

The Regional Planning Commission
320 W Temple Street
Los Angeles, CA 90012

July 15, 2019

Electronic Transmission of one [1] page to rruiz@planning.lacounty.gov

Reference: Project No. 2017-005014-(5)
Advance Planning Case No. RPPL2019003022's

Honorable Commissioners;

The Acton Town Council has reviewed the staff report prepared for the referenced Planning Case and notes some irregularities. First, the staff report asserts that the drive through structures present at several existing businesses in Acton are non-conforming structures, and thereby concludes that there is a 20-year (minimum) amortization period for removing these structures. However, and as the Acton Town Council has previously explained to the Department of Regional Planning, it is not our objective that these existing drive-through structures be removed; to the contrary, we have merely asked that they timely obtain a Conditional Use Permit so that they can remain in operation in accordance with the Rural Commercial Zoning Ordinance. Second, and as clearly set forth in Table 22.24.030-B of the County Code, only "drive-through *services*" are nonconforming without a CUP, not "drive-through *facilities*". In other words, according to the County Code, only drive-through **uses** were rendered non-conforming when the Rural Commercial Zoning Ordinance was adopted, not drive-through structures. The ATC sees nothing in the code that renders the existing drive-through *structures* to be non-conforming (particularly since they meet all setback and height requirements, and all businesses except the Shell meet the architectural style requirements). Finally, the ATC points out that the "path" for converting the existing non-conforming uses at the existing Jack in the Box, McDonalds, and Shell businesses into conforming uses is merely to obtain a Conditional Use Permit for these uses; Section 22.172 of the County Code sets forth a 5-year period amortization period for such actions.

Other than the matters addressed above, the Acton Town Council has no concerns with the proposed revision to the Acton Community Standards District.

Sincerely;

Jeremiah Owen
President;
The Acton Town Council

From: [Gary Lubben](#)
To: [DRP AV Community Standards Districts](#)
Subject: Acton Community Standards District
Date: Monday, September 23, 2019 11:05:38 AM

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I realize that I have waited too long to respond to the request for community input for the Acton CSD, but I wanted to at least make a last effort to be heard. We are 18 year Acton residents, we built our custom home, and I am a Real Estate Broker and past President of the Chamber of Commerce here.

During these years I tried to be a part of the Town Council but could not be a part of something so one sided. My main concern now is that a small number of vocal and influential residents are trying to shape Acton into their view of what it should be and I do not believe that model is healthy for us.

Information provided to the County a couple of years ago about how residents wanted to see our community grow was based on a local survey posted in a community publication. There were questions about business growth, mostly about fast-food restaurants and “Drive-Throughs”. I tried to respond but the survey was so one-sided it was impossible to answer any of the questions with a dissenting opinion.

Any data from that survey is totally biased and useless.

My position is that Acton is by definition a Transportation Corridor (Truck Stop, Freeway, Train Station, and possible High-Speed Rail) and it will always be that way. The development of Commercial Property in this corridor is nearly impossible due to misleading community input and dissenting views of a minority.

The result I see from this is that owners of Commercial Property that can't get approval to build are resorting to turning their land into Storage Lots for just about everything. Soon, I fear, Acton along Sierra Hwy., will begin to look like Sierra Hwy. in Santa Clarita (all storage, repair, and heave equipment repair businesses).

This town will basically be divided by a rust belt of storage and other non-tax revenue producing activities.-

Lastly, the idea of not allowing businesses with Drive-Throughs is archaic. There are hundreds of families in Acton with small children, retirees, and disabled vets that can benefit from the ease of using a drive-through for food, medicine, banking, and anything else that makes sense. Dis-allowing a restaurant because it has a drive-through is basically inconsistent with modern life and narrow minded.

A real, unbiased, survey would shed light on many of the ways we can grow and still keep Acton as Rural as possible. I'll bet the High School could provide the resources to develop and conduct such a survey.

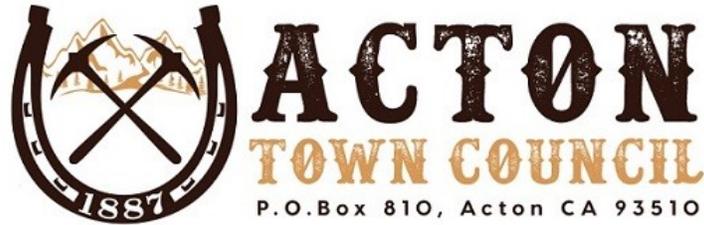
Because we are a Transportation Corridor businesses with visibility form the freeway will

always attract some traffic and I think we need to embrace the opportunity to provide profit based business that generate tax revenue. An example of good use of tax dollars would be to build a brick & mortar high school and get rid of the prison-like school we now have.

Gary H. Lubben

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The Board of Supervisors
County of Los Angeles
500 W Temple Street
Los Angeles, CA 90012

September 23, 2019

Electronic Transmission of two [2] pages to:

ExecutiveOffice@BOS.LACounty.gov

PLEASE CONFIRM RECEIPT

Subject: Acton Town Council Comments on Proposed Amendment to the Acton
Community Standards District

Reference: Project No. 2017-005014-(5)
Advance Planning Case No. RPPL2019003022's

Honorable Supervisors;

The Acton Town Council has reviewed the Board's "hearing package" prepared for the referenced Planning Case, and we note that the letter submitted by the ATC on July 17, 2019 regarding this matter was inadvertently omitted from the package (perhaps because the ATC letter was submitted rather late that day). In any event, we are including our July 17 letter with this submission, and we respectfully request that you factor this letter into any decision that you make on this matter.

Additionally, the ATC has discussed the proposed CSD revision ordinance with County staff, and we would like to take this opportunity to articulate our understanding of the intent of this ordinance and (more importantly) the activities that will ensue after it is approved. It is our understanding that:

- The proposed CSD revision ordinance pertains solely to the five drive-through facilities on Sierra Highway that are identified on page 4 of the "hearing package" staff report because they are deemed to be "existing drive-through establishments" (see Finding No. 10 of the Planning Commission's resolution). Accordingly, only the infrastructure and facilities that were either existing or were in a "state of approval" as depicted on "site plan" records maintained by the Department of Regional Planning's as of July 6, 2018 (when the CSD revision to prohibit new drive-throughs in Acton came into effect) are "captured" by the proposed CSD revision.

- The proposed CSD revision ordinance does not pertain to, authorize, or establish any "drive through" infrastructure in Acton other than the five "existing" establishments addressed in item 1 above.
- Material changes to the 5 "existing" establishments addressed in item 1 above are not authorized or "covered" by the proposed CSD revision ordinance.

The Acton Town Council seeks to ensure that we properly understand the purpose, scope, and extent of the proposed CSD revision ordinance, therefore we respectfully request that the County confirm that the above "bullet points" are correct. If there is any error in our understanding, please provide clarification as quickly as possible.

Sincerely;



Jeremiah Owen
President;
The Acton Town Council

Cc: Edel Vizcarra; Planning Deputy for Supervisor Barger [EVizcarra@bos.lacounty.gov]
Mark Herwick; Department of Regional Planning [MHerwick@planning.lacounty.gov]
Richard Marshalian; Department of Regional Planning [RMarshalian@planning.lacounty.gov]