oil-related sites, utility yards, and other industrial facilities. It also includes the Avalon Gateway and Promenade, which is an open space amenity that creates a direct link between the heart of Wilmington and the Wilmington Waterfront.

LU GOAL 20

A COASTAL ZONE AREA WITHIN WILMINGTON THAT IS ENVIRONMENTALLY SENSITIVE AND ALLOWS MAXIMUM USE FOR PUBLIC ACCESS AND RECREATIONAL ACTIVITIES, AS WELL AS OTHER COASTAL-DEPENDENT ACTIVITIES.

LU 20.1

Prioritize new development in the Coastal Zone that is coastal dependent or that provides for public recreation, outdoor educational programming and access to the coast.

LU 20.2

Discourage the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.

LU 20.3

Support the development of new and/or expanded industrial facilities sited and designed to provide

maximum open space, landscaping and a well maintained buffer area to minimize adverse impacts on surrounding properties.

LU 20.4

Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation and the California Coastal Act.

LU GOAL 21

WILMINGTON'S COASTAL ZONE IS A MODEL THAT EXEMPLIFIES THE BEST PRACTICES TO SUPPORT COASTAL RESILIENCY WHILE ADAPTING STRATEGIES TO SUPPORT A ROBUST CLEAN GREEN ECONOMY.

LU 21.1

Develop new building and design standards that support climate resilient development in Coastal Zone areas.

LU 21.2

Promote the clean-up of industrial land located within the Coastal Zone to improve water quality, remediate soil contamination and reduce air emissions.

LU 21.3

Evaluate sea-level rise assessment tools and implementation strategies that help support climate adaptation strategies.

LU 21.4

Consider public private and educational institution partnerships to continuously engage in research, modern technology tools, and best practices to support Coastal Zone areas.

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Chapter 3

ENVIRONMENTAL JUSTICE

Environmental justice is of prime importance in the Wilmington-Harbor City Community Plan Area and is especially salient because its residents have historically experienced disproportionate pollution exposure. Environmental Justice Communities are those communities that experience health and environmental disparities and have socioeconomic factors that make them more vulnerable to pollution. The Wilmington and Harbor City communities continue to confront various environmental and air quality challenges stemming from a number of industries including oil extraction, refineries, auto dismantling and open storage, as well as from mobile sources such as the use of railroads, freight truck traffic and port-related goods movement. The community has endured long-standing industrial-residential land use conflicts which have caused adverse environmental and visual impacts and contributed to negative effects on health and wellness.

ENVIRONMENTAL JUSTICE:

“The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies.”

Government Code Section 65040.12

Building upon the City’s Health Element - the Plan for a Healthy LA, the purpose of this chapter is to further contextualize policy guidance that addresses the intersection between land use, public health, and the environment from an equity lens. These goals and policies consider both existing land use conflicts and evolving land use planning priorities for the Wilmington and Harbor City communities.

Despite the challenges presented by residential and heavier industrial land use conflicts, primarily in Wilmington, there have been some important planning efforts such as the Clean Up Green Up Ordinance and the adoption of regulations that prohibit some open storage uses and limit cargo container stacking near residential neighborhoods. These efforts are the result of collaboration between city agencies and engaged community members and organizations that work tirelessly to bring about improvements to their community.

The Community Plan envisions a safer and cleaner environment for the Wilmington and Harbor City communities where industry and residential neighborhoods co-exist in a mutually beneficial way. While many of the existing industrial businesses may be sources of pollution, they also contribute to the local economy and job base. The Community Plan reinforces ongoing efforts to address past land use planning that enabled heavy/polluting industrial uses to operate in close proximity to residential areas through sensitive zoning, the creation of buffer zones, transition of heavier industrial land uses and more robust industrial development standards. The intent is to enable industrial businesses to continue to thrive in appropriate locations, but also operate in a way that minimizes adverse impacts to the community and the environment. The Community Plan also seeks to protect communities from noxious uses, encourage cleaner industrial uses, support community revitalization and beautification, and improve the overall quality of life. In addition, the Community Plan fosters a community where equitable public and community services are provided that contribute to and improve the health and welfare of the local community.

As discussed in Chapter One, Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as “disadvantaged communities,” and address them in their general plans. This chapter discusses the environmental conditions in Wilmington and Harbor City and provides goals and policies that guide land use decision making and programming priorities that can potentially reduce the exposure to pollution experienced by these communities.

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) identify the communities that are most affected by pollution through an online screening tool called CalEnviroScreen. CalEnviroScreen ranks census tracts based on environmental, health, and socioeconomic data from state and federal government sources. Areas referred to as disadvantaged communities represent the 25% most impacted census tracts with multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Identifying these areas is important for purposes of SB 1000, and also due to recently enacted laws that direct funding to these disadvantaged communities (SB 535 and AB 1550).

In April 2021, according to CalEnviroScreen, 19 out of 23 census tracts in the Wilmington-Harbor City Community Plan Area meet the criteria as disadvantaged communities. The CalEnviroScreen data indicates that Wilmington generally has worse public health factors and more social and economic disadvantages compared to California as a whole. The American Communities Survey indicates that in 2019, 91.6 percent of the Plan Area’s population were people of color compared

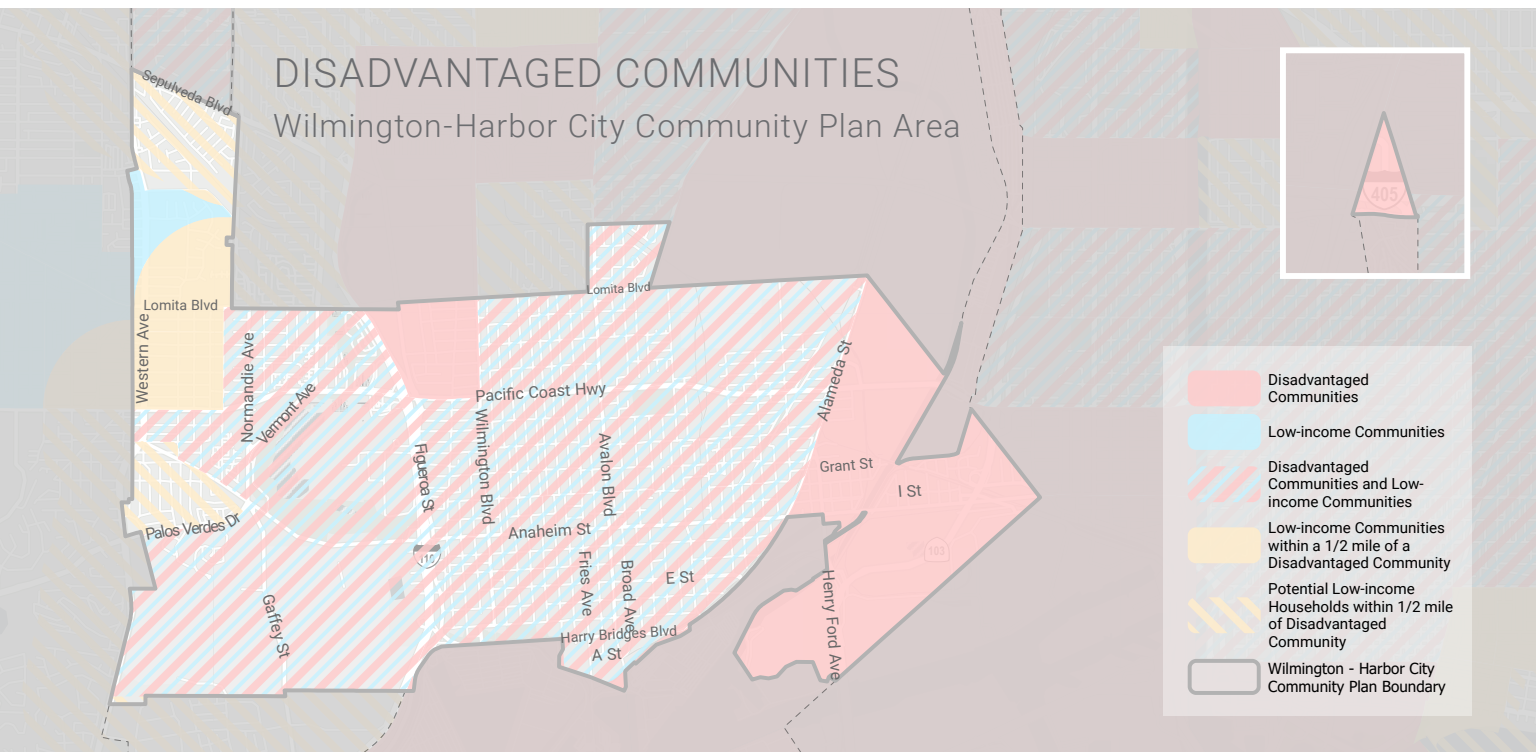
to 72 percent for the City. In addition, 18.9 percent were living below the poverty level compared to 18 percent for the City.

The CalEnviroScreen rankings for Wilmington range from 61% to 100%. Neighborhoods on the northern side of Harbor City ranked lower (0% to 60%) and are not considered disadvantaged communities, while areas in the middle and to the south ranked higher (61% to 80%). The map below shows the areas identified as disadvantaged communities in Wilmington and Harbor City.

WILMINGTON-CARSON-WEST LONG BEACH (WCWL) AB617 COMMUNITY

In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP) and selects high priority communities to participate in the program. The CAPP deploys community air monitoring and/or emissions reduction programs intended to improve air quality in the selected communities. Designated in 2018, Wilmington, is part of the Wilmington-Carson-West Long Beach (WCWL) AB617 Community. A Community Air Monitoring Plan (CAMP) and Community Emissions Reduction Plan (CERP) have been developed for the WCWL Community and are in the implementation phase.

<https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/communities/wilmington-carson-west-long-beach>



GOALS AND POLICIES

COMMUNITY PARTNERSHIP AND ENGAGEMENT

EJ GOAL 1

A COMMUNITY WHERE ALL PERSONS HAVE THE OPPORTUNITY TO PARTICIPATE IN THE DECISION-MAKING PROCESS THAT AFFECTS THEIR ENVIRONMENT.

EJ 1.1

Ensure appropriate opportunities are in place for all persons to participate in the land use decision-making process, including enhancing language access of planning informational materials to the extent possible.

EJ 1.2

Proactively and meaningfully engage the community in planning decisions that affect their health and wellbeing.

EJ 1.3

Foster opportunities for deep engagement, relationship building and collaboration with local Indigenous Peoples/Tribal Organizations to ensure planning efforts are responsive to the needs and aspirations of local Native American Communities.

EJ 1.4

Assist in connecting and supporting tribal relationships among other partner agencies, non-profits, and community groups to increase coordination and collaboration with tribes.

EJ 1.5

Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process.

EJ 1.6

Promote capacity-building and educational efforts to train planning staff to “meet people where they are” by collaborating with community-based organizations, community centers and traditionally underrepresented

populations to ensure authentic and meaningful participation in the land use decision-making process.

EJ 1.7

Coordinate pragmatic outreach efforts between City departments and agencies to capitalize on existing communication methods, such as utility bill mailers and public schools’ parent notification systems in order to reach as many community members as possible.

EJ 1.8

Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups or recreation centers to help increase public awareness and engagement in the planning process, particularly in communities with low public participation.

EJ 1.9

Prioritize the health, safety and needs of residents over special interests.

EJ GOAL 2

CITY PROVIDED IMPROVEMENTS AND PROGRAMS ARE PRIORITIZED FOR LOW-INCOME AND ENVIRONMENTAL JUSTICE COMMUNITIES.

EJ 2.1

Ensure that the City’s departments, including City Planning, prioritize the needs of environmental justice communities when developing their work plans wherein they allocate staff time and sustainable financial resources.

EJ 2.2

Encourage the development of initiatives that incentivize and promote greater access to essential goods and services, such as healthy food, mental health, self-care, and wellness programs (also see Health, Wellness and Sustainability subsection within this chapter).

EJ 2.3

Foster effective collaboration and coordination between City departments to more effectively respond to the needs of environmental justice communities with adequate resources and focused efforts and strategies.

HEALTH, WELLNESS AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health-friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and of the health of residents.

The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents. By directing new housing and commercial development around transit and commercial centers, the Community Plan will enable more residents to access businesses, fresh food, jobs, and schools as pedestrians, transit riders, bicyclists, users of all physical abilities and users of other modes of transportation such as: electric and portable wheelchairs, electric scooters, skateboarding and ridesharing. In addition, the Community Plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community. The Community Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

EJ GOAL 3 NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY.

EJ 3.1
Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality, encourage physical activity, and provide all residents with the opportunity to access good jobs.

EJ 3.2
Promote new development that integrates sustainable design, green building practices and technologies, green roofs, tree planting, photovoltaic panels, energy storage, low volatile organic compound (VOC) and renewable materials and other features that minimize health and environmental impacts and reduce the heat island effect and greenhouse gases.

EJ 3.3
Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high volume pedestrian corridor segments.

EJ 3.4
Encourage the use of native and drought-tolerant plants and permeable surfaces in all new development.

EJ 3.5
Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, such as insulation, reflective roofs, air sealing and upgrades to energy efficient appliances and heating equipment.

EJ 3.6
Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas, bioswales and/or raised planters, and incorporate measures to prevent runoff of hazardous materials.

EJ 3.7
Situating new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features, such as skylights, operable clerestory windows and integrated shading systems where possible.

EJ 3.8
Expand green spaces that include improved public amenities that facilitate outdoor activities such as sitting, strolling, and conversing, including seating for comfort and landscaping for shade and aesthetics.

EJ 3.9

Foster a walkable community that is universally accessible, safe and convenient, and that contains an integrated pedestrian system to promote active living, reduce vehicular conflicts and provide links within the community and to surrounding communities.

EJ GOAL 4

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSES EMERGING GREEN INDUSTRIES.

EJ 4.1

Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

EJ 4.2

Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

EJ 4.3

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

CLEAN-UP AND REMEDIATION

EJ GOAL 5

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

EJ 5.1

Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and sensitive

uses to minimize the negative environmental and visual impacts to the community.

EJ 5.2

Minimize residential-industrial land use incompatibilities, prevent the introduction of new heavy industrial uses and phase out existing heavy industrial uses adjacent to residential neighborhoods.

EJ 5.3

Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment and walkability and contain incompatible operations that spill over into residential neighborhoods.

EJ 5.4

Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential areas and support their removal on a scheduled basis.

EJ 5.5

Develop a program that provides relocation assistance and/or a phasing out strategy for incompatible, non-conforming commercial and industrial businesses located on residentially-zoned land.

EJ 5.6

Support the relocation of residential households within heavy industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

EJ 5.7

Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the Wilmington Clean-Up Green-Up requirements.

EJ 5.8

Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

EJ 5.9

Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

EJ GOAL 6

BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

EJ 6.1

Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

EJ 6.2

Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

EJ 6.3

Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

EJ 6.4

Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to grading and redevelopment activities to prevent the unintended release of contaminants.

EJ 6.5

Collaborate with residents, property owners, non-profit partners, local departments and state agencies to accelerate remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

LAND USE AND URBAN FORM

EJ GOAL 7

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND

WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

EJ 7.1

Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

EJ 7.2

Support the implementation of prevention measures and design features (e.g., sound walls) that proactively safeguard the community from exposure to noxious activities that emit odors, noise, dust, vapors and toxic or hazardous, substances and materials, and other hazardous nuisances.

EJ 7.3

Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

EJ 7.4

Expand the enforcement of existing regulations that prohibit cargo container storage yards near residential zones.

EJ 7.5

Prevent the expansion of existing or new cargo container storage yards, open storage and warehousing in close proximity to sensitive uses, including residential areas.

EJ 7.6

Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

EJ 7.7

Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

EJ 7.8.

Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

EJ 7.9

Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

EJ GOAL 8

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AND COMMERCIAL AREAS.

EJ 8.1

Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

EJ 8.2

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

EJ 8.3

Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

Wilmington Community

EJ 8.4

Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within the Wilmington Industrial Park and Alameda Corridor industrial area, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

EJ GOAL 9

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

EJ 9.1

Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

EJ 9.2

Allow the introduction of limited residential uses in hybrid industrial areas that are not directly adjacent to heavy industrial and heavy commercial uses and where existing environmental conditions would not be detrimental to public health.

PETROLEUM RELATED ACTIVITIES

The Wilmington-Harbor City Community Plan Area has the highest number of oil well sites within the City of Los Angeles and surrounding region and the Wilmington Oil Field is the third largest oil field in the contiguous United States. Wilmington has historically been a local hub of the oil industry, and many of the oil industries established in the 1920s remain in the

area to this day. The three existing refineries in the Community Plan Area along with the area's oil extraction and related activities contribute to the region's supply of petroleum products. Many of these sites are within industrial areas; however, numerous sites are located within residential neighborhoods. The Community Plan seeks to provide guidance that recognizes the reality of existing conditions from multiple perspectives, including the economic perspective but also provides hope for an improved balance between the provision of this resource and the health of the community, while advancing the City's goal of reducing the footprint of the oil and gas industry.

EJ GOAL 10

A HEALTHY AND LIVABLE COMMUNITY WHERE COLLABORATIVE EFFORTS TO REDUCE THE FOOTPRINT OF THE PETROLEUM INDUSTRY WITHIN THE COMMUNITY PLAN AREA ARE ADVANCED.

EJ 10.1

Support the expedited preparation of plans and programs for the abandonment, proper plugging and remediation of all oil-related sites, prioritizing sites in residential areas, consistent with State, County and City efforts to phase-out oil drilling and ensure that all existing oil well sites adhere to adopted amortization programs and prohibitions.

EJ 10.2

Collaborate with local oil operators, the California Geological Energy Management Division (CalGEM), and other relevant agencies to identify priority well sites for abandonment and site remediation, in particular low-producing or idle/inactive wells.

EJ 10.3

As technology and research evolve in this field, develop reasonable criteria based on best practices that help inform a limit, modification, or prohibition of new and expanded oil and gas facilities and extraction technologies within and adjacent to residential neighborhoods as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

EJ 10.4

Support meaningful community engagement to identify the appropriate reuse of properly abandoned and remediated oil well sites as neighborhood uses, such as community gardens or other neighborhood-serving uses.

EJ 10.5

Provide a program for the abandonment of drilling sites that are low-producing or idle, especially sites located within or near residential uses.

EJ GOAL 11

EXISTING OIL AND GAS EXTRACTION AND REFINERY ACTIVITIES THAT ARE PERFORMED WITH THE GREATEST REGARD FOR PUBLIC HEALTH, SAFETY AND WELFARE AND THE ENVIRONMENT.

EJ 11.1

Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

EJ 11.2

Consistent with existing zoning review practices, seek a high level discretionary review for any changes to existing oil and gas extraction sites, surface production facilities, refineries and related activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

EJ 11.3

Ensure that all existing uses that employ extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public health or the environment.

EJ 11.4

Support the requirement of detailed plans, which strive to prevent the release of chemicals into the groundwater or surrounding environment.

EJ 11.5

Support periodic review and reassessment of conditions and improvements to operations at existing oil-related sites, such as the installation of leak detection technology, installation of enclosures or other technologies that trap fugitive emissions and restricting hours of operation to reduce noise impacts, particularly near sensitive uses.

EJ 11.6

Recommend that emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire prevention protocol and emergency response plans exist prior to the issuance of any decision to approve any change to oil or gas extraction activities.

EJ 11.7

In coordination with the City's Petroleum Administrator, Climate Emergency Mobilization Office, and other city departments, collaborate to oversee the administration and assessment of existing oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

EJ 11.8

Evaluate best practices and data analysis that help determine the consolidation of surface oil extraction operations, the landscaping or improvement of existing oil well sites, and elimination of inactive and/or unneeded wells, to free land for other uses, increase compatibility between oil operations and other land uses, and improve the aesthetics and environment within the community.

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Metro Local
Harbor Gateway
Transit Center



www.metrotransit.com
(213, 310, 323 or 818) 808-2273

FALLAS



Chapter 4

MOBILITY & CONNECTIVITY

The Wilmington and Harbor City communities are envisioned to thrive with complete streets and an enhanced transit network providing safe and convenient multimodal options that are easily and universally accessible to all. The Community Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, open space, recreational facilities, and the Port of Los Angeles.

Wilmington and Harbor City are encompassed and shaped by human-made features, including freeways and wide boulevards that traverse much of the Community Plan Area. Generally, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to the major corridors of the Community Plan Area and several major routes connect to nearby industrial areas and the Port of Los Angeles. Although the Community Plan Area does not benefit from an extensive public transit network, several Local Bus Lines provide transit service, primarily along segments of Pacific Coast Highway, Anaheim Street and Avalon Boulevard, as well the Metro Silver Line with a station at the I-110 and Pacific Coast Highway.

This chapter provides goals and policies aimed at enhancing mobility and connectivity, improving the pedestrian experience along commercial centers, enhancing a multimodal transit system, maximizing public transit ridership and reducing noise and pollution from vehicular traffic. Due to its proximity to the Port of Los Angeles and its large industrial districts, the Plan also includes important policies that address goods movement that supports a healthy regional economy. A key goal is ensuring that goods movement and automobile

parking efficiently serves the needs of residents and businesses without compromising safety and mobility for pedestrians, bicyclists and transit users. The Plan also encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and the quality of life.

GOALS AND POLICIES

MC GOAL 1

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 1.1

Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons or persons with various physical abilities and vehicles.

MC 1.2

Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks, alleys and railroads, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 1.3

Encourage the installation and enhancement of existing sidewalks and roadways in areas where the streets are unimproved, are too narrow, or experience frequent seasonal and stormwater flooding.

MC GOAL 2

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 2.1

Encourage improved local and express bus service in Wilmington-Harbor City through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, Long Beach Transit, Torrance Transit and Gardena Transit) and with community input.

MC 2.2

Encourage the development of quality designed park-and-ride facilities that are strategically located near freeways, High Occupancy Vehicle (HOV) facilities and transit routes.

MC 2.3

Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

MC 2.4

Support the expansion, wherever feasible, of transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit-dependent population, including subsidized transit passes.

MC 2.5

Improve the travel experience for bus riders by ensuring bus stops are appropriately designed to provide sufficient shaded shelter, seating and public trash receptacles and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC GOAL 3

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 3.1

Encourage mixed-use developments that include units at low, very low, and deeply low affordability levels in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 3.2

Encourage employers and institutions to provide employee incentives, such as subsidized transit passes, for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking).

MC 3.3

Reduce automobile dependency by providing a safe and convenient transit system accessible to all, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emissions vehicles, such as electric and Neighborhood Electric vehicles (NEVs).

MC 3.4

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

MC 3.5

Encourage improvements to transit and public facilities that promote alternate power sources that meet low emissions standards, such as electricity, solar or alternative fuels.

MC GOAL 4

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL, AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION.

MC 4.1

Support the provision of bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods and employment centers, as well as important non-work destinations.

MC 4.2

Incorporate bicycle amenities (e.g., bicycle parking stations, lockers, changing rooms and showers) accessible to the public at low or no cost in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.

MC 4.3

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

MC GOAL 5

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 5.1

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

MC 5.2

Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways, particularly in areas with recurrent flooding.

MC 5.3

Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 5.4

Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians with secure and adequate sidewalks, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 5.5

Minimize conflicts between cars, buses, freight trucks and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Commercial Centers and Neighborhood Center Districts.

MC 5.6

Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.

MC GOAL 6

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY’S CHARACTER AND QUALITY OF LIFE.

MC 6.1

Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes, maintaining an adequate buffer between such uses and residential neighborhoods.

MC 6.2

Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 6.3

Ensure that commercial and industrial development has adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles, while maintaining and enforcing idling restrictions in both industrial and residential areas.

MC 6.4

Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement.(see also MC 7.7)

MC 6.5

Support environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes.

MC 6.6

Encourage new construction and installation of Zero Emission Vehicle (ZEVs) infrastructure for freight trucks within **Production and Industrial Land Uses** to support the reduction of Greenhouse Gas emissions and improve air quality.

MC 6.7

Prevent the over concentration and siting of new commercial (i.e. drayage trucks, freight trucks, etc.) fueling stations and electric charging facilities in close proximity to sensitive uses, including residential areas. An appropriate buffer should be maintained.

MC GOAL 7

A PARKING SUPPLY THAT IS EFFICIENT, SERVES ECONOMIC DEVELOPMENT AND FACILITATES ALL MODES OF TRANSPORTATION.

MC 7.1

Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 7.2

Support parking management through Transportation Demand Management (TDM) strategies in areas of high demand.

MC 7.3

Support the development of City-owned or other parking structures that are accessible to all and integrate sustainable design (i.e., solar panels and LID features), where appropriate, to accommodate commercial parking needs and prevent parking impacts to adjacent residential neighborhoods and discourage surface parking lots.

MC 7.4

Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 7.5

Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 7.6

Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 7.7

Support the implementation and continuous evaluation of the Los Angeles County Strategic Good Movement Arterial Plan (CSTAN) network that helps to assess and inform improved trucking routes and designated areas for truck traffic. (see Implementation Program #P27)

MC 7.8

Encourage new construction projects to include charging stations to accommodate Zero Emissions Vehicles (ZEVs) and/ or Plug-in Electric Hybrids Vehicles (PHEV) in new public and private development.

MC 7.9

Encourage new commercial and retail developments to provide prioritized parking for shared vehicles (i.e. carpooling), electric vehicles and vehicles using alternative fuels.



Image: S. Singh

Chapter 5

PUBLIC REALM & OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and higher quality of life. Although new opportunities for traditional parkland and open space are rare, there are ample opportunities for the provision of shared public spaces, such as plazas, greenways, community gardens, and enhanced pedestrian paths. One of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as Wilmington's Annual Art Walk on Avalon Boulevard.

Through the community outreach process, the need for additional parkland was identified in the Wilmington-Harbor City Community Plan Area, despite the presence of several park and recreational areas throughout the community. The largest park that serves the community is the Ken Malloy Harbor Regional Park at approximately 231 acres. The park features Machado Lake, playgrounds, picnic areas, fitness area and walking paths and has important ecological areas that provide habitat for many native animals and plants. Two new public open spaces were developed by the Port of Los Angeles to connect the Wilmington community to the waterfront and enhance opportunities for public access and enjoyment of the Wilmington waterfront. Construction of these open spaces began in 2021. The project includes the nine-acre Wilmington Waterfront Promenade that transformed an underutilized industrial area adjacent to Banning's Landing Community Center into a park featuring a promenade, public pier and dock, restrooms, and a playground. The four-acre

Avalon Promenade and Gateway includes a pedestrian bridge over freight rail lines that links the two park spaces. Other important parks in the Community Plan Area include Banning Park, Wilmington Waterfront Park, Will Hall Park, Harbor City Park, Harbor Park Golf Course, Wilmington Town Square Park, and the East Wilmington GreenBelt Park. In the Wilmington-Harbor City Community Plan Area, there are also important open space areas separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Such lands include a portion of the U.S. Naval Reservation, the Wilmington Athletic Complex and the historic Wilmington Cemetery.

The Community Plan provides policies that seek to improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment contributing to the vibrancy of Wilmington and Harbor City. The Plan also promotes a system of safe, well-maintained and connected parks, open space, and recreational facilities and identifies opportunities to expand the amount of high quality public spaces. It also supports efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways. By broadening the application of public realm and open space strategies to include major streets, the Los Angeles River, and local cemeteries, the Plan envisions a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

PO GOAL 1

A COMMUNITY WITH ADEQUATE OPEN SPACE, RECREATIONAL AND PARK FACILITIES THAT SERVE EVERY NEIGHBORHOOD IN WILMINGTON AND HARBOR CITY.

PO 1.1

Develop new community, neighborhood and pocket parks to increase parks and open space that are equitably distributed throughout Wilmington and Harbor City, engaging the community and surrounding residents.

PO 1.2

Prioritize the provisions of new parks, including skateparks, and recreation facilities in areas with the greatest need.

PO 1.3

Pursue opportunities to establish new public parks, cooling centers and resilience hubs through partnerships involving state and local agencies, and community-based organizations.

PO 1.4

Repurpose vacant or underutilized lots, including decommissioned railroad rights-of-way and properly plugged oil well sites, for parks and open space and ensure that each site is properly cleaned up.

PO 1.5

Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 1.6

Foster a high quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as drinking fountains and restrooms that are maintained in good condition.

PO 1.7

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 1.8

Support funding for recreational programming and access to arts, culture and education and ensure the safety and accessibility of parks by their users, particularly families with children and senior citizens.

PO 1.9

Ensure that parks are safe and accessible for all users, particularly families with children and senior citizens, and are adequately illuminated and secured for safe use in the evenings.

PO 1.10

Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 1.11

Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO 1.12

Promote an integrated system of bicycle trails in Wilmington and Harbor City that connects park and open space facilities with the local and regional system.

PO 1.13

Improve the accessibility of the Wilmington Cemetery and support the enhancement of the cemetery with walking paths for visitors.

PO 1.14

Support the expansion of existing facilities and the acquisition of new sites that are planned and designed to minimize the displacement of housing and the relocation of residents.

PO GOAL 2

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 2.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, lighting, landscaping, wayfinding, and other desirable features that create walkable, pleasant environments.

PO 2.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 2.3

Encourage new large scale development to provide public open space that includes community input to inform the design of amenities, including shaded areas and a seamless transition into the public realm.

PO 2.4

Design plazas and other open spaces as communal gathering places that provide opportunities for markets, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 2.5

Facilitate the integration of public art projects and cultural programming into public spaces to reinforce community character.

PO 2.6

Enhance tree planting and sustainable landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy

PO GOAL 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVED

IN A NATURAL STATE, FOR THE PROTECTION OF PLANT AND ANIMAL SPECIES, AND FOR PUBLIC ENJOYMENT.

PO 3.1

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

PO 3.2

Promote urban trails and paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3

Protect and preserve the habitat of the unique and/or endangered species of animals and plants that reside in Harbor Regional Park and U.S. Defense Fuel Depot.

PO GOAL 4

A COMMUNITY WITH AN AMPLE URBAN FOREST THAT IMPROVES THE ENVIRONMENT, ENHANCES AESTHETICS AND CREATES A SUSTAINABLE MICROCLIMATE.

PO 4.1

Facilitate the planting and maintenance of appropriate street trees, which provide shade and scale to residential and commercial streets in all neighborhoods.

PO 4.2

Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry goals.

PO 4.3

Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority, and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 4.4

Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

PO GOAL 5

AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 5.1

Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 5.2

Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat island effect.

PO 5.3

Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 5.4

Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.



KEN MALLOY HARBOR REGIONAL PARK & MACHADO LAKE

The Ken Malloy Harbor Regional Park has a fascinating history. In the early days it was home to Native American villages. Today, the park is a safe haven for over 300 species of migratory birds. At approximately 231 acres, Harbor Park, as it's commonly known, features expansive grassy areas, playgrounds, picnic areas, bike path, fitness area and walking paths. The park also contains important ecological areas that provide habitat for many native animals and plants. Many varieties of birds can be seen in the park including Snowy Egrets, Herons, Geese, and Ducks. The 45-acre Machado Lake is at the heart of the park and has several observation decks along its perimeter. The lake was home to Reggie the alligator - a local news sensation that evaded capture from 2005 to 2007. Since his capture, Reggie has been at the Los Angeles Zoo.

The natural land area that is now Harbor Park was acquired by the City of Los Angeles in the 1950s in order to preserve it as open space. The effort to preserve this natural open space was led by environmentalist Ken Malloy. Originally known as Harbor Park, the park was renamed for Malloy in 1992. After decades of deterioration, the park underwent a major restoration, which was completed in 2017. Though some of the park's natural areas and native trees are gone, it still retains a significant amount of natural habitat and wetlands.



JOE BUSCAINO
COUNCILMAN 15TH DISTRICT
WILMINGTON
DISTRICT OFFICE

F ST
100 E

Metro
246

DASH

AMBRO COFFEE

LOWEST

PIZZA

Chapter 6 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for Wilmington and Harbor City. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City’s school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Wilmington-Harbor City Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District (LAUSD), water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for

discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Wilmington and Harbor City; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan

Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Wilmington and Harbor City. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Wilmington and Harbor City have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Wilmington and Harbor City is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision

maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the Los Angeles Municipal Code (LAMC). Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Wilmington and Harbor City. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e., P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LAHD - Los Angeles Housing Department
BOE - Bureau of Engineering	LA-DLA - Los Angeles Designated Local Authority
BOS - Bureau of Sanitation	LADBS - Los Angeles Department of Building and Safety
BSS - Bureau of Street Services	LADOA - Los Angeles Department of Aging
CalEPA - California Environmental Protection Agency	LADOT - Los Angeles Department of Transportation
CalGEM - California Geologic Energy Management Division	LADWP - Los Angeles Department of Water and Power
CalHFA - California Housing Finance Agency	LAFD - Los Angeles Fire Department
CalTrans - California Department of Transportation	LAFPC - Los Angeles Food Policy Council
CAO - City Administrative Officer	LAHD - Los Angeles Housing Department
CARB - California Air Resources Board	LAPD - Los Angeles Police Department
CD - Council District	LAPL - Los Angeles Public Library Development Department
CDD - Community Development Department	LAUSD - Los Angeles Unified School District
CoDRP - County Department of Recreation and Parks	METRO - Metropolitan Transit Authority
DCP - Department of City Planning	NC - Neighborhood Council
DOD - Department on Disability	OHR - Office of Historic Resources
DPW - Department of Public Works	OPA - Office of Petroleum Administrator
DPSS - Department of Public Social Services	POLA - Port of Los Angeles (Harbor Department)
DTSC - Department of Toxic Substance Control	RAP - Recreation and Parks
EMD - Emergency Management Department	SAN - Bureau of Sanitation
EWDD - Employment and Workforce	SCAG - Southern California Association of Governments
FHWA - Federal Highway Administration	SCAQMD - South Coast Air Quality Management District

**Please visit www.lacity.org for the most recent and updated City departments.*

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P1.	Affordable Unit Inventory-Measure JJJ: The Los Angeles Housing Department (LAHD) will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU4.1, LU4.2	LAHD
P2.	Neighborhood Services: The new Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties.	LU3.2, LU5.5	DCP
P3.	Sidewalk and Park Vending Program: Bilingual advisors at EWDD's BusinessSource Centers provide free assistance to prospective sidewalk vendors to secure the StreetsLA and other required permits to sell food or merchandise on City of LA sidewalks and City parks.	LU5.8	EWDD, LADPH
P4.	Survey LA Planning District: The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Wilmington and Harbor City, including the Avalon Boulevard Commercial Planning District. The Plan applies the Character Frontage District of the new Zoning Code to the Avalon Boulevard Commercial Planning District in order to preserve and enhance the corridor's historic character and unique buildings.	LU18.7	DCP

Program Number	Description	Policy Reference	Coordinating Agency
P5.	Tenant Protection Programs: The Los Angeles Housing Department (LAHD) manages housing units subject to the Rent Stabilization Ordinance, the Tenant Habitability Program and provides eviction and relocation assistance. LAHD will continue to develop greater tenant protections consistent with the City's Housing Element.	LU4.1, LU4.3	LAHD

Environmental Justice

P6.	Brownfields Identification: The Los Angeles Department of Sanitation (LASAN) has partnered with the Department of City Planning in an effort to complete an environmental remediation needs assessment for targeted areas in Wilmington and Harbor City that are proposed to transition from industrial to other specified land use designations. The assessment will provide Phase I environmental analysis for properties within the study area and identify the potential need for further environmental analysis and remediation.	EJ6.2, EJ6.4, EJ6.5	LASAN, DCP
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P7.	Clean Up Green Up Implementation: The CUGU ordinance established standards and regulations to reduce cumulative health impacts resulting from incompatible land uses. It also established an ombudsperson position within LASAN to help local businesses access financial and technical support to improve their operations; assist small businesses navigate the permitting processes and comply with regulatory standards, and respond to community complaints about nuisance businesses.	LU9.5, EJ5.7	LASAN, DCP
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P8.	LA's Green New Deal-Sustainable City pLAN: Consistent with the City's Green New Deal, the Community Plan supports the pLAN's vision, goals and initiatives aimed at improving the environment, economy and health of communities, as well as by focusing development opportunities for affordable housing near transportation nodes.	LU7.3, LU17.2, EJ3.2	Mayor's Office, DCP
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P9.	Low Impact and Healthy Development: The City's Low Impact Development (LID) ordinance is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution. LID comprises a set of site design approaches and Best Management Practices (BMPs). The LID Handbook is a resource developed to assist developers in complying with LID requirements. In addition, the City's Healthy Buildings, Healthy Places program will provide site and landscaping standards that focus on making buildings safer and more comfortable places to live, work and recreate.	EJ3.4, EJ3.6	LADBS
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Program Number	Description	Policy Reference	Coordinating Agency
Mobility and Connectivity			
P10.	Metro's Reduced Fare Programs: The Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by Metro provide fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible participants include low-income riders, students, seniors and persons with disabilities.	MC2.4, MC3.2	METRO
P11.	Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU19.7, MC6.4, MC7.7	METRO, LADOT, Caltrans, LAPD
P12.	Safe Routes to School: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Wilmington and Harbor City.	MC5.6	LADOT, LAUSD, Caltrans, METRO
Public Realm and Open Space			
P13.	People Street Pedestrian Plazas and Parklets: Encourage partnerships between LADOT and community groups or businesses in Wilmington-Harbor City to apply for Plaza or Parklet projects that enhance economic activity and social life and strengthen community identity.	LU15.4, PO2.2, PO2.4	LADOT

FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use and Urban Form			
P14.	Anti-Displacement Programs: Coordinate with LAHD to develop anti-displacement strategies that further Citywide Housing Priorities through implementation of programs such as, local tenant/community opportunity to purchase (TOPA/COPA). Explore funding sources, including grants and loans, to assist tenant and community based organizations purchase multi-family buildings.	LU4.1, LU4.2, LU4.3	LAHD
P15.	Business Incubators and Worker Cooperatives: Provide incentives and identify potential funding sources for the development of community-based commissary kitchens and business incubators to help emerging small businesses, startups and individuals to develop and grow their business. Coordinate with agencies such as the EWDD and Mayor’s Office of Sustainability to identify a role for worker cooperatives in an equitable and sustainable Los Angeles economy.	LU5.7, LU9.2, LU9.4	EWDD, Mayor’s Office
P16.	Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and Harbor College for student participation in business apprenticeship and internship programs, as well as work with the LAUSD’s Mentorship Programs.	LU6.4, LU10.4, LU19.2	EWDD, LAUSD
P17.	Downtown Wilmington and Waterfront Connections: Partner with the Port of Los Angeles and Wilmington Chamber of Commerce to shape and revitalize Avalon Boulevard; to enhance the pedestrian experience and business activity along the commercial corridor; and to foster a connection to the Wilmington Waterfront.	LU5.12, LU5.13, LU5.14, LU19.10	POLA, CDD, EWDD

Program Number	Description	Policy Reference	Coordinating Agency
P18.	Economic Development/Revitalization: Partner with the City Council, Mayor’s Office, EWDD and other relevant agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial centers in Wilmington and Harbor City in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.	LU5.2, LU5.3, LU5.9, LU5.11, LU9.4, LU10.3, LU10.5	EWDD, CDD, CD15
P19.	Entertainment and Sit-Down Restaurant Attraction: Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA’s commercial districts.	LU5.1, LU5.2, LU5.3, LU5.7, LU5.9, LU5.11	EWDD, CDD, CD15
P20.	Housing for Multigenerational Families and Households: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of family size units (2-3 bedrooms) in new development to meet the needs of the community.	LU1.6, LU1.7, LU1.8	LAHD
P21.	No Net Loss Program: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU4.1, LU4.2, LU4.3	LAHD, CD15, City Attorney
P22.	Revocation Process: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	LU3.1, EJ5.3	DCP
P23.	Right of Return: Explore the creation of a Citywide first right of refusal program to ensure that tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement housing units.	LU4.3	LAHD

Program Number	Description	Policy Reference	Coordinating Agency
P24.	Small Business Assistance Programs: Continue to promote agency programs that assist small business owners and local entrepreneurs, such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU5.6, LU5.7, LU5.12, LU9.2, LU9.4	CAO, EWDD
P25.	Supportive Housing: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness and housing insecurity.	LU1.12, LU1.13, LU1.14	LAHSA
P26.	SurveyLA Eligible Historic Resources: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Wilmington and Harbor City identified in the findings of the Los Angeles Historic Resources Survey.	LU18.2, LU18.4, LU18.5, LU18.6	OHR
P27.	Use of Vacant Lots: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	P01.4, P05.1	CAO, Mayor's Office

Environmental Justice

P28.	Brownfields Remediation: Encourage the remediation and redevelopment of existing brownfields throughout the Community Plan Area through the City of Los Angeles' Brownfields Program and identify additional funding sources for site remediation activities such as the remediation programs under the RCRA (Resources Conservation and Recovery Act), the CERCLA/Superfund and non-profit groups.	EJ6.1, EJ6.2, EJ6.3, EJ6.4, EJ6.5	LAPW, BOS
P29.	Code Enforcement: Identify funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.	LU1.11, EJ7.4, EJ8.4, MC6.3, MC6.4, MC7.6	LADBS

Program Number	Description	Policy Reference	Coordinating Agency
P30.	Cultural Historic Context: As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR
P31.	Emergency Preparedness: Establish coordination between EMD, FIRE, LADOT, and LAPD regarding emergency preparedness, community awareness workshops and drills to supplement the City's Ready Your LA Neighborhood (RYLAN) Program. The City's RYLAN program was developed to help families and neighborhoods prepare for disasters. RYLAN provides the steps to take immediately after a disaster to help keep neighborhoods safe.	EJ11.6	EMD
P32.	Incentives for Emissions-Reducing Uses: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks.	LU 21.2, EJ 3.2, EJ 4.2, EJ 7.3, MC 6.6	DCP, Mayor's Office
P33.	Language Access Plan: Pursuant to Executive Directive No. 32 (Dec. 2021), the City is in the process of preparing a language access plan, known as the Inaugural Plan, to set the foundation for a citywide language access program and serve as a model for City Departments. In advance of this plan, the City Planning Department has developed an internal language access guide for planning staff to ensure the public has equitable access to planning processes and information and will continue to evaluate language access needs across all communities.	EJ1.1	DCP
P34.	Multicultural History Training: Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.	LU18.2, LU18.4, EJ1.3, EJ1.5	OHR

Program Number	Description	Policy Reference	Coordinating Agency
P35.	Non-Conforming Industrial Uses: Work with Council District 15 to create a relocation program and secure funding to assist non-conforming industrial businesses located within residential neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of a site in an industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.	LU19.9, EJ5.1, EJ5.2, EJ5.5, EJ5.6	CD15, POLA
P36.	Oil District Amendments: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/or prohibit existing operators from using new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health and the environment (in addition to noise, water quality and geologic impacts) and to further address community concerns.	EJ11.3, EJ11.4, EJ11.5	OPA, DCP
P37.	Phase-Out Plan for Oil Operations: Ensure coordination between the City, petroleum operators, CalGEM and other applicable local government agencies to develop a program for the phase-out of oil and gas extraction and related operations and the scheduled abandonment of oil wells, in particular those located within residential neighborhoods.	EJ10.1, EJ10.2, EJ10.3	OPA, DCP, CalGem
P38.	Service Planning Area 8: Develop partnerships to ensure coordination with the Los Angeles County Department of Public Health’s efforts to promote health and well-being through targeted population-based interventions and service operations that improve health and quality of life, and reduce health disparities for Service Planning Area 8, which serves the communities of Harbor City and Wilmington.	EJ2.2	LADPH
P39.	Tribal Resources and Liaisons: Crosstrain and collaborate with the County of Los Angeles Regional Planning Department to share tribal resources that help to build respectful relationships with Tribes. Request funding for staff training that can lead to the establishment of Tribal liaisons.	EJ1.3, EJ1.4, EJ1.5	DCP

Program Number	Description	Policy Reference	Coordinating Agency
P40.	Trucking Industry Resource Guide: Coordinate with POLA to explore the creation of a local resource guide that new and existing warehouse and industrial business operators can provide to truck drivers to limit truck intrusion into off-route areas. The resource guide can include information on the closest fueling and charging stations, truck repair facilities, as well as food and lodging.	EJ7.4, MC6.4	POLA
P41.	Mapping: Continue to Collaborate with Cal-EPA and DTSC to update Zoning Information Files (ZI) for brownfields and hazardous waste/ border zone property ZI's with appropriate state codes and contact information.	EJ6.2, EJ6.3 EJ6.4, EJ6.5	DCP, Cal-EPA, DTSC
P42.	Abandoned Oil Well Clean-up/Transition: Encourage abandoned oil well site clean-up to transition into a community serving uses such as community gardens, plazas or parks.	EJ10.4	DCP, CD15

Mobility and Connectivity

P43.	Alternative Fuel Vehicles: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	MC1.5; MC1.6	Mayor's Office
P44.	Clean and Safe Railroads: Encourage coordination between public and private entities responsible for the safety and maintenance of the railroad rights-of-way, particularly along Alameda Street in order to improve safety, as well as beautification of the corridor.	MC1.2, P01.4	LADOT
P45.	Pedestrian and Transit Amenities: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance and that are ADA accessible or compliant at all bus stops on arterial streets, as funding permits.	MC2.3, MC2.5	METRO, LADOT
P46.	Safe School Routes: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.	MC5.6	LAUSD

Program Number	Description	Policy Reference	Coordinating Agency
P47.	Traffic Calming: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of “through traffic” by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)	LU15.10, MC6.4	LADOT
P48.	Truck Traffic Control Measures: Partner with the Los Angeles Department of Transportation and Council District 15 on a pilot program to install traffic control measures at key locations in Wilmington to prevent freight truck intrusion into residential neighborhoods and ensure that trucks utilize appropriate truck routes. In addition, collaborate on the implementation of feasible traffic control measures based on the recommendations of the SCAG Freight Mitigation Study and other transportation studies.	MC6.4	LADOT, DCP, CD15
P49.	Major Street Improvements. Partner with the Los Angeles Department of Transportation, Federal Highway Administration and elected officials to secure funding for major arterial street improvements through policy and programming along truck routes.	MC6.1, MC6.2, MC6.4	DOT, CD 15, FWHA

Public Realm and Open Space

P50.	Clean Neighborhoods: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks, alleys and railroads clean and free of trash and debris.	MC1.2, MC5.4	BSS
P51.	Great Streets Initiative: Pursue the designation of Avalon Boulevard as a Great Street in order to implement the program’s strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.	LU5.12, LU5.13, LU19.10, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	Mayor’s Office
P52.	Joint Use of Recreational Facilities: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Wilmington and Harbor City, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Wilmington and Harbor City.	PO1.12	LAUSD, RAP

Program Number	Description	Policy Reference	Coordinating Agency
P53.	Neighborhood Green Streets: Prioritize funding to develop a network of well landscaped pedestrian routes along Wilmington and Harbor City's less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, and the Wilmington Waterfront.	MC1.1, MC5.1, PO2.1, PO2.6, PO4.1	LADOT, BSS
P54.	Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements at Wilmington's Central Business District along Avalon Blvd, Belle Porte Ave's neighborhood commercial area, and Harbor City's commercial center along Pacific Coast Highway. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.	LU5.10, LU5.13, MC5.4, MC5.5, PO2.1, PO2.6, PO4.1	LADOT
P55.	Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces: Pursue conversions of former CRA-owned and surplus City-owned property, abandoned rail lines, and other underutilized easements in Wilmington and Harbor City for community uses incorporating bike and pedestrian paths, greenways, community gardens or park space.	MC5.1, PO1.4, PO1.5	RAP



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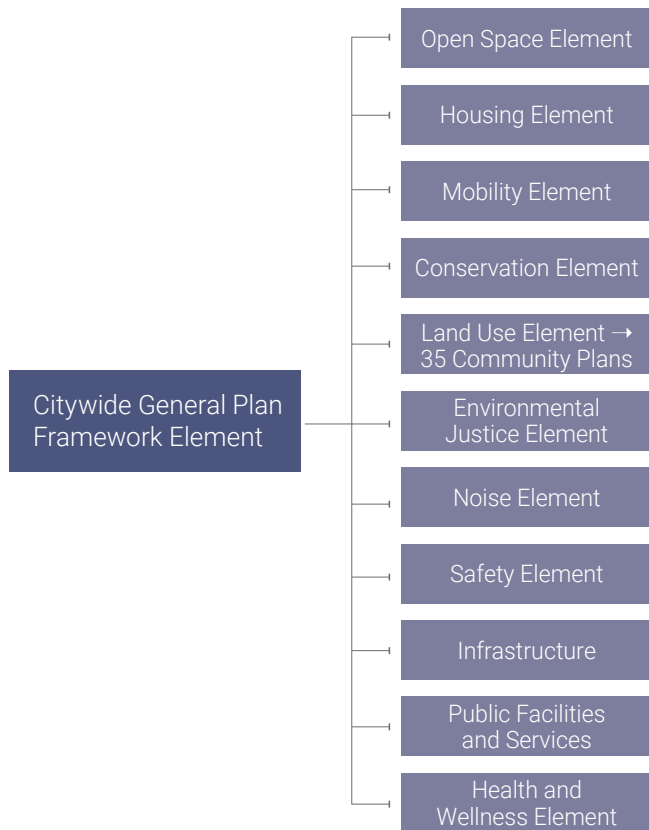
Appendix A:
**RELATIONSHIP
TO OTHER
PLANS**

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

The City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defines to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City’s achievement of the Plan’s five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Wilmington-Harbor City Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 4 of the Wilmington-Harbor City Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Wilmington-Harbor City Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Wilmington-Harbor City Community Plan are described below.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Wilmington-Harbor City Community Plan Area is served by Metro's Silver Line with one station located on the I-110 Freeway at Pacific Coast Highway. The Silver Line connects El Monte, Downtown LA and San Pedro. It travels on the I-10 Freeway between El Monte and Downtown LA and travels on the I-110 Freeway between Downtown LA and San Pedro. Metro operates four additional bus lines in the Wilmington-Harbor City Community Plan Area.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a \$20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 13 schools in the Wilmington-Harbor City Community Plan Area. Of these schools, 9 are elementary (K-5), one is middle (6-8), two are SPAN (K-8), and one is high school (9-12).