Proposed

Santa Monica Mountains Local Coastal Program Coastal Zone Plan

A Component of the Santa Monica Mountains Local Coastal Program

September 2007

County of Los Angeles
Department of Regional Planning

General Plan Amendment
No. 200600008
Actions:
Adopt Santa Monica Mountains Coastal Zone Plan
Repeal Malibu Land Use Plan

Bruce W. McClendon, FAICP
Director of Planning

Jon Sanabria
Chief Deputy

Project Management:
Ronald D. Hoffman, Administrator
Advance Planning Division

Community Studies II Section Project Team:
Gina M. Natoli, AICP, Supervising Regional Planner
Melissa Brizee
Veronica Siranosian
Maral Tashjian

Production of Land Use Policy Map:
Robert S. Glaser
Countywide Studies Section

TABLE OF CONTENTS

		Page
	List of Maps	iii
	List of Tables	iv
	List of Figures	iv
	Acknowledgments	v
I.	**Introduction**	
A.	Purpose of the Santa Monica Mountains Coastal Zone Plan	IN-1
B.	Setting	IN-2
C.	Organization of the Coastal Zone Plan	IN-3
D.	Technical Appendices	IN-3
E.	How to Use the Coastal Zone Plan	IN-3
F.	Area Development	IN-5
G.	Previous Planning Efforts	IN-5
H.	Region-wide Planning Coordination	IN-7
I.	Public Participation	IN-8
J.	Native American Heritage Commission	IN-9
K.	California Environmental Quality Act	IN-9
L.	Relationship to the Santa Monica Mountains North Area Plan	IN-10
II.	**Conservation and Open Space Element**	
A.	Introduction	CO-12
B.	Guiding Principle	CO-13
C.	Water Quality	CO-13
D.	Biological Resources and Habitat Linkages	CO-18
E.	Hillside Management	CO-23
F.	Open Space	CO-25
G.	Scenic Resources	CO-26
H.	Recreation and Trails	CO-30
I.	Shoreline and Beaches	CO-36
J.	Paleontological and Historic Cultural Resources	CO-38
K.	Coastal Act Sections and Corresponding Element Policies	CO-42
III.	**Safety and Noise Element**	
A.	Introduction	SN-49
B.	Guiding Principle	SN-49
C.	Seismic and Non-Seismic Geologic Hazards	SN-50
D.	Flood Hazards	SN-51
E.	Fire Hazards	SN-53
F.	Hazardous and Toxic Materials	SN-56
G.	Noise Hazards	SN-57
H.	Coastal Act Sections and Corresponding Element Policies	SN-59

Page

IV. Land Use and Housing Element

A. Introduction LU-62
B. Guiding Principle LU-63
C. Development and Environmental Resources LU-63
D. Pattern and Character of Development LU-65
E. Coastal Act Sections and Corresponding Element Policies LU-80

V. Circulation Element

A. Introduction CI-83
B. Guiding Principle CI-85
C. Balancing Roadway Capacity with Environmental Sensitivity CI-84
D. Managing Roadway Demand CI-87
E. Encouraging Transportation Alternatives CI-89
F. Coastal Act Sections and Corresponding Element Policies CI-90

VI. Public Facilities Element

A. Introduction PF-92
B. Guiding Principle PF-92
C. Water and Sewer Services PF-93
D. Public Schools PF-95
E. Fire and Paramedic Services PF-96
F. Police Services PF-99
G. Solid Waste Services PF-100
H. Coastal Act Sections and Corresponding Element Policies PF-101

Glossary GL-104

List of Maps

Page

1 Santa Monica Mountains Coastal Zone Planning Area IN-11
2 Sensitive Environmental Resource Areas CO-46
3 Scenic Resources
Western Portion CO-47.1
Eastern Portion CO-47.2
4 Recreation CO-48
5 Hazards SN-61
6 Rural Villages LU-81
7 Land Use Policy Map
Western Portion LU-82.1
Eastern Portion LU-82.2
8 Highway Plan CI-91

List of Tables

		Page
1	Wildfires	SN-53
2	Los Angeles County Exterior Noise Standards	SN-58
3	Locations of Year 2005 Traffic Congestion within the Santa Monica Mountains Coastal Zone	CI-83
4	Locations of Projected Year 2030 Traffic Congestion within the Santa Monica Mountains Coastal Zone	CI-84

List of Figures

		Page
1	Residential Density Calculation	LU-78

ACKNOWLEDGMENTS

The following persons are acknowledged for their contribution to the preparation of the Santa Monica Mountains Coastal Zone Plan. Without their dedication and hard work, the preparation of this Coastal Zone Plan would not have been possible. Los Angeles County is grateful for their many hours of service and contribution to this planning effort.

Public Advisory Committee

Kay Austen
Gary Bardovi
Cary Gepner
Steve Harris
Bill Kaplan
Linda Palmer
Roger Pugliese
Don Wallace

Technical Advisory Committee

California Department of Fish & Game
Scott Harris

California Department of Parks & Recreation
Suzanne Goode
Patricia Arancibia

California Highway Patrol
Ray Abramian

Third Supervisorial District
Ben Saltsman

Department of Beaches & Harbors
Larry Charness

Fire Department
Captain Jim Jordan
John Todd

Department of Health Services
Cathy Goldsberry
Mia Shur

Department of Public Works
Steve Burger
Bill DePoto
Carolina Hernandez
Soheila Kalhor

Sheriff's Department
Gloria Gressman

Las Virgenes Municipal Water District
Gene Talmadge

National Park Service
Melanie Beck

Resource Conservation District of the Santa Monica Mountains
Rosi Dagit

Santa Monica Mountains Conservancy
Paul Edelman
Judi Tamasi

Environmental Review Board (ERB)

Rosi Dagit
Noël Davis, PhD
Stephen Davis, PhD
Suzanne Goode
Margot Griswold
Richard Ibarra
Travis Longcore, PhD
Martha Witter, PhD
John Todd

Department of Regional Planning

Nick Franchino, AICP, GIS
Robert S. Glaser, Countywide Studies
Susan Tae, AICP, Land Divisions
Michael Tripp, Field Office

Special Thanks to:

David C. Cowardin
Department of Regional Planning, Retired

Joseph Decruyenaere

James E. Hartl, AICP
Department of Regional Planning, Retired

Daryl Koutnik, PhD

Clement Lau, AICP

Carol Rosskam

Laura Shell

I. INTRODUCTION

A. Purpose of the Coastal Zone Plan

Land use planning and development standards in the Santa Monica Mountains Coastal Zone are governed by the California Coastal Act of 1976 as amended and contained in the California Public Resources Code (Section 30000 et seq.). The Coastal Act created a zone along the state's coastline that must be protected to preserve the state's coastal resources. The Coastal Act directs "[each] local government lying, in whole or in part, within the coastal zone" to prepare a local coastal program (LCP) for its portion of the California coastal zone (Section 30500). The coastal zone in the Santa Monica Mountains extends approximately five miles inland from the coast. (See Map 1 Planning Area, page IN-11.)

The Coastal Act allows the County to segment the planning area within its coastal zone (Section 30511). The County has segmented its coastal zone into three areas: Marina del Rey, Santa Catalina Island, and the Santa Monica Mountains. Due to their very unique characteristics, the County has chosen to create a separate LCP for each coastal zone area. Marina del Rey and Santa Catalina Island each have their own certified LCP.

An LCP consists of two parts: 1) a land use plan, and 2) implementing measures. This Santa Monica Mountains Coastal Zone Plan (the Plan) serves as the land use plan for the LCP, replacing in its entirety the Malibu Land Use Plan that was approved by the Board of Supervisors and certified by the California Coastal Commission in 1986, and which served as the basic planning tool for the Santa Monica Mountains Coastal Zone. Implementing measures for this LCP are contained in the Santa Monica Mountains Coastal Zone Community Standards District and in other additions and amendments to both Title 21 and Title 22. The Plan's primary role is to provide more focused policy for the regulation of development within the planning area as part of the overall County General Plan. The Plan refines Countywide General Plan policies as they apply to this planning area.

The Coastal Zone Plan serves to:

- Identify the community's environmental, social, and economic goals.
- Provide a forum for residents to mold a vision for the future of the Coastal Zone and to resolve local land use and planning conflicts.
- Set forth the County's policies on existing and future development intended to achieve community goals.
- Establish the ability for government to respond to challenges and opportunities concerning community development in a way consistent with local, regional, and state goals and policies.
- Inform residents about the community and provide opportunities to participate in the planning and decision-making process of local government.

- Identify the need for and methods of improving coordination of community development activities among all local government units.
- Create a policy basis for preparation of ordinances and programs that will implement the Coastal Zone Plan.

B. Setting

The Santa Monica Mountains Coastal Zone is the unincorporated area west of the City of Los Angeles, east of Ventura County, and south of the Santa Monica Mountains North Area, excluding the City of Malibu (see Map 1 Planning Area, page IN-11). The Coastal Zone extends inland from the shoreline approximately five miles and encompasses approximately 80 square miles.

The Plan area is distinctive due to widespread variations in topography. The major canyon systems that intersect the Santa Monica Mountains Coastal Zone generally trend north-south. The canyons constitute the watersheds and natural drainage areas that run from the mountain peaks to North Santa Monica Bay and the Pacific Ocean. The principal exception to this is the Malibu Creek watershed, which extends inland beyond five miles to the Simi Hills and drains approximately 67,000 acres of watershed into Malibu Lagoon. Due to the relatively sparse human population and limited development in the area, as well as the area's diverse topography and fairly healthy watershed systems, major wildlife networks exist to sustain many of the scenic and natural resource values of the Plan area.

As a result of the incorporation of the City of Malibu in 1991, only a remnant of the Santa Monica Mountains Coastal Zone coastline remains unincorporated. Broad sandy beaches at Leo Carrillo State Park and Topanga Beach provide public sun bathing and swimming opportunities. Pacific Coast Highway and several cross-mountain roads provide access to these beaches and to the entire Malibu coast. Highway capacity is exceeded regularly on summer weekends as coastal visitors and residents attempt to reach the beach or enjoy a drive along the coast.

The marine environment from Malibu Point westward to the Ventura-Los Angeles County line is in a relatively undisturbed state. Kelp beds are found in this area, providing habitat for many species of sea life. The marine environment from Malibu Point eastward to Topanga has suffered some biological degradation; kelp beds have been severely damaged, but reef and rock zones still provide habitat for many fish species.

The Plan area is subject to considerable natural hazards that can affect people and property. Over 80 percent of the land in the Plan area contains slopes of 25 percent grade or steeper. Consistent with sloping land, the area is subject to widespread slope instability and is entirely within the Very High Fire Hazard Severity Zone, the most dangerous classification for fire safety purposes. These and other factors have resulted in land use patterns remaining stable with limited growth and development throughout the Coastal Zone. Park lands cover approximately 53 percent of the planning area, and include parts of the Santa Monica Mountains National Recreational Area, Topanga State Park, Malibu Creek State Park, and Charmlee Wilderness Park. There is limited commercial development in the unincorporated portion of Pacific Coast Highway and inland along Topanga Canyon Boulevard. With a

certified long-range development plan, Pepperdine University on Malibu Canyon Road is a major focal point for educational and cultural activities. The remainder of the Coastal Zone is composed primarily of residential lots ranging from smaller parcels of less than 10,000 square feet to parcels of 80 acres or more. Of the nearly 8,200 parcels in the Coastal Zone, about 3,300 smaller parcels are located in antiquated subdivisions, such as El Nido, Malibu Bowl, Monte Nido, Fernwood, Topanga, and Malibu Lake, which make up rural enclaves in the Mountains. Antiquated subdivisions are areas that were subdivided prior to modern State requirements for minimum lot size, access, and other standards, into very small "urban" scale lots. The parcels generally range in size from 2,000 to 15,000 square feet.

C. Organization of the Coastal Zone Plan

The Coastal Zone Plan consists of two components, described as follows:

1. Elements of the Coastal Zone Plan
The following five elements provide the policy framework for the Coastal Zone Plan:

- Conservation and Open Space Element;
- Safety and Noise Element;
- Land Use and Housing Element;
- Circulation Element; and
- Public Facilities Element.

2. Glossary
Key terms used in this Plan are defined, and these definitions should be used to interpret Plan goals and policies.

D. Technical Appendices

The Appendices contain important background information and references. These materials, contained in a separate document, are intended for use in administering the Coastal Zone Plan.

E. How to Use the Coastal Zone Plan

The Santa Monica Mountains Coastal Zone Plan is a component of the Los Angeles County General Plan. All of the Plan's goals, policies, standards, and implementing actions must be consistent with the Countywide General Plan. Users should be guided by the following:

- The goals of the Coastal Zone Plan should govern the interpretation of policy.

- Should any areas of conflicting interpretation arise in the Plan, unless specifically noted, the provisions of the Plan that are most protective of coastal resources shall take precedence.

- Certain policies of Chapter 3 of the Coastal Act (Public Resources Code Sections 30200 through 30265) are included in the Coastal Zone Plan for illustrative purposes only, and are not adopted by the County.

- Prior to issuing a coastal development permit, the County shall make the finding that the proposed development meets the standards set forth in this Plan.

- The method of calculating the range of allowable residential units under any residential land use category shall be by a "net or base area" calculation as explained in the Land Use and Housing element of the Plan.

- Nothing in this Plan shall be construed to prevent construction of a single-family residence on an existing, legally established lot that allows such use, due to the size of the lot. Lot size may, however, play a role in a determination that location of a building pad on a lot is infeasible because necessary health and safety facilities cannot be accommodated.

- While this Plan is meant to be a guide for the public in determining allowable uses of private property, the public is strongly encouraged to consult with County planning staff prior to investing in the preparation of development plans that might later prove to be inconsistent with the Plan.

- All legally-established uses in existence at the time the Coastal Zone Plan is certified by the California Coastal Commission are deemed to be consistent with this Plan, including those uses that may continue in a special non-conforming status subject to Zoning Ordinance provisions. Applicants requesting expansion of established uses that are not consistent with the goals and policies of the certified Coastal Zone Plan will be required first to file for and have approved an amendment to the Plan.

- To be approved, development applications must be found consistent with the plan in effect at the time of final County approval of the development application.

New development and land use activities are regulated by many agencies in addition to the Department of Regional Planning. Obtaining approval for certain types of actions may require proof of the availability of public services, including water/sewer, power, sheriff, fire, and schools, and may require providing fair-share improvements or in-lieu funding for public uses such as libraries, parks and other recreational facilities, and streets.

Along with the standard building requirements and zoning regulations that apply Countywide, developments in mountainous areas often require additional review and permitting from local, state, and federal agencies. These controls are often intended to ensure compatibility with off-site resources, such as downstream water quality and coastal areas, in addition to regulating on-site impacts. For example, onsite wastewater treatment systems may require approvals from several agencies due to grading, soil conditions, water table, etc. These other agencies that may require review and permitting include the County departments of Public Works and Health Services, and the California Regional Water Quality Control Board. Proposed streambed alterations would require permits from the

California Department of Fish and Game as well as the U.S. Army Corps of Engineers, in addition to compliance with County site design regulations. Other agencies may be involved, depending on the development proposed.

F. Area Development

Beauty is one of the greatest assets of the Santa Monica Mountains and surrounding region, yet the appreciation of this beauty has at times been the source of great problems. The Coastal Zone is a tranquil setting adjacent to urbanized Los Angeles. Located near the San Fernando Valley and West Los Angeles and boasting excellent school systems, the area is a highly desirable destination for individuals and families escaping the congestion and sometimes hectic pace of the Los Angeles metropolitan area.

Today, the Santa Monica Mountains Coastal Zone and adjacent City of Malibu comprise a collage of individual rural and suburban communities, each retaining its own unique identity. According to the 2000 Census, the Coastal Zone is home to approximately 6,000 residents. The City of Malibu has a population of about 12,500 residents.

G. Previous Planning Efforts

The Santa Monica Mountains have benefited from a number of planning efforts over the past 30 years. These comprehensive planning projects, described below, were prepared by federal, state, county, city, and municipal service agencies. The projects resulted in focused park and resource management plans, municipal service master plans, and community and coastal land use plans designed to serve the local population while preserving the area's natural and historic resources.

Santa Monica Mountains National Recreation Area Comprehensive Plan (State, 1978)

Following adoption of Proposition 20 in 1972, the coastal initiative imposing state land use control over coastal areas, public officials such as then-Assemblyman Howard Berman sought to protect vital natural resources by replicating the coastal model in the Santa Monica Mountains. As a result, the State formed the Santa Monica Mountains Comprehensive Planning Commission and gave that body the power to plan for the future of the Mountains, but not the regulatory authority to ensure that its plans would be implemented.

In 1978 the Commission produced the Santa Monica Mountains Comprehensive Plan with the active involvement of the local governments then existing within Los Angeles County west of the City of Los Angeles. The plan proposed a regulatory approach toward preserving open space lands and emphasized low density, large lot rural residential development in the Mountains. Many of the components of this plan were later incorporated into Los Angeles County's Interim Area Plan for the Santa Monica Mountains, as well as into the general plans of cities in the region. The Santa Monica Mountains Comprehensive Planning Commission was dissolved upon establishment of the Santa Monica Mountains National Recreation Area, and was replaced by the Santa Monica Mountains Conservancy, a State agency whose mission is to acquire lands within the Santa Monica Mountains for open space and environmental preservation purposes.

Malibu/Santa Monica Mountains Interim Area Plan (Los Angeles County, 1981)
Los Angeles County adopted the Malibu/Santa Monica Mountains Interim Area Plan in 1981 as the first step in what was envisioned to be an ongoing comprehensive planning process for this vast coastal and mountainous area. The Interim Area Plan recognized both the opportunities and the problems facing the Santa Monica Mountains and the cities that now occupy the Ventura Freeway corridor.

At the time of adoption, the Interim Area Plan covered the entire twenty-seven mile Malibu coastline, the whole of the central Santa Monica Mountains west of the City of Los Angeles, and the interior valleys north to Ventura County. Within the planning area, only the City of Hidden Hills was incorporated before the Interim Area Plan was adopted. Westlake Village incorporated in 1981, followed by Agoura Hills in 1982. The Interim Area Plan derives its name from the original intent that the Plan remain valid for one year, with a revised plan to follow. However, in 1982 the Board of Supervisors chose to extend the Interim Plan for two more years. By 1984, Department of Regional Planning staff began to be fully involved in preparing the Malibu Land Use Plan for the Coastal Zone, and the Board then extended the Interim Area Plan indefinitely. The Interim Area Plan was superseded in the Coastal Zone in 1986 by the Malibu Land Use Plan, and in the Santa Monica Mountains North Area in 2000 by the North Area Plan.

Santa Monica Mountains National Recreation Area General Management Plan (Federal: 1982; 2002)
Congress established the Santa Monica Mountains National Recreation Area (NRA), a unit of the National Park Service, in 1978 to "manage the recreation area in a manner that will preserve and enhance its scenic, natural, and historical setting and its public health value as an airshed for the Southern California metropolitan area, while providing for the recreational and educational needs of the visiting public" [P.L. 95-625, 92 Stat. 3467]. The law creating the NRA authorized formulation of a comprehensive plan.

The National Park Service completed their General Management Plan in 1982, and finalized an update in July 2002. The plan "embodies a commitment to... [its] neighbors, both landowners and agencies, to work together to create a system of land use, recreational opportunities, and resources conservation." The other key plan that guides actions within the NRA is the Land Protection Plan (1984, as revised). This plan identifies the lands critical to protecting significant natural, cultural, and scenic resources, and establishes priorities for protection. The Land Protection Plan presents a broad range of methods for protecting resource values in the Santa Monica Mountains, from direct purchase to cooperative programs with landowners and local agencies for managing those resources in private ownership.

Service Agency Master Planning (Early 1980s)
To cope with the area's rapid growth, the Las Virgenes Municipal Water District, Los Angeles County Waterworks District, and the Las Virgenes Unified School District undertook master planning efforts in the early 1980s, with the intent to define long-term capital improvement needs.

In 2000 the Las Virgenes Municipal Water District (LVMWD) released its latest Master Plan that incorporated current planning and demographic information, including population

projections. LVMWD also adopted an ordinance several years ago requiring that projects developed at densities greater than allowed by the Malibu/Santa Monica Mountains Interim Plan - as initially adopted by the Board of Supervisors and used by LVMWD as the basis for previous Master Plans - compensate the District for the costs of revising its Master Plan to ensure the availability of adequate facilities.

Malibu Land Use Plan (Los Angeles County, 1986)
To meet the rigorous legal requirements of the California Coastal Act, a separate planning process was initiated to prepare a land use plan for the southern portion of the Santa Monica Mountains that lies within the state-designated Coastal Zone. Workshops were conducted with area residents and workers, and public hearings were held before the Regional Planning Commission and Board of Supervisors. After additional public hearings, the California Coastal Commission certified the Malibu Land Use Plan in 1986. The Land Use Plan superseded the Interim Area Plan in the Coastal Zone and effectively divided the Santa Monica Mountains into two planning units, the North Area and the Coastal Zone. The Land Use Plan is superseded by this Coastal Zone Plan.

City of Malibu Plans (1995; 2002)
The City of Malibu incorporated in 1991, and adopted its general plan and an interim zoning ordinance in 1995. On September 13, 2002, pursuant to Section 30166.5 of the State Public Resources Code, the California Coastal Commission adopted an LCP for the City of Malibu, which lies entirely within the state-designated Coastal Zone.

Ventura Freeway Corridor Areawide Plan (Joint, 1996)
When Calabasas incorporated in 1991, the County decided to initiate a new planning process to update the Interim Area Plan north of the Coastal Zone. This time the emphasis was placed on a coordinated and joint planning process among all principal governmental agencies in the Ventura Freeway Corridor planning area. In 1993, the County, the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, two municipal service agencies, and the National Park Service formed a coalition to fund the preparation of comprehensive revisions to the region's land use plans. The intent of the Areawide Plan was to provide coordinated direction for the update of each jurisdiction's general plan. A draft of the Areawide Plan was completed in 1996. The Areawide Plan was superseded by the Santa Monica Mountains North Area Plan in 2000.

Santa Monica Mountains North Area Plan (Los Angeles County, 2000)
In 2000, Los Angeles County adopted the Santa Monica Mountains North Area Plan, which was an outgrowth of the unique cooperative effort that produced the Ventura Freeway Corridor Areawide Plan. The North Area Plan fulfilled the County's obligation to prepare an updated plan for the unincorporated portions of the corridor planning area, as well as to reflect a regional perspective for planning in the Santa Monica Mountains. The North Area Plan governs land use in the area of the Santa Monica Mountains north of the Coastal Zone.

H. Region-wide Planning Coordination

The County of Los Angeles recognizes that planning in the Santa Monica Mountains calls for an interagency joint planning and consensus-building process involving negotiations,

compromises, and resolutions between individual agencies with differing missions that provide essential services and facilities in the area. An integral part of the LCP is the recognition that, when agencies provide essential services and facilities alongside other agencies, interagency negotiations must occur on how best to fulfill their different mandates.

For example, the Santa Monica Mountains and surrounding region are widely recognized for their natural resources and outdoor recreational opportunities. Human activity, such as development, occupation, and use, can and often does impact natural resources. Continued open communication between the County and the National Park Service, as well as other park, land conservation and recreation-related agencies, including the California Department of Parks and Recreation, the Santa Monica Mountains Conservancy, and the Mountains Recreation and Conservation Authority, should enable planning officials to strike mutually acceptable balances between natural resource preservation and human occupation/use.

As part of a program to coordinate planning efforts, the Department of Regional Planning formed a Technical Advisory Committee (TAC) in Fall 2003 to assist in the preparation of a local coastal program. The TAC is comprised of representatives from the following public agencies involved in providing services and making land use decisions in the Coastal Zone:

County Agencies:	Departments of Beaches and Harbors, Forester and Fire Warden, Health Services, Parks and Recreation, Public Works, Sheriff
Special Districts:	Las Virgenes Municipal Water District, Las Virgenes Unified School District
State Agencies:	California Coastal Commission, Department of Fish and Game, Department of Parks and Recreation, Santa Monica Mountains Conservancy, California Highway Patrol, Santa Monica Mountains Resource Conservation District
Federal Agencies:	Fish and Wildlife Service, National Park Service

TAC members provide technical information and background related to their organizations or areas of specialization. They assist staff in identifying important issues, and provide comments and feedback on items related to their organizations.

I. Public Participation

The major goal of public participation is to involve the public in defining the desired future of the Santa Monica Mountains Coastal Zone. Community participation and values-based planning can help establish objective measures with which to evaluate land use proposals, thereby reducing the need for single-project amendments to adopted local plans.

In the fall of 2003 the Department of Regional Planning formed a Public Advisory Committee (PAC) to assist in the preparation of the Coastal Zone Plan. The PAC was an eight-member committee of individuals who live and work in the area. The PAC reviewed a preliminary draft of the Plan prepared by staff and provided valuable input.

In the fall of 2005 the Department contacted 25 groups and invited them to individual sessions where they could speak to staff about the land use issues of primary concern to them in the Santa Monica Mountains. The groups contacted ranged from equestrian, Native American and building industry representatives to chambers of commerce, town councils, and environmentalists, all of which are either headquartered, have interests, or conduct activities in the Santa Monica Mountains. Five groups responded to the invitations: three groups were interested in scheduling sessions, but scheduling conflicts resulted in staff meeting with only two of the groups. Both "listening sessions," as staff termed the meetings, provided input helpful in drafting the LCP.

In late 2005, staff conducted two community workshops to gather further broad-based input for the LCP. Flyers advertising the two workshops were mailed to every property owner in the Santa Monica Mountains Coastal Zone and to groups with interest in the region. Staff discussed some of the primary land use issues, and attendees provided many meaningful comments.

In the late summer of 2006, a community review draft of the LCP was circulated to the public and their input was solicited. Comments received during the review period were considered and, where appropriate, modifications suggested by the public were incorporated into the draft LCP. The revised draft was then formally presented for public review prior to the Regional Planning Commission hearing in late September.

J. Native American Heritage Commission

In compliance with state law (Government Code §65352.3), the County contacted the Native American Heritage Commission in order to contact, provide notice to, refer plans to, and consult with tribes that have traditional lands located within the Santa Monica Mountains Coastal Zone, and to allow those tribes the opportunity to conduct consultations with the County for the purpose of preserving, or mitigating impacts to, cultural places located on land in the unincorporated territory that may be affected by the LCP. The Commission provided the names of several tribes which were included in the outreach efforts for this LCP. None of the contacted tribes provided comments on the draft LCP.

K. California Environmental Quality Act

The local coastal program (LCP) process has a special status under the California Environmental Quality Act (CEQA). The LCP process is considered to be a program that is "functionally equivalent" to an environmental impact report and is exempt from certain CEQA provisions relating to the preparation of an environmental impact report and other procedural requirements (Section 21080.9 of the Public Resources Code). CEQA does not apply to local government activities and approvals necessary for the preparation and adoption of an LCP. However, certain aspects of CEQA do apply to the certification of an LCP by the Coastal Commission. Thus, the burden of CEQA compliance is shifted from the local government to the Coastal Commission (Section 15265, Title 14, California Code of Regulations). To meet this compliance requirement, the Coastal Commission must demonstrate that the LCP is a functional equivalent of an environmental impact report

(EIR), meaning that information normally available to the public in an EIR can be found in the LCP.

L. Relationship to the Santa Monica Mountains North Area Plan

The Coastal Act, in designating the coastal zone, divided the Santa Monica Mountains area into two geographic components: one part within the Coastal Zone, and the other part north of the Zone. By necessity, because the Coastal Act requires a state-certified land use regulation program for the Coastal Zone and the Coastal Act does not apply in the North Area, two separate plans must be prepared for the Santa Monica Mountains area. Notwithstanding this division by the Coastal Zone boundary, the County of Los Angeles is committed to the concept that planning for the entire Santa Monica Mountains should be governed by the following planning principle:

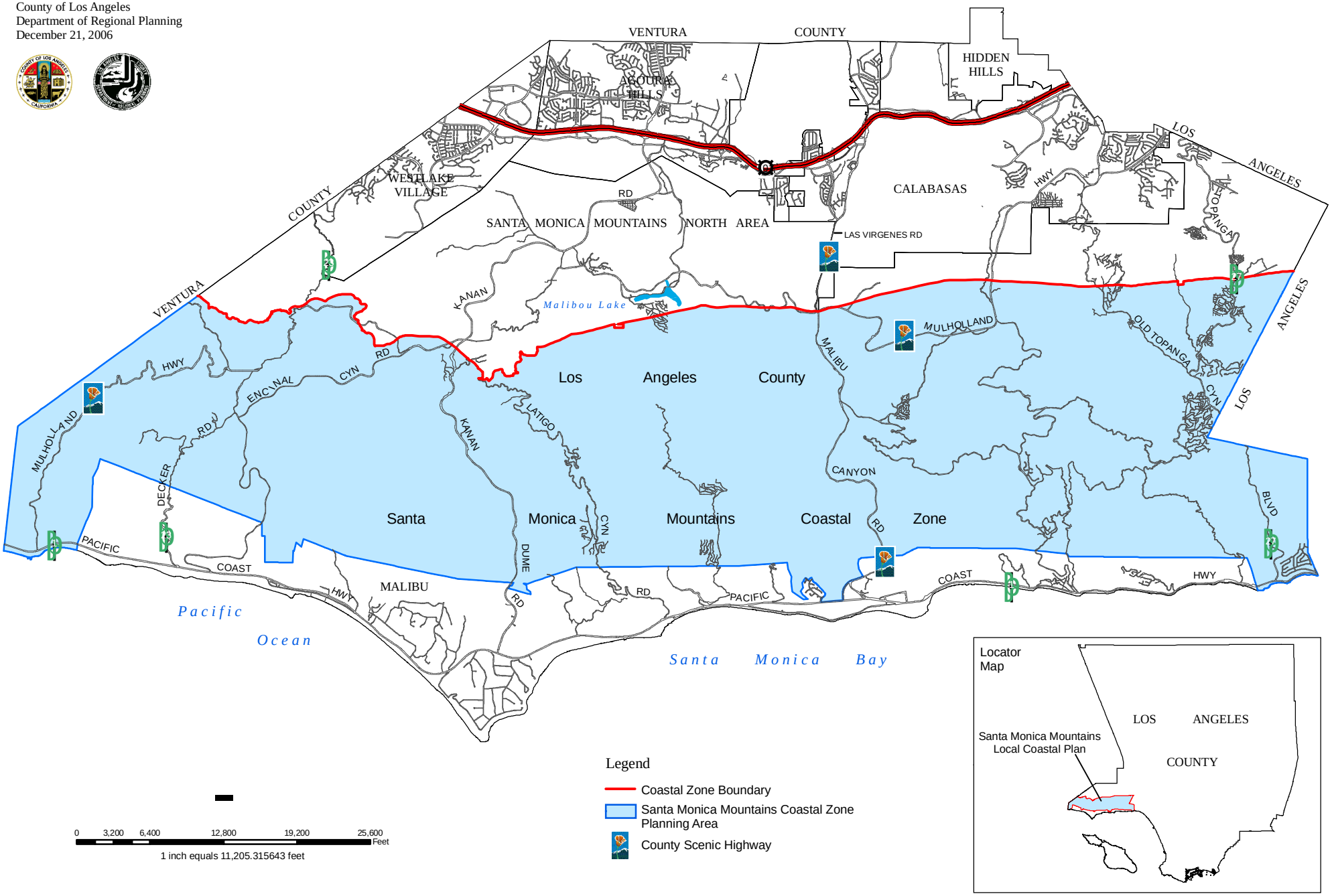
Integrated, comprehensive, regional in concern and in approach, consistent and fair in application of policies and regulations, and open to public participation from all parts of the region.

The Coastal Zone Plan and the North Area Plan together will serve as a comprehensive statement of regional policy for the regulation of uses within the Santa Monica Mountains. It is intended that the goals, policies, regulations, guidelines, and implementing ordinances contained within and associated with both of these plans shall be consistent with, parallel to, and supportive of each other, thereby creating continuity for planning within the greater Santa Monica Mountains region.

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 1 Santa Monica Mountains Coastal Zone Planning Area

County of Los Angeles
Department of Regional Planning
December 21, 2006



II. CONSERVATION AND OPEN SPACE ELEMENT

A. Introduction

The Santa Monica Mountains contain extensive significant natural resources valued by both residents and visitors of Los Angeles County. The Mountains provide popular open space and recreation areas, and are unique as the only range in the country to bisect a major urban area. Human activities in the Mountains should complement these resources, respecting and conforming to the natural environment. These complementary activities include equestrian uses, low-density residential uses, nature studies, hiking, camping, and picnicking. By focusing on this relationship between resources and uses, this element establishes a framework for both the preservation and management of public health, open space, scenic, natural, and cultural resources of the Santa Monica Mountains, and the use and enjoyment of the area's wide range of recreational opportunities.

To minimize the impacts that future development may have on public health, the region's environmental resources, and recreation opportunities, this element analyzes and establishes policy for the following resources:

- Water Quality;
- Biological Resources and Habitat Linkages;
- Hillside Management;
- Open Space;
- Scenic Resources;
- Recreation and Trails;
- Shoreline and Beaches; and
- Paleontological and Historic Cultural Resources.

Each section provides goals and policies to guide decision-makers. To ensure compliance with the Coastal Act, these goals and policies address the following:

- Protection, enhancement, and restoration of environmentally sensitive habitat areas and habitats for public health and safety, and plant and animal species tracked by the California Natural Diversity Database (maintained by Department of Fish and Game);
- Protection of the scenic beauty of coastal landscapes and seascapes;
- Protection and expansion of public access to the shoreline and recreational opportunities and resources, including commercial visitor-serving facilities; and
- Protection of paleontological, archaeological, and other cultural resources.

Additional Conservation and Open Space issues addressed by the Elements of the Coastal Zone Plan include natural processes and hazards (Safety and Noise Element), water and sewer services (Public Facilities Element), land use (Land Use and Housing Element), and roadways and transportation (Circulation Element.)

B. Guiding Principle

The guiding principle for managing the natural environment is:

Resource protection has priority over development.

The Santa Monica Mountains Coastal Zone is a complex and naturally dynamic landscape. The scenic beauty and ecological diversity of the area, in close proximity to the second largest urban population in the United States, require responsible policies and action programs in order to be effectively managed and protected. Much of the Coastal Zone's remaining undeveloped land consists of steep slopes, which are generally covered with a variety of native undisturbed vegetation. As such, future development likely will require extensive grading to provide a building site and fuel modification to minimize risks associated with fire, resulting in the removal of substantial habitat areas.

This guiding principle acknowledges that the Santa Monica Mountains possess irreplaceable resources and that every user of the land is a trustee of the area's heritage for future generations. Given this perspective, sensible resource management works to balance the many demands of the land. The area's positive contributions to the Los Angeles region, including the scenic, recreational, and educational benefits it offers, rely upon sustaining the area's natural setting.

Development on any scale has the potential to disrupt the character of the underlying natural setting, both in the immediate area and offsite. Development must be sensitive to a full range of environmental factors to ensure compatibility with the natural and built environments. In scenic and environmentally sensitive areas, development must be guided by and integrated with the natural setting.

The provisions of this element provide detailed guidance for locating new development so that it conforms to the constraints of the mountain topography, does not detract from the area's character, and protects natural resources.

C. Water Quality

Public health and the quality of coastal resources rely heavily upon the quality of water that flows from the watersheds within the Santa Monica Mountains. The healthy function of these watersheds is in turn dependent upon the development patterns and types of uses occurring within them.

The drainage area for the Santa Monica Mountains extends beyond the boundaries of the Coastal Zone. The largest watershed in the area is the Malibu Creek Watershed, which has

an area of 105 square miles and contains a total of 225 stream segments within six major drainages: Medea Creek, Triunfo Creek, Cold Creek, Malibu Creek, Las Virgenes Canyon, and Potrero Valley. Malibu Creek drains the north slopes of the Santa Monica Mountains, the south slopes of the Simi Hills, the interior valleys between the two ranges, and Malibu Canyon. The remainder of the Santa Monica Mountains watersheds are a series of parallel, north-south canyons that drain the slopes of the Mountains. Each of the major north-south canyons has a stream lined with associated riparian vegetation and a network of east-west trending drainages. Coastal Zone drainage basins flow into the Pacific Ocean and Santa Monica Bay and include the following:

- Arroyo Sequit;
- Nicholas Canyon;
- Los Alisos Canyon;
- Encinal Canyon;
- Trancas Canyon;
- Zuma Canyon;
- Ramirez Canyon;
- Escondido Canyon;
- Latigo Canyon;
- Solstice Canyon;
- Malibu Canyon;
- Carbon Canyon;
- Las Flores Canyon;
- Piedra Gorda Canyon;
- Peña Canyon;
- Tuna Canyon; and
- Topanga Canyon.

Among these watersheds, Arroyo Sequit is considered to be the least affected by urban pollutants because the area is virtually undeveloped. Much of the open space within this watershed is on parcels owned by National Park Service and California State Parks. The North Santa Monica Bay Beaches Bacteria TMDL (Total Maximum Daily Load) Implementation Plan (2005) uses the Arroyo Sequit as its reference watershed It has been developed to ensure that water quality in other watersheds becomes at least as good as that of Arroyo Sequit in order to protect public health in the waters of Santa Monica Bay.

Most streams in the Santa Monica Mountains are typically intermittent (seasonally flowing) streams. This is particularly the case in watersheds on the southern slopes of the Santa Monica Mountains, where steep gradient canyons carry flows directly into coastal waters. Year-round flows (perennial) do occur in Topanga and Malibu Canyons, and in Solstice Canyon, which is perennial due to geological formations and tectonic forces that push the water table to the surface. The steep gradient canyons are not completely dry, though moisture is seasonal. In many canyons where the stream channel meets bedrock and water percolates to the surface, small pool habitats are formed even in drought years. These areas are ideal places for amphibious and aquatic life, and many semi-aquatic amphibians breed in these habitats.

In the larger watersheds such as Arroyo Sequit, Topanga, and Malibu Canyons, pool habitats are also areas in which developing federally-endangered southern steelhead trout take refuge until fall and winter rain events allow an opportunity for the trout to disperse into the ocean. Malibu and Topanga Canyons are particularly valuable in that their streams are perennial and provide habitat for breeding adult trout as well. The arroyo chub and tidewater goby are also found in Malibu Creek and Topanga Creek.

A high diversity of wildlife and plant species is associated with the streams of the Santa Monica Mountains. In addition to the amphibians and fish discussed above, the fresh water springs, seeps, and surface waters support a diverse array of aquatic insects, reptiles, birds, rodents, and large mammals. These include the southwestern pond turtle, California slender salamander, California newt, Monterey ensatina, arboreal salamander, California toad, and Pacific tree frog. The mammalian wildlife, which requires fresh water for drinking, includes carnivores such as mountain lions, coyotes, and bobcats, as well as herbivores such as deer.

Given their distinctive location adjacent to the dense urban areas of Los Angeles County, the Santa Monica Mountains offer a variety of resources to the region. They provide scenic vistas and rural experiences to hikers, equestrians, and motorists; they are also considered by some to be a desirable place to build homes and ranches. However, extensive human activity often affects the quality and quantity of stormwater runoff in the Mountains both locally and in the Pacific Ocean. Human waste from ill-placed or faulty onsite wastewater treatment systems (OWTS), animal waste, chemicals, other waste materials, and soil exposed by grading all may pollute the runoff. This runoff impacts beaches and offshore waters, threatening public health as well as the long-term health of Santa Monica Bay.

A majority of the Santa Monica Mountains is served by OWTS. Municipal sewer service is limited, and select developments are served by approved small package treatment plants. Many of the private systems employ state-of-the-art technology, but some failures have been reported in older systems. These failures can adversely impact water quality, impair human health, and cause environmental damage to surrounding watershed biota, to downstream riparian habitat, and to coastal resources.

The area's recreational opportunities encourage millions of people each year to visit the Mountains and beaches. Most visitors drive along the canyon roads either to access State and National Parks and beaches or as a form of recreation in itself. These recreational pursuits, in addition to the growing number of residents in the region, have only increased road use. The canyon roads provide corridors for travel between the valleys and the coast, but roads and highways are a significant source of oil, grease, heavy metals, and gasoline in the watershed. Runoff from impervious surfaces such as roads has been reported to be the largest single contributor to water pollution in Santa Monica Bay. A recent report by the California Regional Water Quality Control Board (RWQCB) finds that water quality in some streams within the Malibu Creek Watershed is impaired at different times of year by nutrients, coliform, trash, and metals and their effects. Increased instances of beach contamination have raised concerns about viral contamination, public health, and impacts upon recreational uses. Protecting and improving water quality in the region while providing safe and effective public roads is a delicate balancing act.

Wildfires and prescribed burns also impact water quality. The degree of impact is related to erosion and sedimentation rates, which are determined by storm severity and fire intensity. The effects of fire on water quality include increases in stream sediment with consequent increases in turbidity, temperature, and level of dissolved organic nutrients. Generally, most organic components of plant biomass are volatilized during combustion, while inorganic compounds fall to the soil surface in ash. During precipitation these inorganic compounds

can be carried in solution into streams and increase levels of these inorganic elements to above-normal levels. Another effect of fire is the loss of canopy cover. The loss of vegetative cover in riparian areas and adjacent communities results in drier and hotter conditions. These conditions result in the loss of amphibian microhabitats and warmer water conditions, which reduce the viability of developing steelhead trout eggs and larvae.

While there are no significant groundwater basins in the Coastal Zone, the existing open space areas act as local groundwater recharge areas where well water extraction occurs. Future development projects permitted by this Plan will result in an increase in impervious surface coverage and thus could have an effect on groundwater conditions relative to local recharge conditions. The majority of the new development is expected to occur in concentrated locations or in very low density settings.

The RWQCB recognizes the potentially serious impacts of development on water quality. Mitigation requirements in the stormwater quality management plan of the Los Angeles County National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit provide measures for reducing runoff pollution. Regulations regarding stormwater mitigation adopted by RWQCB for the Los Angeles region establish very rigorous standards, implemented and enforced by each city within its jurisdiction and by the County Department of Public Works in the unincorporated areas. The State's requirements apply to much of the Santa Monica Mountains and include, for example, limiting grading, using locally indigenous vegetation, clustering development, preventing erosion, and constructing retention basins. These regulations require that stormwater pollution mitigation measures, known as "Best Management Practices" (BMPs), be employed to the maximum extent practicable to minimize polluted runoff. A list of BMPs and an explanation of the mitigation strategies they implement are found in Appendix H of the Technical Appendices.

Because the Santa Monica Mountains are an especially sensitive resource, pollution consequences in the area are serious and justify special attention. The following policies are intended to provide area-sensitive measures that supplement countywide pollution controls and reinforce the standards established for the Los Angeles Region by RWQCB.

Water Quality Goals and Policies

Goal CO-1: Riparian corridors, watersheds, downstream coastal resources, and public health which are protected to the greatest extent possible from the impacts of development in the Coastal Zone.

Policies

CO-1 Site and design new development and improvements, including – but not limited to – landscaping, to minimize impacts to water quality from runoff and non-point source pollution. New development and improvements shall meet the requirements of the NPDES Municipal Stormwater Permit's Standard Urban Stormwater Mitigation Plan (SUSMP).

CO-2 Incorporate BMPs, such as bioswales and permeable surfaces, in all new development and improvements to reduce runoff and erosion, and to promote onsite stormwater infiltration and cleansing to the maximum extent practicable.

CO-3 Minimize disturbance to natural drainage courses and associated riparian habitat and avoid channelizing streams for flood control purposes. Development shall avoid modifying these waterways unless necessary to improve habitat protection and/or stabilize natural stream banks.

CO-4 Cooperate with local and State transportation agencies to implement BMPs that promote infiltration of runoff from roads and highways and that reduce flow into streams and creeks to the maximum extent practicable.

CO-5 Manage the storage of construction materials for public projects or landslide material on road shoulders to protect air and water quality, and to minimize the spread of invasive plant species.

CO-6 Limit grading and modification of locally-indigenous vegetation to the minimum amount needed to create a building site, allow access, and provide fire protection for the proposed development. Do not grade beyond what is approved for the development.

CO-7 Revegetate prior to the rainy season areas disturbed by development activity. Use locally-indigenous plant species outside of Fuel Modification Zone A and avoid non-native invasive species, balancing long-term slope stability and habitat restoration with reduced fuel loads for fire protection.

CO-8 Prevent the disposal of animal waste, wastewater, and any other byproducts of human, agricultural or equestrian activities in or near any drainage course, Environmentally Sensitive Habitat Area (ESHA), or ESHA buffer.

CO-9 Limit the maximum number of livestock permitted on a site to that appropriate to the parcel size, proximity to an ESHA, and other unique site characteristics and constraints.

CO-10 Ensure that confined animal facilities are sited and designed to manage, contain, and dispose of animal waste using the most effective BMPs to minimize waste introduced to surface runoff or groundwater.

CO-11 Require the ongoing maintenance of all design features used to mitigate stormwater runoff.

CO-12 Prohibit the commencement of non-emergency earthmoving operations during the rainy season (extending from October 15 to April 15). Erosion control measures shall be required during the rainy season for any ongoing grading project or any completed grading project that is still undeveloped.

CO-13 Prohibit altering a natural drainage course to create a road crossing, except where there is no less environmentally damaging alternative to provide access to the other side of the stream in circumstances where such access is necessary.

CO-14 Require that public agencies use the most effective BMPs to protect natural resources at project sites and maintenance yards when the maintenance and modification of public infrastructure involves the removal of vegetation and/or earth.

CO-15 Participate in the development and implementation of solutions to problems associated with OWTS and their impact on water quality.

D. Biological Resources and Habitat Linkages

The Santa Monica Mountains is home to rich and diverse biological resources, including several significant plant communities, habitats and a variety of wildlife species. Plant communities and habitats found within the Coastal Zone include:

- Chaparral;
- Redshank Chaparral;
- Coastal sage scrub;
- Native grassland;
- Coast live oak woodland;
- Valley oak woodland;
- Walnut woodland;
- Oak savanna;
- Southern willow scrub;
- Cottonwood-willow riparian forest;
- Sycamore-alder riparian woodland;
- Oak riparian forest;
- Freshwater marsh;
- Rock outcrop; and
- Disturbed or barren.

Wildlife species calling the Santa Monica Mountains home include birds (e.g. great blue heron and great horned owls), amphibians (e.g. Pacific slender salamander and the arroyo toad), reptiles (e.g. horned lizards and the western pond turtle), mammals (e.g. mountain lions and bobcats), and fish (e.g. steelhead trout and Pacific lamprey). Species may occur in a given area because of the plant community present, the availability of food and water, or because of seasonal requirements.

Several of the sensitive plant and animal communities that exist in the Santa Monica Mountains are tracked by the California Natural Diversity Database (CNDDB), which is maintained by the Habitat Conservation Division of the California Department of Fish and Game. The CNDDB is a program that inventories the status and locations of rare and endangered plants, animals and vegetation types in California. Many of the species are also Federal and/or state-listed species. The federally-listed species are designated as endangered, threatened, species of concern, or proposed endangered. The state-listed species are designated as endangered, threatened, rare, or candidate endangered. Identified species and communities in the Coastal Zone shall be recognized and considered a priority for protection under this Plan. Refer to Appendix A (Biota) of the Technical Appendices for a

more detailed description of biological resources, habitat linkages and a complete list of federal and state-listed species in the Santa Monica Mountains Coastal Zone.

A biological issue of special concern in southern California and particularly the Santa Monica Mountains is the preservation of habitat connectivity through habitat linkages. The National Park Service, California Department of Fish and Game, and the Santa Monica Mountains Conservancy have expressed concerns about the adverse effects of urbanization on wildlife, particularly the fragmentation of habitat areas, which prevents the freedom of movement that species need and once enjoyed and restricts reestablishment in other similar habitat areas. Urbanization impacts wildlife not only through physical development, but the excessive artificial light that accompanies it. Studies have shown that some animals are extremely sensitive to artificial light, often causing disruption to their natural behaviors that hampers the ability of animals to maintain viable population levels.

The County has two distinct designations for sensitive habitats and species: Significant Ecological Areas (SEAs) and Sensitive Environmental Resource Areas (SERAs). SEAs are a countywide designation first established in 1976. There are designated SEAs within the Coastal Zone. SERAs exist only within the Coastal Zone and were established in the 1986 Malibu Land Use Plan (LUP). The environmental impacts of projects proposed within an SEA are evaluated by the SEA Technical Advisory Committee (SEATAC). The impacts of projects proposed within SERA in the Coastal Zone are evaluated by the Environmental Review Board (ERB). The ERB does not evaluate projects outside the Coastal Zone, and SEATAC does not evaluate projects within the Coastal Zone.

This Plan takes an approach to habitat protection similar to that found in the 1986 Malibu Land Use Plan. The 1986 LUP utilized a tiered approach to habitat protection. The sensitive resources for SERA were first identified based on a 1976 study of SEAs. SERAs were then separated into six categories: Environmentally Sensitive Habitat Areas (ESHAs), Disturbed Sensitive Resource Areas, Significant Watersheds, Malibu/Cold Creek Resource Management Area, Wildlife Corridors, and Significant Woodlands. Standards for development within SERAs required an additional level of review [Environmental Review Board (ERB) evaluation] and a higher level of resource protection than the standards for development outside SERAs. Within SERAs, ESHAs were afforded the highest level of resource protection.

It is important to recognize the biotic value of ESHAs, as well as the need to ensure appropriately sensitive development and activities in the remainder of the Plan area. The Coastal Act defines ESHAs as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments." Further, ESHAs "shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas." ESHAs are areas that have been identified by the Local Coastal Program as containing unique or unusual species assemblages, or areas of habitat that are rapidly declining in Los Angeles County. ESHAs were established to protect a special or unique collection of habitats and species from loss due to encroachment and human disturbances. However, ESHAs are not

intended to function as isolated preservation areas, but rather as areas that are subject to strict land use protections and regulations. For a more comprehensive discussion of ESHAs, please refer to Appendix B of the Technical Appendices.

In 2000, the County commissioned an update by a consultant to the 1976 SEA study. The 1976 study identified isolated areas of pristine habitat throughout the Santa Monica Mountains. The theory at the time was that isolated patches of unspoiled and biologically rich habitat could be maintained, and if protected, would ensure the protection of the significant species that populated the area. This resulted in a number of scattered islands of habitat that have since been found not to function as suitable protection. Current belief supports the theory that for a species to thrive, populations must have the ability to migrate between suitable habitat areas to ensure diversity and maintain viability; therefore, the consultant in 2000 identified an area, the Santa Monica Mountains SEA, that includes all the SERA from the 1986 Malibu LUP plus extensive additional areas.

Data from the 2000 study have been used to help formulate this Plan's resource protection policies. In keeping with the guiding principle that resource protection has priority over development, and consistent with Coastal Act directives, this Plan extends heightened resource protection polices for the Plan area, redefining SERA to consist of four different resource categories: EHSA, Significant Woodlands and Savannas, Significant Watersheds, and Watersheds:

ESHA. ESHA designations remain virtually the same as the 1986 LUP and are still afforded the highest level of protection within SERA. ESHA are primarily riparian and wetland habitats, and closed-canopy oak woodlands. These habitats and vegetation types are relatively rare in the Santa Monica Mountains, and play an important role in the ecosystem of the Coastal Zone. These areas were identified by staff through field work and review and analyses of detailed aerial photographs of the Santa Monica Mountains Coastal Zone.

Significant Woodlands and Savannas. Significant Woodlands and Savannas replace those areas designated as Significant Woodlands in the 1986 LUP.

Significant Watersheds. This category includes the Significant Watersheds identified in the 1986 Land Use Plan, in addition to five new areas identified by staff as meeting the criteria for Significant Watersheds: Nicholas Canyon, Ramirez Canyon, Bulldog Canyon as part of the Malibu Creek Significant Watershed, Latigo Canyon, and Lower Topanga Canyon. Hydrologic boundaries for Significant Watersheds proposed under this Plan were identified by the Department of Public Works, except for Cold Creek, Bulldog Canyon, and Lower Topanga Canyon, which were identified by staff, and Malibu Creek, which uses the boundaries from the 1986 LUP. Wildlife Migration Corridors, which were a separate category under the 1986 LUP, are now incorporated into this Plan's Significant Watersheds.

Watersheds. The remainder of the Plan area has been designated Watershed. The establishment of this resource area recognizes the significance of all land within the coastal zone as part of a watershed system that impacts the quality and quantity of runoff draining directly into the Pacific Ocean and Santa Monica Bay.

Each sensitive environmental resource area is identified on Map 2 Sensitive Environmental Resource Areas and has provisions and standards in the LIP that apply specifically to that resource.

Biological Resources and Habitat Linkages Goals and Policies

Goal CO-2: An environment that retains significant locally-indigenous animal populations and plant communities in an undisturbed condition and provides the highest possible protection for Environmentally Sensitive Habitat Areas.

Policies:

CO-16 SERA are identified on Map 2 and consist of Environmentally Sensitive Habitat Areas, Significant Woodlands and Savannas, Significant Watersheds, and Watersheds.

CO-17 Preserve, protect, and enhance habitat linkages.

CO-18 Place primary emphasis on preserving large, unbroken blocks of undisturbed natural open space and wildlife habitat areas. As part of this emphasis, all feasible strategies shall be explored to protect these areas from disturbance. Such strategies include, but are not limited to, purchasing open space lands, retiring development rights, clustering development to increase the amount of preserved open space, and reducing grading and the need for vegetation clearance.

CO-19 Encourage that steep lands be preserved permanently as open space, preferably through open space dedications to a public agency and/or a qualified non-profit land conservation agency which has the authority to manage, preserve, or enhance park and open space lands, or, secondarily, through effective easements.

CO-20 Use land dedications in fee title to a public agency and/or qualifying non-profit land preservation organization to ensure the preservation of natural biological habitats and habitat linkages. The receiving agency should have the authority to manage, preserve, or enhance park and open space lands. Secondary alternatives are conservation easements, retirement of development rights or other similar protection measures. Financing for the long-term maintenance of such areas should be considered through endowments, assessments, or other public funding mechanisms.

CO-21 Develop design criteria for improvements to roadways and other infrastructure that meet environmentally sensitive standards similar to those imposed on new development.

CO-22 Require development designs that protect and preserve important, viable habitat areas and habitat linkages in their natural condition.

a. Require buffers, development setbacks, or other measures adequate to protect such areas from runoff, erosion, grading, and vegetation clearance.

b. Lighting shall be designed and placed in a manner that does not distract wildlife or impede wildlife movement.

c. Require that fences, walls, and landscaping are designed and placed in such a manner that they do not restrict wildlife movement.

d. Preserve biotic resources within habitat areas of species tracked by the California Natural Diversity Database, and require that new development not cause an adverse impact to the viability of the population.

CO-23 Preserve, and where feasible enhance, oak (genus *Quercus*), California walnut (*Juglans californica*) and Western sycamore (*Platanus racemosa*) trees and communities within proposed development sites.

CO-24 Prohibit the use of motorized off-road vehicles within ESHA and on the area's trail system.

CO-25 Use primarily locally-indigenous plant species in landscape areas outside of Fuel Modification Zone A or areas that extend 30 feet from the structure(s) requiring fuel modification.

CO-26 An Environmental Review Board (ERB) comprised of qualified professionals with technical expertise in resource management shall be established by the Board of Supervisors as an advisory body to the Regional Planning Commission and the Board to review development proposals in the Santa Monica Mountains Coastal Zone. The ERB shall provide recommendations to the decision-making body on the conformance or lack of conformance of the project to the policies of the Local Coastal Program, and shall consider the individual and cumulative impact of each development proposal. Any recommendation shall include mitigation measures designed to minimize adverse impacts to coastal resources.

CO-27 Revise the SERA map (Map 2) every five years in cooperation with the Environmental Review Board and the resource agencies within the Santa Monica Mountains. Areas of sensitive vegetative habitat that are the result of successful habitat restoration shall be designated as ESHAs. Revisions to the maps identifying SERAs shall be treated as CZP amendments and shall be subject to the approval of the Coastal Commission.

CO-28 Protect ESHAs against disruption of habitat values, and allow only uses dependent on such resources within ESHAs, such as wildlife observation and hiking.

Residential or commercial uses shall not be considered resource-dependent uses. Existing, legally established agricultural uses, confined animal facilities, and fuel modification areas required by the Los Angeles County Fire Department for existing, legal structures do not meet the definition of ESHA.

CO-29 Review new development proposed in ESHA buffers. The siting, design, size, and intended use of any development within the buffer shall be limited, restricted and/or conditioned to minimize impacts to ESHAs.

CO-30 Allow road crossings of streams within ESHAs using the least-damaging alternative, but only where there is no practical alternative for providing access.

CO-31 Require that mitigation of unavoidable adverse impacts to SERAs be carried out in a similar habitat type within this Plan area. The County shall coordinate with other public agencies and/or qualified non-profit land preservation organizations to establish priorities for offsite mitigation enhancement efforts within SERAs, where appropriate, for proposed development projects lacking adequate onsite mitigation opportunities.

CO-32 Support the removal of Rindge Dam from Malibu Creek and other passage barriers throughout the Coastal Zone to help restore steelhead trout habitat and facilitate sediment transfer to beaches downstream.

CO-33 Support California Department of Fish and Game and Regional Water Quality Control Board efforts to increase monitoring to assess the conditions of the Santa Monica Mountains Coastal Zone nearshore species, water quality, and kelp beds; to support rehabilitation or enhancement of deficient areas; and to protect public health and nearshore resources which are under pressure from over-harvesting or collection.

E. Hillside Management

Along with vegetation, the bold open ridges, deep canyons, rolling hills, and interior valleys of the Santa Monica Mountains provide the foundation for the area's natural beauty. Most of the area's remaining vacant land consists of steep slopes in excess of 25 percent grade, with level topographic areas comprising only a small portion of the total land area. The natural hillsides remaining within the area are a significant biological and visual resource, and a key characteristic of the area's communities.

Several significant topographical features characterize the region. The portion of Zuma/Trancas Canyon east and south of Mulholland Highway and north of Encinal Canyon Road provides one of the area's most visually prominent views of mountains, canyons, and valleys. Castro Peak, located east of Latigo Canyon Road in the north-central part of the study area, is a distinguishing feature that also marks the second-highest point in the Santa Monica Mountains. Saddle Peak, located west of scenic Schueren, Stunt, and Saddle Peak

Roads, and Malibu Bowl, located adjacent to Malibu Creek State Park east of Corral Canyon Road, are also very striking.

While hillside areas are a notable asset of the region and worthy of sensitive treatment for their scenic and biotic values, they also require careful management in order to protect public safety and the quality of stream, ground, and coastal waters. Grading, development, landscaping, equestrian and other specific-use activities may change slope stability and the amount and quality of water runoff in these areas. Human activities in hillside areas that may directly or indirectly impact natural drainages and alter stormwater runoff must be evaluated and addressed if necessary.

Hillside Management Goals and Policies

Goal CO-3: Hillside areas that retain their natural topographic character and locally-indigenous plant communities, and hillside development which protects public health and safety, minimizes erosion and development-induced runoff, and protects the undeveloped landscapes visible from key public lands, trails, and scenic highways.

Policies:

CO-34 Minimize the amount of grading.

CO-35 Site and design new development to protect natural features, including vegetation.

CO-36 Encourage balancing cut and fill on site except where exporting the excess soil would preserve biotic, scenic, or other significant resources.

CO-37 Ensure that development conforms to the natural landform and blends with the natural landscape by using architectural and design techniques such as split-level foundations, variable setbacks, and structures that blend with the natural environment in shape, materials, and colors.

CO-38 Restrict disturbance of areas with a slope of 50 percent or greater.

CO-39 Discourage the use of manufactured slopes in excess of ten vertical feet, and require that any such slopes be graded to reflect the natural contours of the land.

CO-40 Require all structures on lots in hillside areas to be clustered if clustering is shown to decrease the overall need for grading. Development within a subdivision shall be clustered.

CO-41 Require that topsoil from graded areas be saved and utilized in landscape areas of the project.

F. Open Space

About 27,000 acres within the Santa Monica Mountains Coastal Zone - about 53 percent of the area - have been preserved as public open space or land preservation areas. These lands are under the management of government agencies such as the National Park Service, the California Department of Parks and Recreation, and the Santa Monica Mountains Conservancy, and non-government organizations such as the Mountains Restoration Trust. Additional committed open space areas include permanent open space lands preserved as the result of various development approvals.

The area's recreational potential has been advanced through substantial investment of public funds in Federal and State parks, and through the establishment of the Santa Monica Mountains National Recreation Area and agencies and organizations such as the Santa Monica Mountains Conservancy, the Mountains Recreation and Conservation Authority, and the Mountains Restoration Trust. Not all recreational opportunities and uses are limited to public parks, as other established open lands provide substantial passive recreation to County residents. This includes significant investment by private land trusts holding land for future transfer to public agencies, as well as entrepreneurial and family investments in private recreational facilities.

There are generally three types of open space in the Coastal Zone:

- Open Space for the Protection of Significant Environmental Resources. Most of the land acquired by the National Park Service, the California Department of Parks and Recreation, and the Santa Monica Mountains Conservancy falls into this category, as these lands contain significant biological resources. Much of the remaining open space within the region contains a variety of important locally-indigenous plant and wildlife habitats and habitat linkages. These habitats also represent a scenic resource of great value.

- Open Space for the Protection of Public Health and Safety. Many hillside areas have proven to be unstable. They are unsuitable for development and are more appropriately left as open space. Many steeply sloping areas and areas subject to flooding have been committed to long-term open space, primarily as part of past development approvals.

- Open Space for Public Recreation. These open space areas include the public and private parks and beaches managed by Los Angeles County and property owners' associations, dedicated trail easements, and recreation areas owned and managed by agencies such as the National Park Service and the California Department of Parks and Recreation. Also included are areas of outstanding scenic beauty and historically or culturally significant sites.

Additionally, large blocks of privately-owned undeveloped lands that exist throughout the region function as open space when not fenced.

One of the major goals of this Plan is to assist in establishing a system of interconnected parks and regional trails.

Open Space Goals and Policies

Goal CO-4: An integrated open space system that preserves valuable natural resources and provides a variety of recreational opportunities, within a program coordinated among Federal, State, local, and non-profit agencies for the consistent management of public lands.

Policies:

CO-42 When development conditions of approval set aside lands for open space, clearly define the land's intended open space functions and ensure that the management and use of such lands are consistent with those intended open space functions.

CO-43 Depict as permanent deed-restricted open space on the Land Use Policy Map all public or private parcels set aside as open space, conservation easements, and open space easements. The recordation on titles of such dedicated lands shall also be required.

CO-44 Require that brush clearance for any new development or improvement does not encroach into dedicated open space or parkland.

CO-45 Pursue a variety of methods to preserve open space, including fee simple acquisition, purchase of development rights, land swaps, regulations, or development density and lot retirement incentives. For county, state, and federal funds that may be earmarked for open space, assign high priority to acquiring properties designated on the National Park Service's Land Protection Plan, and to parcels within ESHAs.

CO-46 Implement legal protections, such as deed restrictions and filing of open space easements, to ensure designated open space lands are preserved in perpetuity.

CO-47 When open space is being dedicated, prioritize acquisitions to those lands that contain unique ecological features; protect undeveloped streams, watersheds, woodlands, and grasslands; prevent vegetation clearance or grading of steep areas; help reduce development-induced runoff; and protect existing and approved recreation areas.

G. Scenic Resources

The natural beauty of the Santa Monica Mountains is widely recognized as one of its most distinctive and valuable attributes, making it a primary attraction to residents and visitors. The environment is characterized by occasional morning fog draping over rolling hills, canyons, oak woodlands, and dramatic geologic features coexisting with distinctive

communities, such as Topanga and Monte Nido. There are also a number of local and regional recreation trails and scenic driving routes that meander through the Mountains, including two state-designated County Scenic Highways, Mulholland Highway and Malibu Canyon-Las Virgenes Road.

Given the proximity of development to such abundant scenery, any form of physical alteration has immediate and noticeable effects. Activity in the area, whether it is residential development, recreation facilities, or agriculture, has greater visual impacts on the land than in many other parts of Los Angeles County. The visual impact of building, grading, or even vegetation removal can be just as dramatic as the natural features themselves. In some parts of the Santa Monica Mountains, natural features have been graded away or built upon, effectively obliterating any scenic qualities.

Activity that would result in the following conditions would be considered to have an adverse effect on aesthetic resources:

- Development activity that would encroach into regionally- or locally-significant skylines and ridgelines. This might include structures that would be visible along the ridgeline, or grading that would modify ridgeline landforms or result in the removal of natural vegetation along the ridgeline.

- Development of natural open space possessing high aesthetic value. This would include a range of land development projects from those with a rural character to those with a suburban intensity, and would apply primarily to areas that are disconnected from existing development.

- Development activity along scenic routes that would disrupt the views along such identified routes. This would include, but is not limited to excessive signage and structures that would obstruct scenic views of the ocean, skyline, or other significant vistas.

Dramatic topographic features and rural conditions make the area's scenic resources highly visible to residents and visitors. Views of natural features are the focus of scenic preservation and enhancement. The following policies are not intended to completely preclude development from scenic areas, but are a means to protect scenic qualities. Their intent is to require and achieve a sensitive balance between development and protecting the visual qualities of the Santa Monica Mountains.

The Scenic Resources provisions shall apply to the following features designated on the Scenic Resources map of the Coastal Zone Plan as:

- Scenic Elements;
- Significant Ridgelines; and
- Scenic Routes.

Scenic Elements. Scenic Elements are designated areas that contain exceptionally scenic features unique not only to the Santa Monica Mountains, but to the Los Angeles County region. These areas are characterized by rare or unique geologic formations, such as large rock outcroppings, sheer canyon walls, coastline viewsheds, or undisturbed hillsides and/or riparian or woodland habitat with intact native vegetation and plant communities.

Significant Ridgelines. Ridgelines are defined as the line formed by the meeting of the tops of sloping surfaces of land. In general, Significant Ridgelines are highly visible and dominate the landscape. Significant Ridgelines were selected based on one or more of the following criteria:

a. Topographic complexity: Ridges that have a significant difference in elevation from the valley or canyon floor, such as in Malibu Canyon;
b. Near/far contrast: Ridges that are a part of a scene that includes a prominent landform in the foreground and a major backdrop ridge with an unbroken skyline, such as in Las Flores Canyon;
c. Cultural landmarks: Ridges that frame views of well-known locations, structures or other places which are considered points of interest in the Santa Monica Mountains Coastal Zone, such as Castro Peak and Turtle Rock;
d. Uniqueness and character of a specific location: Peaks and their adjoining ridges, such as Saddle Peak;
e. Existing community boundaries and gateways: Ridges and surrounding terrain that separate communities, and provide the first view of predominantly natural, undeveloped land as a traveler emerges from the urban landscape, such as the ridgelines surrounding the Monte Nido area; and
f. Overall integrity: Ridges that comprise a significant component of a pristine, undeveloped mountain system and are viewable from a public place, such as those surrounding Arroyo Sequit.

Scenic Routes. Scenic routes are selected for the unique aesthetic qualities that can be experienced as one drives along them. The selected routes pass along wide swaths of undisturbed habitat, offer views of dramatic geologic or coastal formations, pass by rolling hills studded with oaks, and wind past areas rich with riparian vegetation.

The purpose of the following policies is to protect public views from Scenic Routes, and of Scenic Elements and Significant Ridgelines.

Scenic Resources Goals and Policies

Goal CO-5: An environment that retains the area's scenic beauty, including specific natural features and broad vistas.

Policies:

CO-48 Scenic Resources are identified on Map 3 and consist of Scenic Elements, Significant Ridgelines, and Scenic Routes.

CO-49 Maintain and enhance the quality of vistas along identified scenic routes, including:

- Mulholland Highway;
- Pacific Coast Highway (SR-1);
- Malibu Canyon/Las Virgenes Road County Scenic Highway;
- Kanan-Dume Road;
- Topanga Canyon Boulevard (SR-27);
- Old Topanga Canyon Road;
- Saddle Peak Road/Schueren Road;
- Piuma Road;
- Encinal Canyon Road;
- Tuna Canyon Road;
- Rambla Pacifico Road;
- Las Flores Canyon Road;
- Corral Canyon Road;
- Latigo Canyon Road; and
- Little Sycamore Canyon Road.

CO-50 Maintain the quality of vistas of designated Scenic Elements and Significant Ridgelines from public viewing areas.

CO-51 Blend and conform natural landscape alteration to the existing site terrain and surroundings to ensure minimal disruption of existing visual features.

CO-52 Preserve topographic features of high scenic value in their natural state, including canyon walls, geological formations, creeks, ridgelines, and waterfalls.

CO-53 Prohibit development on designated Significant Ridgelines and require that structures be located sufficiently below Ridgelines so as to preserve unobstructed views of a natural skyline.

CO-54 Preserve and, where feasible, restore and enhance tree communities – especially oak, walnut, and sycamore woodlands and savannas – as important elements of the area's scenic character.

CO-55 Prohibit placing new and phase out any existing offsite advertising signs and onsite pole signs upon change of use, along designated scenic routes. Prohibit the placement of signs (except traffic control signs), utilities, and accessory equipment that obstructs public views to the ocean, parks, and Scenic Elements wherever feasible.

CO-56 Control lighting to preserve the visibility of the night skies and stars.

CO-57 Prohibit exposed cantilevers or understories. Cantilevers and understories shall be covered with materials that blend with the surrounding landscape.

CO-58 Require new multi-unit developments, including adjoining projects undertaken by the same person, to use colors and exterior materials that blend with the surrounding landscape. Prohibit highly reflective materials with the exception of solar panels.

CO-59 Encourage the undergrounding of all existing and future utilities as funding is available.

CO-60 Limit the height of structures above grade to minimize impacts to visual resources. Chimneys and non-visually obstructing rooftop antennas may be permitted to extend above the allowable height of the structure.

CO-61 Design and locate signs to minimize impacts to visual resources. Signs approved as part of commercial development shall be part of a coordinated sign program incorporated into the design of the project and shall be subject to bulk, height, and width limitations.

CO-62 Fences, gates, and walls shall be designed to blend in with the surrounding natural landscape, and shall not present the appearance of a bare wall.

CO-63 Require fences, walls, and ornamental landscaping to be placed in such a manner that they do not obstruct scenic resources, to the extent possible.

CO-64 Require wireless telephone facilities to be designed and sited in such a manner that they blend into the landscape. Such facilities shall be co-located where possible.

H. Recreation and Trails

The Santa Monica Mountains offer the Los Angeles metropolitan area a wide range of public and private recreational opportunities. The Mountains are particularly well-suited for passive outdoor recreational experiences in a natural setting. The value of recreation close to the urban complex is immense. The Santa Monica Mountains area provides an opportunity to experience a recreation-oriented, outdoor lifestyle within the Los Angeles region. Several entities provide parks and recreational opportunities within the planning region, including the National Park Service, the California Department of Parks and Recreation, Santa Monica Mountains Conservancy, County of Los Angeles, and area cities. Local organizations are also actively involved in the provision of regional recreation.

The cornerstones of the area's recreation opportunities are the existing Federal and State parks, beaches, and trails. These areas and agencies' proposed acquisitions, linked by the scenic routes identified in this Plan and a network of riding, hiking, and bicycle trails, should be integrated and connect throughout the Santa Monica Mountains National Recreation Area. Public recreation areas should be supported by compatible commercial recreation uses

such as lodging, camps, and equestrian facilities, maximizing the resource-based recreational opportunities available.

The existing outdoor recreation facilities system is insufficient for meeting regional recreation needs; however, public agencies are currently working to expand these facilities to accommodate these needs in the future. Many trails, established through years of use, travel across public and private property, and include designated bikeways along public roads. A formal, comprehensive public trail system for hikers, bicyclists, and equestrians is being designed and managed by public agencies to address and incorporate these trails and roads and to link them to various recreational facilities. A recognized system of trails and bikeways in the Santa Monica Mountains will provide usable, safe access within and between recreation areas and park lands.

Expanding recreational amenities will increase the need for coordinated resource management necessary to protect sensitive habitats from overuse or degradation. Habitat protection in the Santa Monica Mountains should be ensured through an integrated recreation plan coordinated among responsible agencies and local organizations.

Existing and Proposed Park and Trail Facilities

Parks

The County of Los Angeles does not currently operate any regional park facilities within the Santa Monica Mountains Coastal Zone (See Section I. Shoreline and Beaches). While the County recognizes that there are local park needs throughout the planning region, this steep, mountainous, limited-access area is generally not suitable for traditional parks that require developed facilities on large flat areas.

Trails

The existing Santa Monica Mountains trail system is comprised primarily of regional trails operated by public and private agencies, as well as trails that extend onto private lands. There are many trails throughout the Mountains, but only those within parklands, or along dedicated easements, are publicly protected. Maintenance and often basic construction of trails protected through public ownership, prescriptive use, or easements are primarily carried out by volunteers.

The Santa Monica Mountains Area Recreational Trails (SMMART) Coordination Project, a consortium of public agencies and private concerns which includes the National Park Service, California Department of Parks and Recreation, the Santa Monica Mountains Conservancy, and the Santa Monica Mountains Trails Council, has proposed additions to the County's trails plan as well as new trail amenities such as trail camps to be considered by the park agencies.

In response to the information developed by the SMMART Project, the NPS, CDPR, and the SMMC have composed the Interagency Trail Management Plan, an integrated trail

system for the Santa Monica Mountains National Recreation Area that aims to balance recreational access with resource protection. This system is intended to link area recreation facilities, to connect other local and regional trail networks, and to provide trail access between the mountains, the coast, and other open space and parklands. The system will include trails of varying lengths and degrees of difficulty to accommodate people with a variety of skills and abilities, including the physically challenged, senior citizens, and families. Plans are underway to complete the Backbone Trail, which crosses the Santa Monica Mountains from Ventura County to the City of Los Angeles. A series of loop trails is planned for bicyclists, equestrians, and hikers. Overnight camps will be encouraged and established along longer trails to allow uninterrupted backpacking trips of several days' duration. The trail system should eventually connect with other major trails in the greater region, such as the Rim of the Valley Trail and the Pacific Crest Trail.

The Rim of the Valley Trail is within the state-designated Rim of the Valley Trail Corridor, stretching from Sierra Madre to Moorpark, and will link parklands and mountain open spaces encircling the San Fernando, Crescenta, western San Gabriel, Simi, and Conejo Valleys. The Rim of the Valley Trail will link to the Pacific Crest Trail and the Santa Monica Mountains Backbone Trail.

The 2,550-mile long Pacific Crest Trail - a National Scenic Trail - passes through northern Los Angeles County mostly in the San Gabriel Mountains, Sierra Pelona Range, and mountains northeast of Pyramid Lake in the Angeles National Forest. The trail passes through intervening private lands before it crosses the western Antelope Valley into Kern County. Trails within the Coastal Zone should provide links to this major trail.

Future Regional Trails

Planning for the Juan Bautista De Anza National Historic Trail is underway. This trail is one of only seven national historic trails. The trail commemorates the 1,200-mile expedition of Juan Bautista de Anza in 1775-1776, when he led a contingent of colonists from Mexico across deserts and mountains to establish a colony for Spain at San Francisco. An approximately five-mile segment of the Juan Bautista De Anza National Historic Trail will cross parklands in the Simi Hills north of the Coastal Zone. A spur trail to the south should connect the Anza National Historic Trail with Malibu Creek State Park, the approximate location of one of the expedition's camping sites. The National Park Service is coordinating this interstate planning effort.

The Simi to the Sea or Zuma Ridge Trail will link Simi Valley to the sea, providing a continuous trail from the Arroyo Simi Equestrian Center through the Simi Hills to Zuma Canyon. The County of Los Angeles and the Santa Monica Mountains Trail Council maintain portions of the regional trail.

The Coastal Slope Trail will connect all of Malibu from the east to west, and continue west of the Coastal Zone. With established connector trails and neighborhood trails, this complete system will enable residents to walk, hike, or ride from one part of town to another, to reach the beach at varying intervals, such as at Leo Carrillo and Topanga, or

connect up to greater regional trails. The California Coastal Trail is a state-legislated trail that allows full access across the coast of the Santa Monica Mountains National Recreation Area at low tide. The NPS, CDPR, and the SMMC will work in cooperation with other State agencies and non-profit organizations to accomplish trail signage, access, and promotion.

Trails Acquisition Programs

Trail easements over and improvements to trails on private lands are often included in conditions of development approval; funding for ongoing construction and maintenance of such trails should be sought at this opportunity. Open space lands may contain existing trails or provide opportunities for new trails, although funding for construction and maintenance is not necessarily assured. As trail acquisition opportunities arise, regional coordination is essential to both ensure an integrated trails network and to dedicate specific trail segments to the agency best able to fund trail construction and ongoing maintenance.

Recreation and Trails Goals and Policies

Goal CO-6: A variety of recreational opportunities affording a range of experiences from wilderness to improved parks, including public trail access to public lands - all in a manner that protects natural resources.

Policies:

CO-65 Encourage a full range of recreational experiences to serve regional and national visitors, including the transit-dependent and the physically challenged.

CO-66 Encourage opportunities for recreation throughout the Plan area when consistent with environmental values and protection of natural resources.

a. Provide resource-dependent recreational opportunities within undeveloped natural areas consistent with the tolerance capabilities and character of each area. Activities in natural areas with limited road access or the presence of ESHA or Significant Woodlands and Savannas shall focus on the appreciation of the natural environment and contain no active recreation elements harmful to natural resources.

b. Regulate use to preserve resource values within natural areas intended for the protection of vegetative, habitat, and scenic resources.

c. Establish the facilities necessary for information, first aid, orientation, recreation, interpretation, education, and recreation area maintenance and operations, where appropriate. Design these facilities in harmony with the surrounding natural landscape.

d. At the periphery of areas devoted to recreation, provide sufficient staging and parking areas at trail access points, including space to accommodate horse trailers where needed and appropriate; to ensure adequate access to the trails system, campgrounds, roadside rest, and picnic areas where suitable; to provide visitor information; and to establish day use facilities, where the facilities are developed and operated in a manner consistent with the policies of the Plan and compatible with surrounding land uses.

CO-67 Use open space easements, such as flood inundation areas, and establish other procedures to acquire land or the use of land from willing owners for recreational and open space purposes. Utilize public land for recreation or public access where appropriate and consistent with the interests of public safety and the protection of sensitive environmental resources.

CO-68 Encourage new private low-intensity visitor-serving recreational facilities, including equestrian rental and boarding facilities, campgrounds, and low-intensity conference facilities that are developed and operated in a manner consistent with the policies of the Plan and compatible with surrounding land uses.

CO-69 Encourage the involvement of volunteers and use conservation or public service programs, where possible, to assist in the development, maintenance, and operation of recreational facilities.

CO-70 Low-intensity visitor-serving commercial recreational facilities shall be given priority over residential or general commercial development where appropriate. New visitor-serving commercial uses shall not displace existing low-cost recreational uses unless a comparable replacement area is provided.

CO-71 Locate development of visitor-serving commercial recreational facilities at sites which provide convenient public access, adequate infrastructure, sufficient and safe parking, and that are designed to enhance public opportunities for recreation.

CO-72 Permit visitor-serving commercial recreational uses near public parklands and recreation areas only if the development does not overload nearby recreation areas. This shall be determined by the scale and intensity of the proposed use and the compatibility with the character of the nearby parkland and recreation area.

CO-73 Provide adequate parking to serve recreation uses. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.

CO-74 Provide safe and accessible bikeways on existing roadways (see Map 4 Recreation) and support related facilities, where feasible, through the implementation of the adopted Plan of Bikeways in the County General Plan.

CO-75 Coordinate with Federal, State, and County park agencies, and other qualified public and private land conservation agencies to determine the appropriate agency or organization to accept, develop, and maintain trail dedication offers.

CO-76 Protect and, where possible, enhance recreation and access opportunities at existing public beaches and parks as an important coastal resource. Public beaches and parks shall maintain low-cost user fees and parking fees, to the extent possible, to maximize public access and recreation opportunities.

CO-77 Protect and enhance the trail system as shown on Map 4 Recreation.

a. New development shall be reviewed to determine the most appropriate means to protect trails. Depending on the size, location, impacts, and intensity of the proposed development, one of the following may be imposed: to setback from the trail, to provide a trail easement, or to dedicate a trail. If an easement or dedication is required, it shall preferably be made to a public agency or land conservation organization.

b. New development shall not negatively impact the use of or views from dedicated trails.

c. As funding becomes available, implement the trails as shown on Map 4 Recreation.

d. Expand and support the establishment of trail systems for hiking, mountain bike riding, and equestrian uses to accommodate projected demands only to the degree which an evaluation by county departments has shown will not negatively impact environmental quality and user safety. Designate trails for multiple use when the various uses would be compatible.

e. Design a trail system to provide linkages between major regional trails and area recreational facilities. Proposed trail locations are not intended to be precise, and the best and most feasible route would be determined as a result of further study during any review of a coastal development permit (see Map 4 Recreation).

f. Locate trails and trail facilities, including parking areas, in a manner that preserves natural resources, including scenic values, wildlife habitats and corridors, and water and groundwater quality.

g. Relocate or redesign any trails that may exist within environmentally sensitive areas to protect natural resources and enhance trail use.

h. Prohibit motorized off-road vehicle use on the area trails system; restrict mountain bike use to designated multi-use trails specifically designed and identified for bicycles and where conflict with equestrian and hiking uses would not occur.

i. Preserve public rights when development is proposed, by obtaining trail easements where the public has acquired these rights through use, or where the trail is depicted on Map 4 Recreation. Conduct a review of each development proposal to determine whether there is a nexus between the development's impacts and obtaining a trail easement, and to determine whether obtaining a trail easement is proportional mitigation for the impacts of the proposed development. Trail easements shall preferably be dedicated to a public agency or land conservation organization.

I. Shoreline and Beaches

The remaining North Santa Monica Bay shoreline under the County's land use jurisdiction is a natural resource of extraordinary aesthetic, environmental, and recreational value. This shoreline includes Topanga County Beach, Topanga State Park, and Leo Carrillo State Park, comprising nearly two miles of coastline, all of which are readily accessible to the public and provide swimming, sunbathing, fishing, and other recreational opportunities. Notable coastal habitats include coastal strand, wetlands, tidal rock formations, estuaries, and coastal lagoons. The preservation of these habitat communities is critical for the distribution of stream sediment to the coastline for beach sand replenishment and for the maintenance of estuarine habitats. Additionally, estuary and lagoon habitats are a critical component of restoration efforts for steelhead trout migration.

There are numerous threats to the coastline and beach habitats and to public health and recreational resources, including beach sand erosion and pollution. While beach erosion along the California coast is a natural process, it has been exacerbated by human activities, such as construction along the shore, upstream urbanization, dams, and debris basins which have altered the natural movement of sand, as well as the volume and character of the natural supply of sediment to the coastline, the most significant mineral resource found in the Coastal Zone. Urbanization has further threatened public health and degraded marine resources with pollution from pesticides and fertilizers from gardening, failed septic systems, and other non-point contaminated run-off and stormwater. In some cases, urbanization and over-irrigation have resulted in disturbance of estuarine habitats due to elevated levels of groundwater.

Located adjacent to the ocean, Pacific Coast Highway (PCH) presents a special consideration since it is threatened by erosion, wave uprush, and flooding. To protect PCH from these processes, Caltrans has armored portions of the shoreline in the Malibu area with rock revetments.

These threats have brought about the need for the policy provisions included in this section to better protect public health and shoreline resources.

Shoreline and Beaches Goals and Policies

Goal CO-7: Shoreline and beaches that are accessible to the public and protected to the greatest extent possible from the impacts of beach sand erosion, development, conflicting uses, and other possible threats.

Policies:

CO-78 Development in areas adjacent to sensitive marine and beach habitats shall be sited and designed to prevent impacts that could significantly degrade the environmentally sensitive habitats. All proposed uses shall be compatible with maintaining the biological productivity and integrity of such habitats.

CO-79 Protect marsh-wetland habitats and restore biological productivity where possible.

CO-80 Prohibit the alteration or disturbance of marine mammal habitats and other sensitive resources, including haul-out areas, by recreational or any other new land uses.

CO-81 Protect and enhance dune and beach habitats. With the exception of vehicles utilized for emergency or official purposes, traffic through dunes and on the beach shall be prohibited and pedestrian traffic through dunes, where specifically permitted, shall use well-defined footpaths or other directed means of circulation. Adverse traffic impacts must be minimized.

CO-82 Preserve and, where feasible, enhance nearshore shallow water fish habitats.

CO-83 Permit the diking, filling, or dredging of open coastal waters, wetlands, and estuaries only where there is no feasible less-environmentally damaging alternative, and where mitigation measures have been provided to minimize adverse environmental effects. Uses of open coastal waters, wetlands, and estuaries shall be limited to the following:

- Incidental public service purposes including, but not limited to, burying cables and pipes, bridge construction or repair, and maintenance of existing drainage structures;
- Restoration purposes; and
- Nature study, aquaculture, or similar resource-dependent activities.

CO-84 Limit the construction of seawalls, revetments, breakwaters, or other hard protection devices for coastal erosion control to emergency cases. Any such permitted structures shall be sited to avoid impacting sensitive resources.

CO-85 Prohibit shoreline structures, including piers, groins, revetments, breakwaters, drainages, seawalls, pipelines, and other such construction that alters natural shoreline processes, except where there is no less-environmentally damaging

alternative for the protection of coastal-dependent uses, existing development, or public beaches in danger from erosion. Any such structures shall be sited to avoid sensitive resources and designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation or contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

CO-86 Coordinate with the Department of Beaches and Harbors and Caltrans on beach nourishment efforts and future strategies to protect against beach erosion and to protect Pacific Coast Highway.

CO-87 Permit the placement of sediments removed through erosion or flood control facilities, at appropriate points on the shoreline for the purpose of beach sand replenishment. Design such a program to minimize adverse impacts to beach, inter-tidal, and offshore resources, and to incorporate appropriate mitigation measures.

CO-88 Support Department of Fish and Game and Regional Water Quality Control Board efforts to increase monitoring to assess the conditions of the Coastal Zone near-shore species, water quality, and kelp beds, and support rehabilitation or enhancement of deficient areas.

CO-89 New development that is in proximity to the shoreline and beaches shall be sited and designed in ways that minimize:

- Risks to life and property;
- Impacts to public access and recreation;
- Impacts to scenic resources; and
- Impacts to the quality or quantity of the natural supply of sediment to the coastline.

CO-90 Minimize human-induced erosion by reducing concentrated surface runoff from use areas and elevated groundwater levels from urbanization and irrigation.

CO-91 Participate in the development of short-term and long-term strategies that respond to sea level rise.

CO-92 Support efforts and funding to maintain clean beaches and improve the water quality of coastal waters, estuaries, and nearshore waters.

J. Paleontological and Historic Cultural Resources

The Santa Monica Mountains are rich in paleontological and historic cultural resources, including archaeological resources of the Native Americans and cultural resources of early settlers. Many of these resources are found on lands under the management of the National

Park Service, the California Department of Parks and Recreation, and the Santa Monica Mountains Conservancy. The stewardship and preservation of these resources in the Santa Monica Mountains are important for three main reasons:

- Increasing public use, growing pressures for development, and deterioration through age and exposure continue to place the Mountains' paleontological and historic cultural resources at risk.
- It is in the public interest to preserve historic cultural resources because they are irreplaceable and offer cultural, educational, aesthetic, and inspirational benefits.
- The stewardship of paleontological and historic cultural resources is necessary to deepen cultural awareness as well as to increase the public's understanding of the existing environment.

County development review procedures include consideration and protection of paleontological and historic cultural resources. Mitigation measures are required where development is determined to adversely impact any such resource. Other groups are also concerned with the preservation of these resources. The National Park Service conducts ongoing research on the history and cultural heritage of the Santa Monica Mountains. Summarized below are some of the major findings of its research, with further information available in Appendix C Historic and Cultural Resources.

Paleontological Resources

Paleontological resources, or fossils, are the remains of ancient animals and plants, as well as trace fossils such as burrows, which can provide scientifically significant information on the history of life on earth. Paleontological resources in the Santa Monica Mountains include isolated fossil specimens, fossil sites, and fossil-bearing rock units. The oldest paleontological resources in the Mountains come from the Late Cretaceous Chatsworth formation. Ammonites, extinct mollusks related to the chambered nautilus, have been collected from this formation, as well as marine foraminifera, clams, snails, bryozoans, and shark teeth.

The Santa Monica Mountains have been the site of marine deposition for much of the Cenozoic period (the last 65 million years). There are a number of Tertiary rock units in the Santa Monicas known to yield scientifically significant paleontologic resources, including the Modelo, Pico, and Topanga formations. Abundant specimens of gastropods, valves of the giant pectinid, and about 50 species of mollusks have been found in the Topanga formation, a shallow-water, marine sandstone unit within the Coastal Zone. Unlike marine sediments, terrestrial sediments often do not contain fossils. This is because they are normally deposited immediately adjacent to the surface of the earth, an environment not conducive to fossil preservation.

Archaeological Resources

Archaeological resources refer to any material remains of past human life or activities that are of archaeological interest, including, but not be limited to: pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, and human skeletal materials.

An estimated 30 percent of the land throughout the Santa Monica Mountains (including areas outside of the County's jurisdiction) has been surveyed for archaeological sites. The area contains many geologic elements and major plant communities that indicate the presence of archaeological resources. According to the National Parks Service, there are over 1,500 known archaeological sites in the Mountains, one of the highest densities of any mountain range in the world. Collectively, these sites represent roughly 9,000 years of human use by native peoples.

The indigenous Chumash and Gabrieliño/Tongva peoples, two of the most populous and sophisticated native cultures, have occupied land within the Mountains since prehistoric times. The Chumash people have inhabited the region for nearly 9,000 years, while the Gabrieliño/Tongva people moved into the eastern Santa Monicas approximately 2,000 years ago.

Cultural Resources of Early Settlers

The area also contains many recent historical artifacts dating back to the 1500s. From the 1500s to the late 1700s, exploration of California was initiated by explorers from Spain, Portugal and Mexico. During the Spanish Colonial period from 1769 to 1822, Spain established a chain of Franciscan missions in California, including missions in San Gabriel, Ventura, Santa Barbara, and San Fernando. Around 1800, the Spanish Crown began granting land, including land in the Santa Monica Mountains, to retiring Spanish soldiers. Much of the land, known as ranchos, was used for cattle ranching and farming and was often worked by the Native Americans.

During the mid- to late-19th Century, the area was homesteaded by Americans looking for land, and large ranches were divided into smaller farms to open up opportunity for more families. With nearly 1,300 homestead claims in the Santa Monica Mountains, in addition to hundreds of structures in the Mountains and in the adjacent foothills, there are numerous features that are considered to be of local historical significance, including houses, ranches, and barns. Some are significant for events that occurred there, while others are significant for the individuals who lived there, or are important in terms of architectural history. Throughout the 20th Century, significant areas of the Santa Monica Mountains were developed for recreational and commercial uses.

Unfortunately, many of the known paleontological and historic cultural sites in the region have been disturbed to some extent by both human activity, such as development, occupation, and use, and natural occurrences, such as erosion that results from earthquakes, fire, and flood. In some instances, historic and prehistoric artifacts such as stone tools,

antique nails, and equipment parts, have been picked up or even destroyed by visitors or residents. Recreation area operations have also negatively impacted historic trails and roads when they have been converted to other uses or obliterated for other purposes.

Paleontological and Historic Cultural Resources Goals and Policies

Goal CO-8: Preservation and enhancement of the area's rich and diverse paleontological and historic cultural resources.

Policies:

CO-93 Support the protection and preservation of local resources that have paleontological and/or historic cultural value.

CO-94 Prohibit development that would adversely impact archaeological, paleontological, or other significant cultural resources.

CO-95 Regulate landform alteration to ensure minimal disturbance of known archaeological and historic cultural sites.

CO-96 Preserve and protect resources and traditions that are of importance to Native Americans, including the Chumash and Gabrieliño/Tongva peoples.

CO-97 Prohibit the unauthorized collection of paleontological and historic cultural artifacts.

CO-98 Notify all appropriate agencies, including Native American tribes, and the Department of Regional Planning of archaeological or paleontological resources discovered during any phase of development construction to ensure proper surface and site recordation and treatment.

CO-99 Provide opportunities for horsekeeping and equestrian-oriented activities and recreation in order to preserve these historic uses in the Santa Monica Mountains.

Goal CO-9: Increased public awareness of the history and cultural heritage of the Santa Monica Mountains.

Policies:

CO-100 Support the development of resource-dependent uses designed to educate the public on the history and cultural heritage of the Santa Monica Mountains, where appropriate.

CO-101 Provide to new residents and other persons seeking development approvals under this Plan, information on the history and cultural heritage of the Santa Monica Mountains.

K. Coastal Act Sections and Corresponding Element Policies

The Conservation and Open Space Element addresses the following selected provisions of the Coastal Act. (Shown in *italic*, Coastal Act provisions are included for reference only and are not adopted by the County.)

***Section 30210* Access; recreational opportunities**

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

- Corresponding Conservation and Open Space Element policies: CO-24, 65 to 77.

***Section 30211* Development not to interfere with access**

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

- Corresponding Conservation and Open Space Element policies: CO-76, 89.

***Section 30213* Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals**

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

- Corresponding Conservation and Open Space Element policies: CO-65, 68, 70, 71, 76.

***Section 30221* Oceanfront land; protection for recreational use and development**

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

- Corresponding Conservation and Open Space Element policies: CO-76, 89.

***Section 30230* Marine resources; maintenance**

Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

- Corresponding Conservation and Open Space Element policies: CO-33, 78 to 92.

***Section 30231* Biological productivity; water quality**

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

- Corresponding Conservation and Open Space Element policies: CO-1 to 15, 28 to 33, 78, 90, 92.

***Section 30233* Diking, filling or dredging; continued movement of sediment and nutrients**

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

- Corresponding Conservation and Open Space Element policies: CO-32, 83, 85 to 87.

***Section 30235* Construction altering natural shoreline**

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

- Corresponding Conservation and Open Space Element policies: CO-83 to 85.

***Section 30236* Water supply and flood control**

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection

is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

- Corresponding Conservation and Open Space Element policies: CO-3.

***Section 30240* Environmentally sensitive habitat areas; adjacent developments**

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

- Corresponding Conservation and Open Space Element policies: CO-8, 9, 16, 22, 26 to 30, 66, 78.

***Section 30244* Archaeological or paleontological resources**

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

- Corresponding Conservation and Open Space Element policies: CO-93 to 101.

***Section 30251* Scenic and visual qualities**

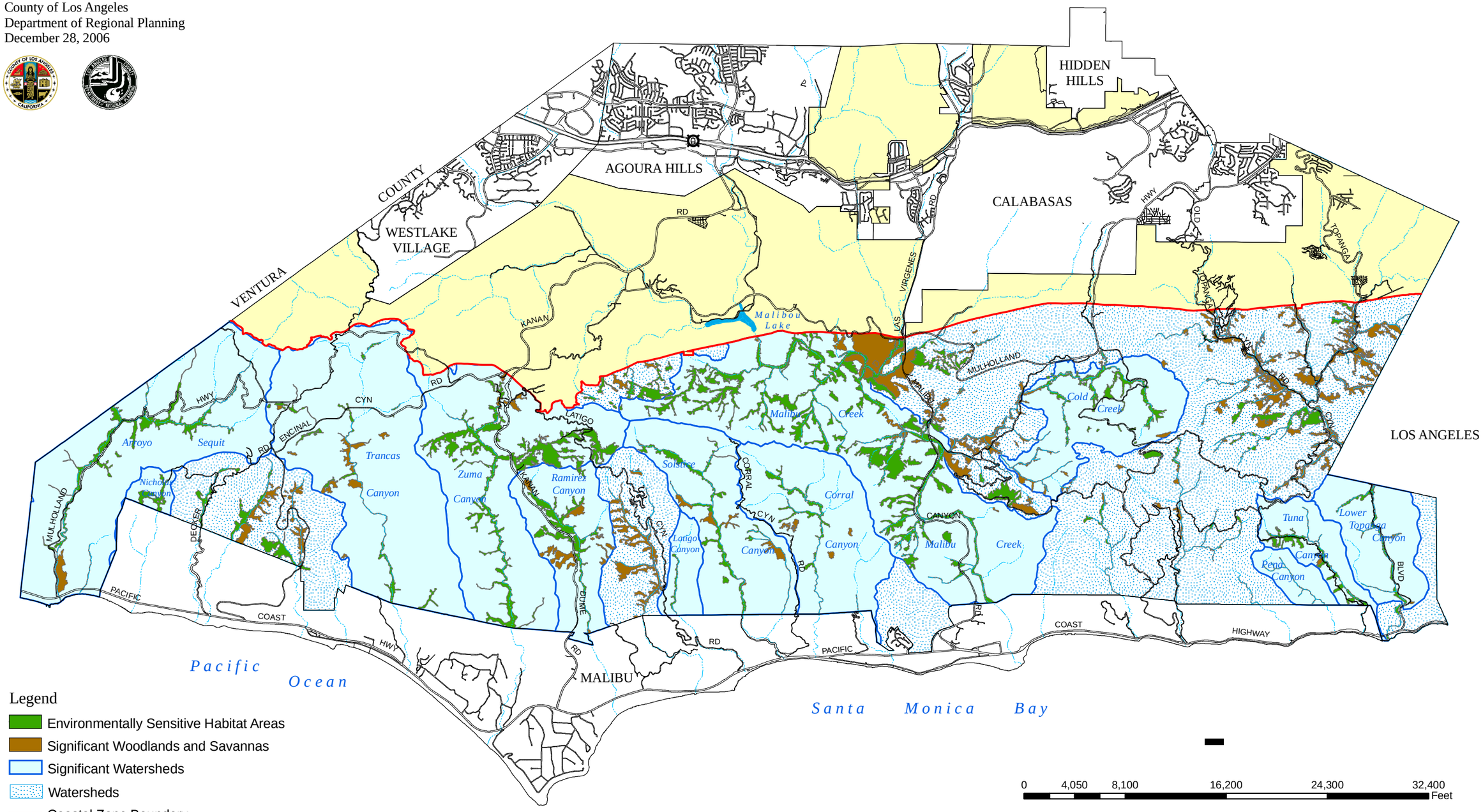
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

- Corresponding Conservation and Open Space Element policies: CO-37, 39, 48 to 64, 77, 89.

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 2 Sensitive Environmental Resource Areas

County of Los Angeles
Department of Regional Planning
December 28, 2006



Legend

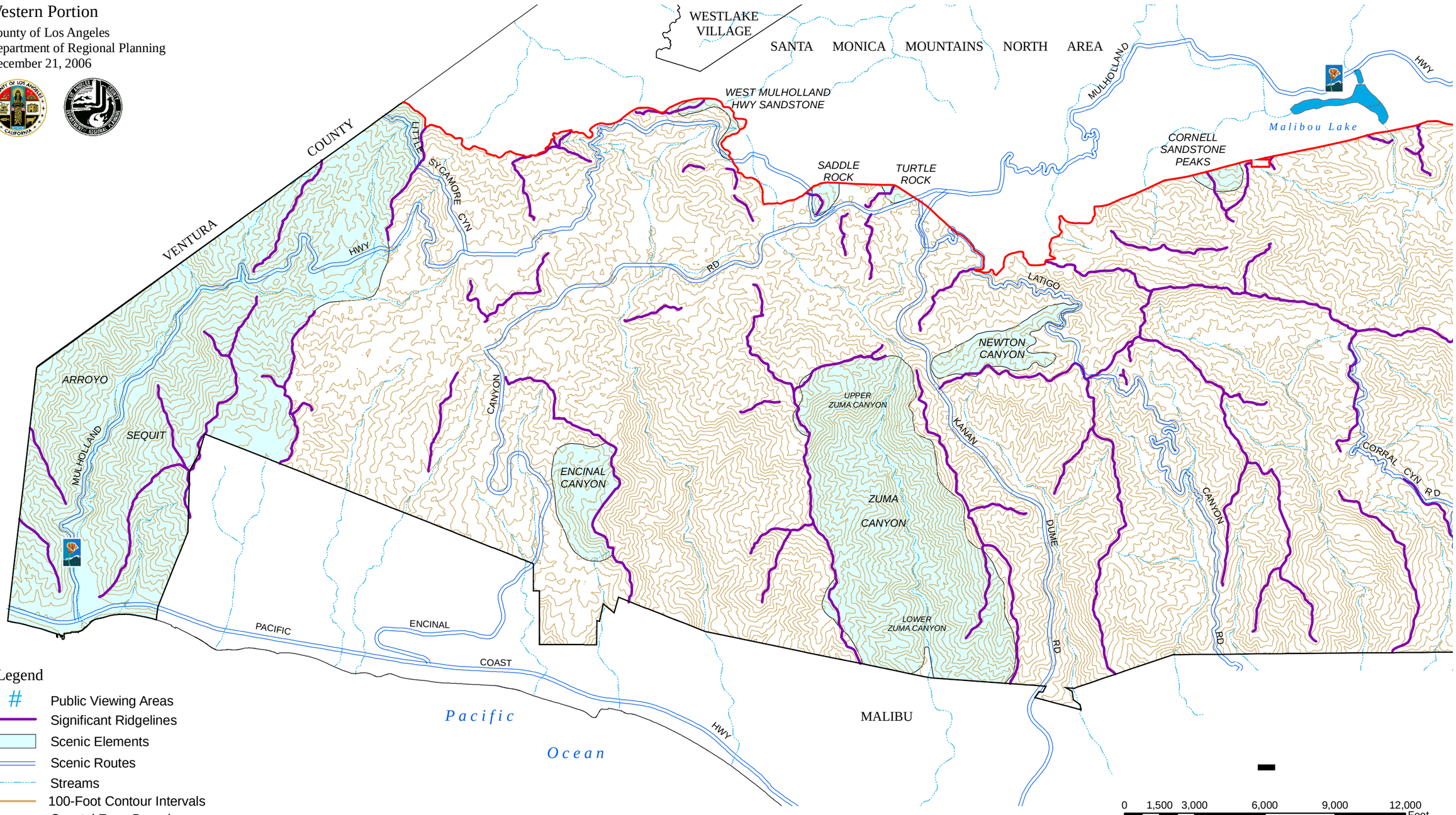
- Environmentally Sensitive Habitat Areas
- Significant Woodlands and Savannas
- Significant Watersheds
- Watersheds
- Coastal Zone Boundary
- Streams
- Santa Monica Mountains North Area

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 3 Scenic Resources

Western Portion

County of Los Angeles
Department of Regional Planning
December 21, 2006



Legend

- # Public Viewing Areas
- Significant Ridgelines
- Scenic Elements
- Scenic Routes
- Streams
- 100-Foot Contour Intervals
- Coastal Zone Boundary
- County Scenic Highway

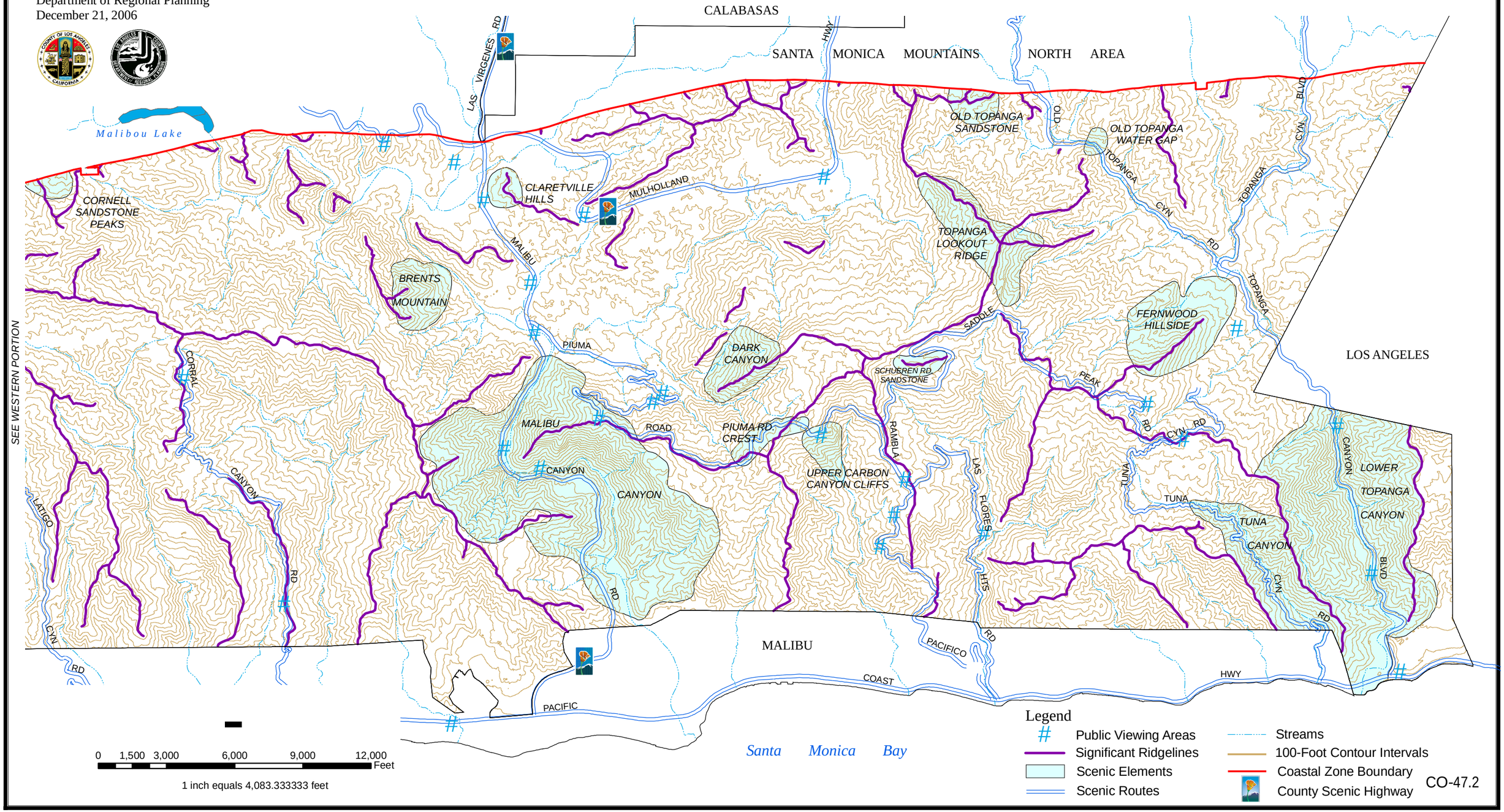
CO-47.1

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 3 Scenic Resources

Eastern Portion

County of Los Angeles
Department of Regional Planning
December 21, 2006

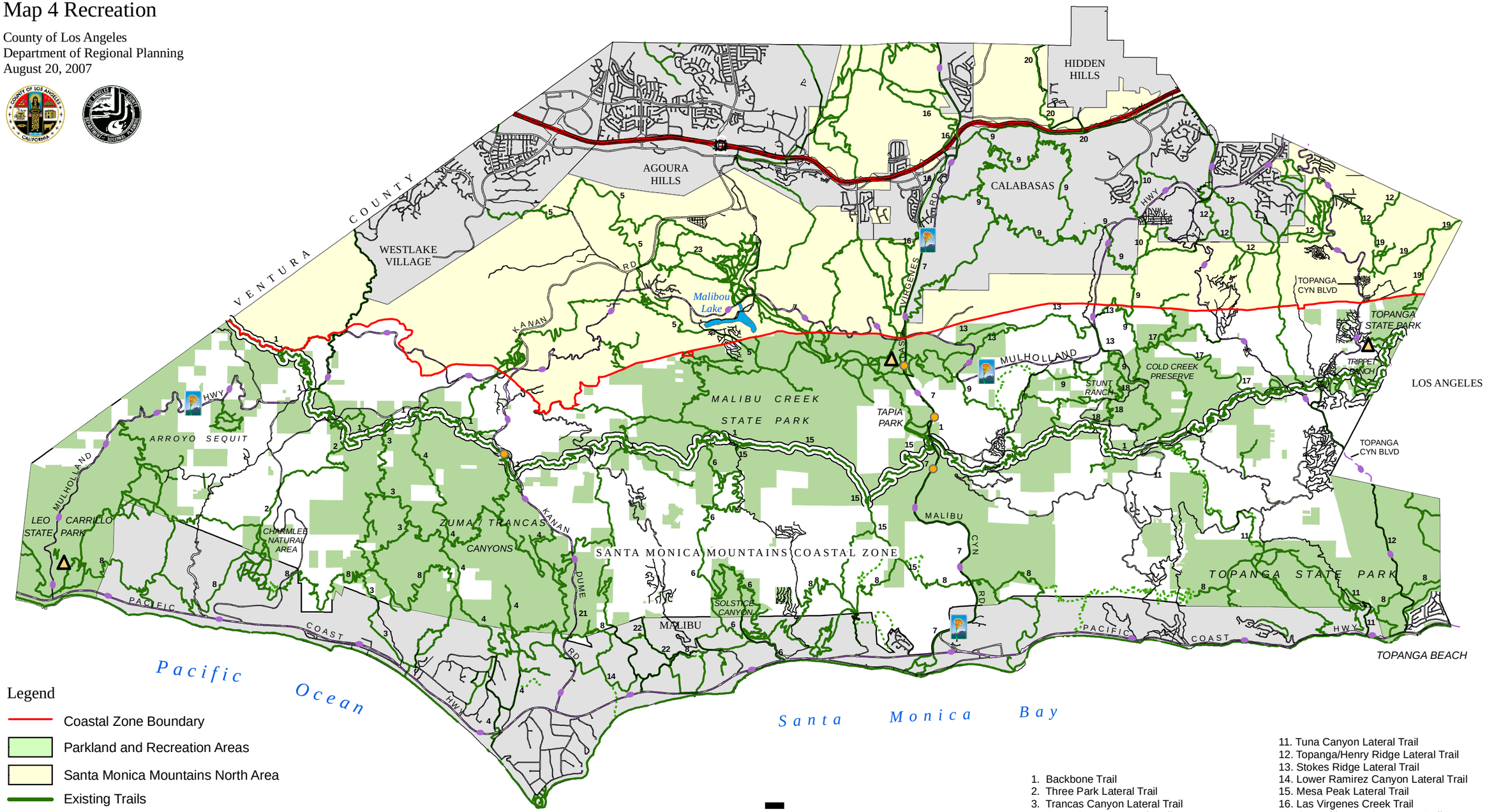


CO-47.2

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 4 Recreation

County of Los Angeles
Department of Regional Planning
August 20, 2007



Legend

- Coastal Zone Boundary
- Parkland and Recreation Areas
- Santa Monica Mountains North Area
- Existing Trails
- Proposed Trails
- Backbone Trail System
- Bikeways
- NPS ParkLINK Shuttle Stops
- Public Camping
- County Scenic Highway
- Incorporated Cities

0 4,150 8,300 16,600 24,900 33,200 Feet

1. Backbone Trail
2. Three Park Lateral Trail
3. Trancas Canyon Lateral Trail
4. Zuma Canyon Lateral Trail
5. Triunfo Canyon Lateral Trail
6. Solstice Canyon Lateral Trail
7. Malibu Creek Lateral Trail
8. Coastal Slope Lateral Trail
9. Calabasas/Cold Creek Lateral Trail
10. Calabasas/Topanga Connector Lateral Trail
11. Tuna Canyon Lateral Trail
12. Topanga/Henry Ridge Lateral Trail
13. Stokes Ridge Lateral Trail
14. Lower Ramirez Canyon Lateral Trail
15. Mesa Peak Lateral Trail
16. Las Virgenes Creek Trail
17. Camp Slausen Connector Trail
18. Stunt High Lateral Trail
19. Topanga/Santa Maria Canyon Lateral Trail
20. Valley Circle Scenic Corridor Trail
21. Ramirez Canyon Connector
22. Escondido Falls Lateral Trail
23. Reagan Ranch Connector

III. SAFETY AND NOISE ELEMENT

A. Introduction

The Santa Monica Mountains are subject to serious hazards that require special attention in order to protect public health and safety. Wild fires, earthquakes, as well as landflows, flooding, and washed-out roads that often follow heavy winter rains have demonstrated how vulnerable the region is to natural and man-made hazards. Fires are a natural occurrence in the Mountains and on nature's timetable are an essential process of the regional ecosystem. The region's natural drainage systems are subject to very high volumes of stormwater runoff. (See Map 5 Hazards.) The Safety and Noise Element addresses the following issues:

- Seismic and Non-seismic Geologic Hazards;
- Flood Hazards;
- Fire Hazards;
- Hazardous Materials; and
- Noise Hazards.

In compliance with the Coastal Act, this element focuses on the protection of the public against loss of life, damage to property, and the social and economic impacts of natural and man-made hazards. In addition, the element addresses emergency response provisions and the coordination of planning efforts by emergency response agencies. Implementation of public safety measures, such as fire-fighting access, evacuation routes, vegetation clearance, and fire-safe staging areas should be a coordinated effort among all affected stakeholders.

B. Guiding Principle

The guiding principle for protecting public health and safety is:

The potential risk of death, injuries, property damage, and social and economic dislocation resulting from earthquakes, landflows, floods, fires, and other hazards must be minimized. Development should avoid environmental hazards rather than attempt to overcome them.

A great deal of individual and public effort is directed toward minimizing or eliminating perceived risks, yet a completely risk-free environment cannot be achieved. All aspects of life involve a degree of risk, and some risk from environmental hazards must be tolerated. Development in the planning area must reflect the natural conditions in the Santa Monica Mountains that include environmental hazards.

C. Seismic and Non-Seismic Geologic Hazards

Natural seismic and non-seismic events in the Santa Monica Mountains present significant hazards to public health, safety, and welfare, and also to development. Earthquakes and landflows (commonly referred to as landslides) can be particularly devastating in an area like the Santa Monica Mountains, with its many narrow winding roads and often difficult access at any time.

The effect of both seismic and non-seismic events in the Santa Monica Mountains is magnified by the region's geology and topography. The common rock types underlying the surface soil are poorly-cemented sedimentary rock, and fine-grained or indurated (cemented) soil and bedrock formations. These common rock units are unstable, particularly in earthquakes and under wet conditions. Clay-rich soils found throughout the Mountains are subject to shrink-swell behavior, which has implications for the structural integrity of slopes, buildings, and foundations. In addition, a majority of the Santa Monica Mountains has slopes exceeding 25 percent. This steep topography exacerbates the instability of the underlying geology.

Seismic Geologic Hazards

Earthquakes pose a significant risk within the Santa Monica Mountains. Several fault systems border the Plan area, including the active Malibu Coast Fault to the south, the Malibu Coast-Santa Monica-Raymond Hill fault system to the southeast, and the Simi-Northridge-Verdugo fault system to the north. The San Andreas Fault, though some distance away, has the potential - as it does in any part of the region - to cause significant damage in the Santa Monica Mountains. Primary hazards in the Plan area associated with earthquakes include: surface rupturing along fault lines; damage to structures due to ground-shaking; landslides; and soil consolidation.

Seismic activity in the Santa Monica Mountains can have widespread impacts, despite relatively low development densities and mandated compliance with current building and safety codes. Earthquakes can cause direct damage to structures, roadways, and utilities, as well as trigger landslides in unstable areas, endangering lives and property. Potentially significant hazards exist even without an earthquake due to the prevalence of unstable slopes. Maps prepared by the California Geological Survey identify many areas in the Santa Monica Mountains with the potential for earthquake-induced landflows. It is clear from the maps that large areas susceptible to seismically-induced landslides are also those areas that contain slopes over 25 percent.

Non-seismic Geologic Hazards

The major non-seismic geologic hazards in the Santa Monica Mountains are landflows (including rockfalls, debris flows, and mudflows), liquefaction, and slumping. The Mountains are naturally prone to landslides due to a combination of steep slopes and unstable geology. Human action can contribute directly to slope instability through such activities as grading, vegetation removal, increased soil saturation, and increased amounts of runoff from developed areas. Unusually high levels of water in the soil trigger liquefaction and slumping. Human activity can increase the risk and severity of liquefaction and slumping through actions such as improper grading (e.g., cutting off the supporting toe of a slope or improperly compacting fill material), and by landscaping with vegetation not appropriate for the soils and slopes of the Mountains (e.g., iceplant).

Detailed information regarding geotechnical hazards may be found in Appendix D (Geotechnical Resources) of the Technical Appendices.

Seismic and Non-seismic Geologic Hazards Goals and Policies

Goal SN-1: A built environment designed and engineered to minimize the potential for loss of life, physical injury, environmental disruption, property damage, economic loss and social dislocation due to seismic- and non-seismic-induced geologic phenomena.

Policies:

SN-1 In the placement of new development, emphasize avoiding areas susceptible to seismic and non-seismic geologic hazards, even when engineering solutions are available.

SN-2 Prohibit grading and brushing in areas that have a slope of 50 percent or greater.

SN-3 Restrict structures for human occupation in unstable geologic areas, and limit grading in areas with a slope of over 25 percent.

SN-4 Limit the discretion and authority of County inspectors to modify approved grading plans at project sites to that which is necessary to address unanticipated conditions and to protect public health and safety.

SN-5 In-field grading modifications shall not create adverse impacts that were not considered during a project's environmental review.

SN-6 Permit the remediation or stabilization of landflows that affect existing structures or that threaten public health or safety. Analyze alternative remediation or stabilization techniques to determine the least environmentally damaging alternative. Maximum feasible mitigation shall be incorporated into the project in order to minimize adverse impacts to natural resources.

D. Flood Hazards

One regional and 16 subregional watersheds collect, and ultimately convey, all runoff from the Plan area to the Pacific Ocean and North Santa Monica Bay. Malibu Creek watershed is by far the largest collection area, encompassing more than 100 square miles of area and stretching north of the Coastal Zone, through the County's North Area and the cities along the Ventura Freeway Corridor, into Ventura County. Historically, high water levels have occurred in this watershed with destructive force during storm conditions. These levels are generated due to its immense collection area, intensified by considerable development along the Ventura Freeway Corridor. Storm water from subregional watersheds flows in natural stream courses to Malibu Creek, where the concentrated flows are conducted to the ocean. Localized damage also occurs in subregional watersheds that collect water along the slopes of the Santa Monica Mountains. These total about 50 square miles, but flooding can be intense due to the very steep sloping terrain within these watersheds.

The Federal Emergency Management Agency's "Flood Insurance Rate Maps" depict a number of areas that are classified as Zone A: Areas with the potential to generate 100-year flood events. These designated flood hazard areas are limited to canyon and valley bottoms along the alignments of the primary drainage courses, including segments within the following: Topanga Canyon, Old Topanga Canyon, Malibu Creek, Arroyo Sequit, Cold Creek, and Stokes Canyon, as well as the lower portions of Las Flores Canyon, Latigo Canyon, Escondido Canyon, and Solstice Canyon. Additionally, steep slopes and high levels of soil erosion contribute to medium to high mudflow conditions, which can alter existing drainage patterns on a site and result in flooding.

Development must be designed to avoid flood hazards and must not create or further induce flooding problems. Existing County building and safety codes are designed to effectively minimize development site exposure to flood hazards through application of controls related to slope modifications, setbacks, onsite water retention and percolation, runoff, paving, grading, and brush clearance. Regulations must also ensure that any off-site impacts to stream courses and natural drainages, such as erosion and bulk flows, are avoided, and that all strategies employed shall be undertaken in a manner consistent with this Plan's environmental protection policies to protect water quality and natural habitats.

Despite the potential for flooding along designated streams, there is no great need for new storm drain facilities to serve rural development within the unincorporated Santa Monica Mountains. The low development densities that exist in and that are recommended for the Mountain areas should not induce significant cumulative flooding impacts.

Flood Hazards Goals and Policies

Goal SN-2: ***A built environment and flood management system that respects natural hydrological processes to minimize the potential for loss of life, physical injury, environmental disruption, property damage, economic loss, and social disruption.***

Policies:

SN-7 Prohibit construction that could impede storm flows within floodways or floodplains.

SN-8 Avoid development within flood hazard areas.

SN-9 Require retention of stream courses in their natural state, and development designs that maintain natural flow.

SN-10 New development shall not increase peak stormwater flows.

SN-11 Coordinate inter-jurisdictional planning of storm drain improvements where these facilities cross municipal boundaries.

SN-12 Manage flood waters on a watershed basis consistent with the best management practices (BMPs) designed by the Department of Public Works.

E. Fire Hazards

The Santa Monica Mountains are characterized by a Mediterranean climate where native vegetation is composed primarily of chaparral and coastal sage scrub plant communities that are both drought- and fire-adapted. In combination with extended drought periods, the density, structural arrangement, and chemical composition of chaparral make it one of the most volatile fuel types in the world. In fact, the Santa Monica Mountains and surrounding communities are considered to be one of the most fire-prone landscapes in North America.

Dense contiguous fuels, steep topography, dry climactic conditions, drought, the autumn Santa Ana winds, and an extensive urban-wildland intermix combine to exacerbate the high-fire conditions, causing the Fire Department to designate the area as a High Fire Hazard Severity Zone, the most dangerous classification. Furthermore, development is typically scattered and access is often via narrow winding roadways, with structures that lack a defensible space. This is particularly a problem in older subdivisions, where there are numerous homes on a single means of access. Fire Department communications reaffirm that ridgeline development is a particular concern, as the heat of wildfires actually pulls the fire uphill, consuming ridgeline structures while sparing homes in the valley bottoms.

In its 1994 report to the Board of Supervisors, the Los Angeles County Wildfire Safety Panel stated that scattered rural development, heavy brush and trees, and steep inaccessible slopes combine with Santa Ana winds to make the Santa Monica Mountains "a true design for disaster." It is in the Santa Monica Mountains, the Panel reported, that fires "have crisscrossed the terrain [so] that some residents have not only lost one home, but some sadly have lost three after rebuilding on the same site." Indeed, the increase in property losses is directly related to the increase in development.

According to the Los Angeles County Fire Department, large fires in the Santa Monica Mountains between 1977 and 2005 include:

Table 1. Wildfires

Name/Location	Date	Acreage	Estimated Cost To Fight
Topanga Canyon	11/14/77	1,163	$232,600
Carlisle (Near Encinal Canyon)	11/15/77	1,377	$275,400
Kanan (From Agoura Hills to Pacific Ocean)	10/23/78	25,588	$5,629,360
Dayton Canyon (N of LA Co. to Pacific Ocean)	10/9/82	43,060	$9,688,500
Sherwood (in/around Westlake Village)	6/30/85	3,668	$843,640
Green Meadow (largely to west in Ventura County)	10/23/93	38,536	$9,314,150
Old Topanga (S of Calabasas, to Pacific Ocean)	11/2/93	16,562	$4,003,000
Calabasas (Calabasas to Pacific Ocean)	10/21/96	12,502	$4,006,000
Pacific (Trancas Canyon near Pacific Coast Hwy.)	1/06/03	900	$2,700,000
Topanga (118 Freeway to Calabasas)	9/28/05	24,175	$17,000.000

Current County firesafe management strategies can help limit the impact fire has on the loss of lives and property. Standards for minimum road widths and fire safe construction, including low-combustion building materials, fire flow requirements, structure placement, and effective fuel

management around structures, are examples of existing codes designed to minimize wildland fire hazards in the area.

Effective fuel management can be achieved through a variety of measures. Some of these include mechanical fuel modification (brush clearance) in the urban-wildland interface areas, strategic fuel modification in high hazard areas, "strategic recycling and utilization" (such as chipping), and strategically located prescribed burning. Managing vegetation around individual homes within hillside areas, by creating a defensible space, substantially reduces risks to structures in a wildland fire.

Experience has shown that fire management practices can often disrupt wildlife habitats and scenic resources. Chaparral and coastal sage scrub communities play an integral role in stabilizing the soils, as vegetated slopes minimize runoff and root systems help maintain soil structure. Deep roots particularly help maintain ecosystem health and soil stability by reducing post-fire erosion and thus, sediment loading of streams and watercourses. As the Wildfire Safety Panel pointed out in its 1994 report to the Board of Supervisors, creating a defensible space means far more than fuel modification in sensitive habitats. To reduce reliance on clearance practices, policies are needed that require developments to achieve the following: 1) be located away from ridgelines and other dangerous sites; 2) be located near public roads to avoid over-long driveways; 3) be located near existing development perimeters; and, 4) be designed and constructed to withstand wildfire.

The potential impacts of wildland fire are severe and cannot be completely eliminated. Yet, the risk of losing a home to wildfire can be greatly minimized through appropriate construction materials and siting. Fire safety is a collaborative effort and a partnership that must be coordinated between public agencies and individual residents. These policies are intended to achieve a balance between fire safety, geologic stability, and habitat preservation.

Fire Hazards Goals and Policies

Goal SN-4: A built environment designed to avoid or minimize the potential for loss of life, physical injury, environmental disruption, property damage, economic loss, and social disruption due to wildland fires.

Policies:

SN-13 Design and site new development in a manner that minimizes the threat of loss from wildland fires while avoiding the need for excessive vegetation clearance.

SN-14 Landscaping shall not extend into utility lines or block access to roads, water supplies or other emergency facilities.

SN-15 Require that development sites and structures be located off ridgelines and other dangerous topographic features such as chimneys, steep draws, and saddles, be adjacent to existing development perimeters, be located close to public roads, and avoid over-long driveways.

SN-16 Structures shall be constructed with appropriate features and building materials, such as fire-retardant roofing and enclosed eves as per the guidelines of the County Department of Public Works, Building and Safety Division.

SN-17 Structures that require fuel modification shall be set back from adjoining lands to the maximum extent possible, particularly where required fuel modification would impact public lands.

SN-18 Avoid vegetation clearance where not required by the County.

SN-19 Place a higher priority on avoiding development where fuel modification requirements would affect significant biological resources.

SN-20 Limit fuel modification to the minimum area necessary and utilize those programs that are most appropriate to the development site, including such strategies as preserving fire-resistant locally-indigenous species instead of completely removing vegetation.

SN-21 Support programs such as Arson Watch and encourage formulation in all Rural Villages of community-based disaster survival guides similar to that developed in the Topanga Canyon community. These guides should include strategies of public and private agencies to deal with emergencies such as wildfire, as well as general information for residents and the public.

SN-22 Prohibit development in areas with insufficient access, water pressure, fire flows, or other accepted means for adequate fire protection.

SN-23 Maintain on site, where feasible, alternative water resources for fire fighting purposes.

SN-24 Locate structures along a certified all-weather accessible road, which in some cases may consist of permeable surfaces, in a manner that provides firefighters adequate vehicle turnaround space on private properties. Whenever possible, require that these roads be existing, rather than construct new ones.

SN-25 Should the County of Los Angeles Fire Department policies regarding fuel management and fire protection conflict with the policies and provisions of the Santa Monica Mountains Coastal Zone Plan, personnel from the Fire and Regional Planning Departments shall meet and agree on measures to balance the need for fire protection for structures with the need to protect environmental resources. If resolution of issues cannot be achieved and there are no feasible solutions that would permit meeting the provisions of the Los Angeles County Fire Guidelines and the State Fire Code, County Fire Guidelines and the State Fire Code shall take precedence.

SN-26 Encourage the use of landscape maintenance agreements between individual property owners in Rural Villages and the Fire Department that serve as both a short- and long-term agreement for hazard reduction, as well as a customized program for a property that minimizes the disruption of biological resources.

F. Hazardous and Toxic Materials

The creation, use, storage, and transport of hazardous materials and waste is widespread in business, industrial, and residential settings. Improperly managed hazardous materials and waste can pose such a serious threat to community safety that they are regulated through a combination of federal, state, and county laws. The transport of hazardous products along the Ventura Freeway is of special concern. In the event of a freeway closure, alternative routes may require vehicles to traverse mountain roads through environmentally sensitive areas.

Hazardous material leaks or explosions have the potential to affect large areas of the community. The Los Angeles County Fire Department responds quickly to accidents involving hazardous materials and wastes. First-response fire fighters typically will secure, evacuate, and confine hazardous materials and hazardous waste spills until the arrival of Newhall-based County Hazardous Materials Division.

Hazardous materials and wastes are present throughout the Santa Monica Mountains, but vary widely in terms of both quantity and type. Light industry, dry cleaners, and automotive service shops routinely utilize solvents and other toxic substances, and generate hazardous wastes that must be properly disposed of in compliance with strict federal and state regulations. Households also use and store hazardous materials and wastes, including pressurized propane tanks. Homeowners need to be informed about the proper use, storage, and disposal of consumer goods containing hazardous substances. Development brings the unregulated use of materials such as pesticides, fertilizers, and household cleaners, increasing the amount of toxic materials in the ground and in water systems.

Currently, there are no active landfills operating in Los Angeles County which accept hazardous wastes. Hazardous wastes generated within the County are disposed of by transporting them to a Class I landfill (such as the Kettleman Hills facility) capable of handling all types of urban waste, including toxic and hazardous materials. The County-owned Calabasas Landfill located in the upper tributary canyons to Las Virgenes Creek, north of the Ventura Freeway, operated as a Class I facility prior to 1980, but now operates as a Class III facility, accepting only municipal solid waste and inert waste. All active areas of the landfill are now lined with plastic liners and gas collection systems to minimize the landfill's potential to contaminate downstream groundwater. Older areas of the landfill are unlined or lined with compacted clay.

Another important safety issue involves underground facilities, such as storage tanks and natural gas pipelines. A network of natural gas pipelines, the largest of which is a 15-inch transmission line, underlies portions of the Santa Monica Mountains. Natural gas is distributed under high pressure, thereby increasing its explosive potential. Natural gas leaks and explosions can occur in pipelines as a result of either strong earthquakes or accidental rupture during construction. It is not believed that these facilities pose a serious risk within the Santa Monica Mountains due to its low level of development, but developers and residents should be aware that they exist.

Hazardous and Toxic Materials Goals and Policies

Goal SN-5: ***The transport, distribution, sale, use, storage, and disposal of hazardous material and hazardous waste in a manner that protects the health and safety of residents, workers, area visitors, and the natural environment.***

Policies:

SN-27 Prohibit new facilities that handle large amounts of hazardous and toxic materials.

SN-28 Monitor through conditional approvals businesses handling, using, or storing more than threshold amounts of hazardous or toxic materials. Hazardous or toxic wastes may only be stored on a commercial site temporarily and must be disposed of as soon as possible.

SN-29 Prohibit hazardous waste disposal facilities within the Santa Monica Mountains, due to the area's sensitive seismic and geologic characteristics.

Goal SN-6: A land, air, and water environment with minimal cumulative impacts from the use of toxic and hazardous materials.

Policies:

SN-30 Protect the area's residents, workers, and visitors from the risks inherent in the transport, distribution, use, and storage of hazardous materials and hazardous wastes, recognizing that the use of these materials is necessary in many parts of society.

SN -31 Undertake more community-level hazardous waste drop-off events in the Santa Monica Mountains, and sponsor more community recycling centers.

G. Noise Hazards

The human environment contains a variety of noise sources that can affect the way people live and work and, generally, negatively impact the quality of life. Excessive levels may result in physiological effects such as hearing loss, speech interference, and sleep interference, as well as behavioral responses, such as increased neighborhood annoyance and dissatisfaction. Excessive noise can also negatively impact wildlife. Studies have shown that disruption caused by noise can be injurious to an animal's energy budget, reproductive success, and long-term survival.

Noise is a pervasive pollutant consisting of "ambient" or background noise and higher "intrusive" noise. These distinctions are extremely important in the Santa Monica Mountains where there are many sensitive uses such as the State and National Parks, other recreational uses, schools, churches, and residences, and where the ambient noise levels may be very low and consist primarily of wind and "critter" noise. Exterior ambient noise in the Mountains can be expected to range between 10dB (faint noise) to about 50 dB (moderately loud noise, equivalent to a quiet urban residential area). Notwithstanding the startling noise of barking dogs, the occasional loud vehicle, and construction noise, the major intrusive source consists of noise from high traffic volumes moving in excess of the speed limit of 50 miles per hour that can be expected to generate average noise levels in excess of 70 dB within 100 feet of the centerline of the road. This noise level is based on worse-case volumes at peak hours during the day along the major and secondary highways in the Coastal Zone, such as Kanan-Dume Road, Malibu Canyon Road/Las Virgenes Road, Mulholland Highway, and Topanga Canyon Road.

Title 12 of the County Code contains the County Noise Control Ordinance, which was adopted by the Board of Supervisors to control unnecessary, excessive and annoying noise. It declared that County policy was to "maintain quiet in those areas which exhibit low noise levels." The Ordinance divides receptor properties into the categories shown in Table 2. The Noise Ordinance permits consideration of different levels of ambient noise within the categories, or Zones. The County Health Officer is authorized to issue abatement notices and citations for a misdemeanor when these regulations are violated.

Table 2. Los Angeles County Exterior Noise Standards

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dB)
I	Noise-sensitive area, designated by the Health Officer to ensure exceptional quiet	Anytime	45
II	Residential properties (zoned as such in the County Code Title 22)	10:00 p.m. to 7:00 a.m. (nighttime)	45
		7:00 a.m. to 10:00 p.m. (daytime)	50
III	Commercial properties (zoned as such in the County Code Title 22)	10:00 p.m. to 7:00 a.m. (nighttime)	55
		7:00 a.m. to 10:00 p.m. (daytime)	60
IV	Industrial properties (zoned as such in the County Code Title 22)	Anytime	70

Source: Section 12.08.390 of Los Angeles County Code (a portion of the Noise Control Ordinance)

In an effort to protect all biological resources, noise levels within the Santa Monica Mountains and specifically within significant ecological areas must be kept to a minimum. The County can regulate the use of local streets, including location, size, and speed, though it defers to vehicle noise levels set by the federal government. Planning and zoning regulations should consider the impacts of noise by including requirements for barriers and for the placement and orientation of buildings.

Noise Goals and Policies

Goal SN-7: Noise sensitive lands and land uses, wildlife habitats, and public lands that are shielded from excessive mobile and stationary noise.

Policies:

SN-32 Require development projects to demonstrate that: 1) no adverse noise effects on adjacent uses will occur from the project, 2) no adverse effects on the project will occur from adjacent influences, and 3) that provisions of the County Noise Ordinance can be met by the project.

SN-33 Residential structures within 600 feet of major and secondary highways must comply with the County Noise Ordinance for exterior noise at 50 dBA CNEL.

SN-34 Prohibit, wherever feasible, new development or land uses within any natural area or sensitive land use from increasing the ambient noise levels by more than 3 dB(A). If infeasible, noise impacts shall be mitigated.

SN-35 Consider noise impacts in transportation system design, and require that roadway extensions and capacity enhancement projects mitigate related noise impacts to acceptable levels.

SN-36 Establish as a priority the enforcement of regulations of excess noise from aftermarket vehicle exhaust systems and other illegal sources of noise.

SN-37 Working with all responsible law enforcement agencies, increase enforcement of the posted speed limits to reduce vehicle-generated noise on the major and secondary highways.

SN-38 Locate noise-tolerant uses within noisy areas. Encourage sensitive building orientation, placing the most noise-tolerant portions of a project between sensitive portions and the noise source, and architectural design as the noise management strategies preferred over constructing noise barriers.

SN-39 Locate new helicopter pads to limit noise impacts on residential areas. Avoid stops and pads in rural areas except where needed for emergency services.

H. Coastal Act Sections and Corresponding Element Policies

The Safety and Noise Element addresses the following selected provisions of the Coastal Act. (Shown in *italic*, Coastal Act provisions are included for reference only and are not adopted by the County.)

***Section 30232* Oil and Hazardous substance spills**

Protection against the spillage of oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

- Corresponding Safety and Noise Element policies: SN-27 to 31.

***Section 30236* Water supply and flood control**

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

- Corresponding Safety and Noise Element policies: SN-7 to 12.

***Section 30250* Location; existing developed area**

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

- Corresponding Safety and Noise Element policies: SN-27 to 31.

Section 30253 Minimization of adverse impacts

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

- Corresponding Safety and Noise Element policies: SN-1 to 26.

Section 30240 Environmentally sensitive habitat areas; adjacent developments

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

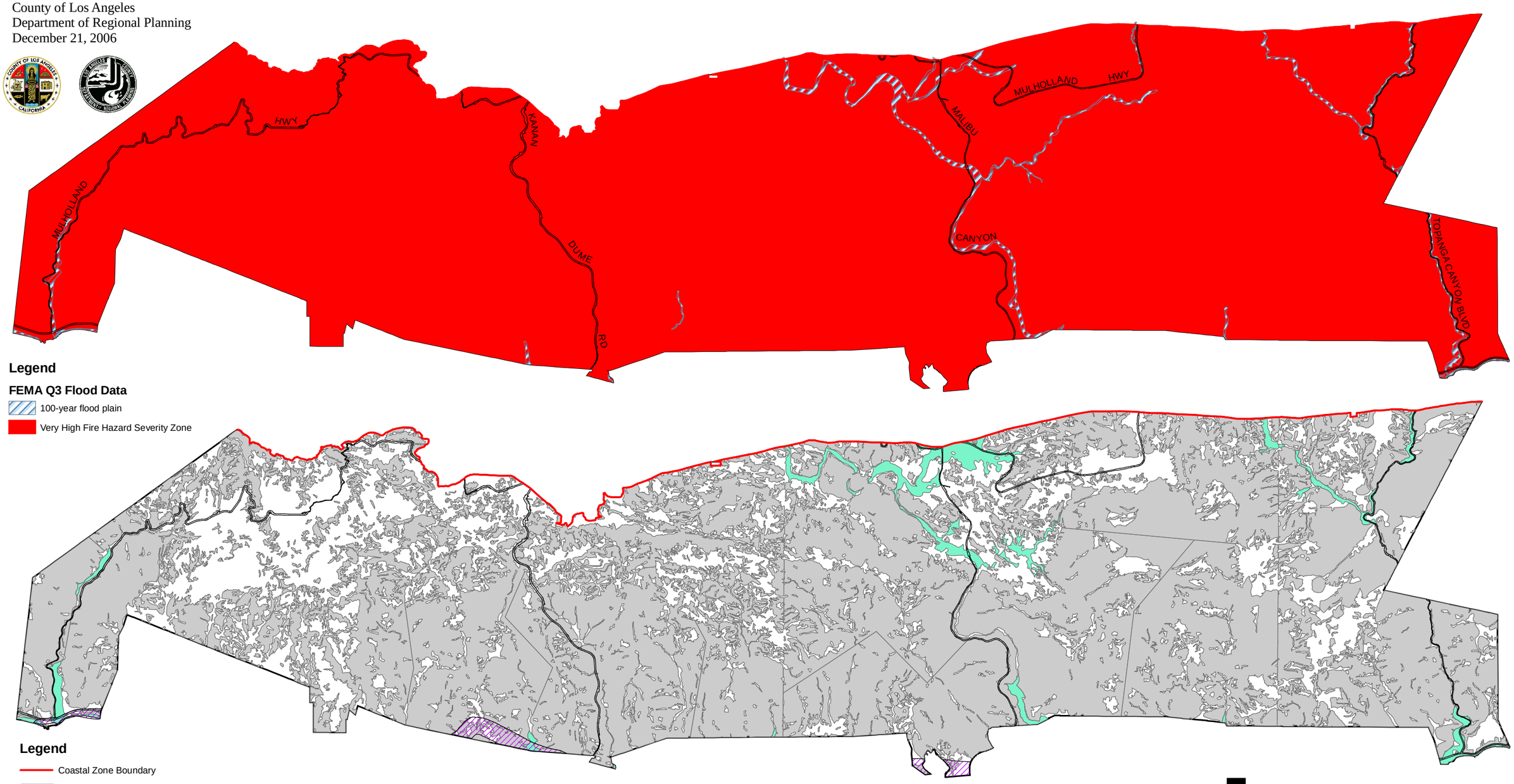
(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

- Corresponding Safety and Noise Element policies: SN-7 to 12, 17, 19.

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 5 Hazards

County of Los Angeles
Department of Regional Planning
December 21, 2006



Source: California Department of Conservation, Division of Mines and Geology.

IV. LAND USE AND HOUSING ELEMENT

A. Introduction

Existing land uses vary throughout the Santa Monica Mountains. Approximately 53 percent of the Coastal Zone is parkland and includes part of the Santa Monica Mountains National Recreation Area, Topanga State Park, Malibu Creek State Park, and Cold Creek Management Area. There is limited commercial development on Pacific Coast Highway in the Plan area and on the central portion of Topanga Canyon Boulevard. The remainder of the Coastal Zone is generally composed of scattered rural residences, rural communities, and some higher-density residential subdivisions. Rural residential uses include single-family detached homes developed at low densities (less than one unit per acre), while subdivisions have a density of up to four units per acre. A small amount of multi-family housing exists in the southeast portion of the Plan area north of Pacific Coast Highway, with densities in excess of 20 units per acre.

The Santa Monica Mountains have a long history of rural use. Past uses include cattle ranching in the early 1800s, raising of livestock and crops, recreational equestrian uses, plant nurseries, and most recently, vineyards. There is one area of Prime Farmland in the Santa Monica Mountains Coastal Zone, as defined by the California Resources Agency, located on the King Gillette Ranch site (formerly SOKA University, now public land) along Mulholland Highway, east of Las Virgenes Road.

Although certain agricultural uses have been part of the community for about 200 years, some of the more recent agricultural uses are not appropriate for the mountain environment of the Santa Monica Mountains and do not maximize coastal resource protection. Much of the remaining undeveloped land is on steep slopes stabilized with abundant native vegetation. Clearing this steep land to plant crops not only requires extensive habitat destruction and soil disturbance, but compromises the stability of the slopes, thereby increasing risks to life and property. While the Plan continues to support rural uses and does not eliminate existing activities, revised policies and zoning limit the type and intensity of agricultural practices allowed in the future to ensure maximum protection of coastal resources.

The population of the Santa Monica Mountains Coastal Zone is projected to increase by 43% between 2000 and 2025, with an increase in the number of residents from 8,365 to 12,009 (2000 U.S. Census). The careful guidance of this growth is critical to maintaining the character and lifestyle enjoyed by those already living within the community as well as those that visit the area.

New development in the Coastal Zone is constrained by topography, lack of and difficulty in providing infrastructure, and presence of sensitive environmental resources, scenic resources, and natural hazards. This Plan provides a framework within which new

development may be undertaken, taking into consideration the protection of sensitive environmental, scenic, and other resources, public access, and the avoidance or mitigation of hazards.

The Land Use and Housing Element directs the general location, type, character, and degree of future development within the Coastal Zone by integrating environmental resource management, public health and safety goals, and quality of life issues. Specific development policies are primarily founded on the environmental opportunities and constraints that influence the availability of public services and accessible transportation routes, on the maintenance of the unique character of the communities in the Santa Monica Mountains, and the understanding that activities within the area often have off-site impacts. A sound land use plan for the Coastal Zone must balance many different and sometimes competing concerns, while remaining consistent with the mandates of the Coastal Act.

Additional land use-related issues addressed by this Plan include parks, open space and recreation (Conservation and Open Space Element), environmental hazards (Safety and Noise Element), water and sewer services (Public Facilities), and transportation (Circulation Element).

To ensure compliance with the Coastal Act, this element establishes goals and policies that:

- Direct new housing and other development into areas with adequate existing services to avoid wasteful urban sprawl and leapfrog development;
- Protect, enhance, and restore sensitive environmental habitats; and
- Protect public access to the sea and to recreational opportunities.

B. Guiding Principle

The guiding principle for managing land use and development is:

The pattern of land use within the Santa Monica Mountains should be based on the following priorities:

- **Preserving public health, safety, and welfare.**
- **Preserving and protecting significant environmental resources;**
- **Recognizing and avoiding natural hazards;**
- **Enhancing recreational opportunities;**
- **Protecting the physical integrity of existing rural communities; and**
- **Protecting the unique cultural and social characteristics of the region's rural residential communities, including animal husbandry activities.**

C. Development and Environmental Resources

This Plan seeks to balance the natural and man-made environments. This balance is achieved through directing development into the most appropriate locations under conditions that protect the area's natural environment.

Development and Environmental Resources Goals and Policies

Goal LU-1: Land uses that reflect and are compatible with existing environmental resources and community character.

Policies:

LU-1 Retain the area's natural setting, rural and semi-rural character, and scenic features.

LU-2 Allow the limited boarding of horses by private individuals.

LU-3 Maintain areas of diverse natural topography which provide, through the preservation of large undeveloped areas, long-range vistas of open ridgelines and mountain slopes.

LU-4 Prohibit development on significant ridgelines, following those Plan policies and standards designed to protect ridgeline resources.

LU-5 Preserve the physical connections between open space areas, natural habitats, public parklands, and activity centers.

LU-6 Preserve ridgelines and open space areas that define and maintain the rural character of developed areas.

LU-7 Mitigate the impacts of permitted development on neighboring jurisdictions; impacts shall not be exported to other jurisdictions.

LU-8 Prohibit land divisions and lot line adjustments if any parcel being created is entirely within an Environmentally Sensitive Habitat Area (ESHA) and the underlying land use category for the new parcel allows development, or if the new parcel is entirely within a recorded conservation easement.

LU-9 Prohibit the commencement of new industrial activity on parcels that are not currently occupied with industrial uses.

LU-10 Limit new commercial or large-scale "hobby" agricultural uses such as vineyards, orchards, and field or row crops.

LU-11 Minimize the individual and cumulative impacts to coastal resources incurred by the buildout of existing parcels in sensitive and constrained areas and allow for new development in less constrained areas. This shall be achieved by using one or more of the following strategies:

- Slope intensity formula;
- Using tax defaulted properties for public purposes;
- Offering certain tax defaulted properties to contiguous owners;
- Lot merger program;

- Expedited reversion to acreage process;
- Surplus public land reporting process; and
- Lot retirement program.

LU-12 Permit land divisions for tract maps only in areas that will have adequate public utilities, including municipal water and sewer access, will not have significant adverse effects on coastal resources after mitigation, individually or cumulatively, and will not create parcels that would be smaller than the average size of surrounding parcels.

LU-13 Permit only those land divisions that are consistent with the density designated by the Land Use Policy Map or, in those areas in which one or more of the resource protection and special management overlays apply, with the special policies, standards, and provisions of the pertinent overlay.

LU-14 Limit the size of additional residential structures on a parcel of land and their location, due to safety concerns and the area's steep topography, access limitations, infrastructure constraints, and potential for damage to environmental resources.

D. Pattern and Character of Development

In keeping with the guiding principle to preserve the unique natural resources of the Santa Monica Mountains, this Plan acknowledges that there must be a distinction between areas that should remain rural and areas that are suitable for a higher level of development. The area's residential communities, for example, share a rural character yet maintain unique characteristics that must be preserved: the eclectic feel of Topanga and the pioneer sense of Encinal Canyon are equally at home in the Santa Monica Mountains.

Aside from open space and land preservation areas, residences and their accessory uses represent the predominant land use in the Santa Monica Mountains. The County is committed to promoting and sustaining affordable housing in the Coastal Zone for households of all economic levels. From time to time, dilapidated affordable housing may be demolished due to concerns for the health and safety of residents. Over time, affordable housing units also may be converted to market rate units. Both demolition and conversion result in the displacement of low- to moderate-income households for whom replacement units are necessary. In accordance with the Mello Act (Section 65590 of the Government Code), the County requires replacement units for demolished or converted affordable housing and determines the number of replacement units on a case-by-case basis. Units must be replaced within the Coastal Zone or, if this is infeasible, within three miles thereof.

Despite significant physical constraints, the Santa Monica Mountains will continue to attract new residents and development will continue to occur. This section addresses the distribution of existing and future land uses that comprise the individual communities within the area, and the expected character of development.

Land Use Policy Map

The Land Use Policy Map (Land Use Map) depicts the location, character, and intensity of land uses throughout the Coastal Zone. (See page LU-82.1 and 82.2.)* The pattern and distribution of land uses are derived primarily from the consideration of environmental opportunities and constraints, the availability of public services, local community character, and development necessary to serve local and regional needs, including business, housing, and recreational opportunities. Land need not present all the criteria listed in each category below to be selected for inclusion in a particular land use designation, but may exhibit one or more of the criteria to such a degree or extent that it is included in that designation.

It is important to recognize that the maximum number of units possible overall on any parcel is established by the Land Use Map, not by the zoning designation. Land use policy and zoning have related, but different functions:

1) Land use policy establishes the basic category and intensity of use permitted by this Plan. Categories of use include Open Space, Rural Lands, Rural Residential, Rural Villages, Residential, Commercial, and Public and Semi-public Facilities. Intensity of use is defined in terms of lot coverage (or floor-area ratio) for commercial uses and density (units per acre) for residential uses. Residential density is the maximum number of dwelling units that can be created on any given parcel, as explained in Figure 1, page LU-78.

2) Zoning sets the specific standards that must be observed in utilizing the land, including such factors as the minimum size of any lot created by a subdivision. Lots created by subdivision may be larger than the minimum size, and under certain circumstances they can be smaller providing the resulting density is consistent with the overall land use plan density. Once again, the land use policy establishes the total number of lots or units that can be created.

While the Land Use Map establishes the maximum number of units possible on a parcel, neither land use policy nor zoning standards are the sole determinants of the number of dwelling units appropriate for, or which may be approved for, a given parcel. The application of all other Plan policies, in addition to the requirements of other regulatory agencies with jurisdiction over the property, may significantly reduce the number of units.

As indicated on the Land Use Map, higher-density development is limited to locations adjacent to other similar uses, where essential services and infrastructure are available, and where few natural constraints exist. The character of rural communities is protected through control of development density, site design, and project design review.

Though the Land Use Map serves as a tool for coordinating future development, it is not predictive and does not suggest that all lands shown for a particular use will be fully developed at the indicated densities or intensities of use allowed. In addition, the Map constitutes a collective statement of local County policy for adjacent city, regional, state, and

* Descriptions of the land use categories are found on the following pages.

federal governments and other public service agencies whose programs may affect the unincorporated area.

Prior Approvals and Time Extensions

It is not the intent of this Plan, in either mapped or written policies, to preclude approval of Plan-related final maps and development approvals (permits) that are in substantial conformance with a tentative map approved or extended by the County prior to the certification of this Plan by the Coastal Commission, except as California law may otherwise provide. However, a time extension for a project approved prior to the certification of this Plan may not be granted where facts of record show that changed circumstances raising public health and safety concerns justify a reevaluation. In some instances, reevaluation could lead to the redesign, imposition of new or different conditions of approval, or denial of the project.

Coastal Zone Boundary Changes

Any request for a change in Coastal Zone boundary requires a plan amendment and review by the Coastal Commission. Any portion of a parcel that shifts out of the Coastal Zone will acquire the existing Santa Monica Mountains North Area Plan land use category for that parcel, or the North Area Plan land use category of the surrounding parcels if the parcel was not previously in the North Area. Any portion of a parcel that shifts into the Coastal Zone will acquire the Coastal Zone Plan land use category for the parcel existing at the time the boundary change is certified. If a former North Area parcel is located in an antiquated subdivision, the parcel will acquire the Rural Village land use category. For parcels shifting into a Significant Watershed, the applicable RL20 or RL40 land use category will be acquired. All areas shifting into the Coastal Zone will be analyzed for the existence of Sensitive Environmental Resource Areas, and Map 2 Sensitive Environmental Resource Areas will be revised, if necessary, according to the analysis.

Land Use Categories

Described below are land use categories that apply in the Coastal Zone.

Open Space

The primary purpose of Open Space lands is to provide areas for recreation; preservation of biological, scenic, historical, or cultural resources; and protection of public health and safety. Uses consistent with the preservation of biological, scenic, historical, or cultural resources, protection of natural resources, and the protection of the public health and safety may be considered appropriate, subject to applicable Plan policies and ordinance provisions. The principal permitted uses are public parkland and beaches, and passive recreation areas. Other permitted Open Space uses include resource conservation areas, picnic grounds, facilities appurtenant to public recreation areas, sanctuaries, deed-restricted private open space, open drainage easements, trails, equestrian activities, rural campgrounds, and historical sites. The following Open Space categories are used on the Land Use Map.

OS Open Space

Lands acquired and managed by private, non-profit organizations for habitat preservation and recreation uses. Includes private conservancy lands, private parks, nature preserves, wildlife habitats, and drainage easements. The principal permitted use is passive, resource-dependent recreation.

OS-P Open Space - Parks

Public parks, including federal, state, and county parks, and beaches acquired by public agencies for habitat preservation and public recreation. The principal permitted use is resource-dependent recreation.

OS-DR Open Space – Deed Restricted

Lands deed restricted for open space, including, but not limited to, deed restrictions for habitat preservation, scenic protection, trails and walkways, or flood hazard protection. Private lands deed restricted for habitat preservation and scenic protection generally do not allow public use. The principal permitted use is passive, resource-dependent recreation consistent with the particular limitations of the site.

Rural Lands

Lands designated Rural Lands consist of rolling hills, steep slopes, and remote mountain lands with difficult or no access. Rural Lands also include areas that are only accessible via narrow, winding roads that cannot accommodate substantial increases in traffic volume. Parcels are remotely located having, for the most part, no public services and no physical access to the few public roads. While there are concentrations of development in these lands, there are also large areas undisturbed by development activity. Some properties adjoin state and federal parklands and inappropriate development would adversely impact these public resources. These lands commonly contain large areas of healthy locally-indigenous vegetation and are located in well-functioning watersheds containing thriving natural habitats and producing clean runoff. Further development in these areas, with its associated fuel modification requirements, has the potential to create problems in the form of increased erosion and introduction of pollutants into watersheds.

The principal permitted use is low-impact single-family homes. Other permitted uses – those appropriately located and consistent with all development standards – may include limited agriculture, equestrian uses, retreats, monasteries, public recreation areas and facilities, trails, private campgrounds, tent camps, bed-and-breakfast facilities, low-intensity conference centers, public and local-serving private schools, water tanks, telecommunications facilities, and other local-serving commercial, institutional, and public facilities. The following Rural Lands categories are designated on the Land Use Map:

RL40 Rural Lands 40

These lands can be distinguished from any other areas of the Santa Monica Mountains by being located in Significant Watersheds with exceptionally clean runoff and water quality. The three examples designated in this Plan are: Arroyo Sequit, a benchmark watershed against which all water quality in the coastal rural watersheds is compared; Cold Creek, reported to be the cleanest watershed in the Santa Monica Mountains; and upper Solstice Canyon, which due to its clean water quality conditions and healthy riparian habitat has been selected by federal and state agencies for a habitat restoration program to reintroduce the state and federally-endangered steelhead trout.

Not to exceed a maximum residential density of one dwelling unit per 40 acres (1 unit per 40 acres).

RL20 Rural Lands 20

These lands are primarily located in well-functioning Significant Watersheds and continue to produce high quality runoff. Some examples of these areas include the following canyons: Nicholas, Trancas, Zuma, Ramirez, Latigo, Solstice, Corral, Malibu Creek, Peña, Tuna, and Lower Topanga.

Not to exceed a maximum residential density of one dwelling unit per 20 acres (1 unit per 20 acres).

RL10 Rural Lands 10

These lands tend to be located near other established clusters of estate-size residential development. Areas with this category include development along Mulholland Highway, Decker Road, and near the community of Fernwood.

Not to exceed a maximum residential density of one dwelling unit per 10 acres (1 unit per 10 acres).

RL5 Rural Lands 5

Lands in this category are principally located in areas of existing low-density residential development with access to higher-capacity public roads. Areas in this designation include development in Topanga Canyon, Monte Nido, and along Rambla Pacifico and Mulholland Highway.

Not to exceed a maximum residential density of one dwelling unit per five acres (1 unit per 5 acres).

Rural Residential

The lands in these categories are typically located in the few scattered clusters of estate-sized lots that exist throughout the Mountains. These lands are appropriate in areas with slopes of less than twenty-five (25) percent. The properties have domestic water but no other services. The principal permitted use in the Rural Residential categories is low-density single-family detached homes in a setting consistent with this Plan's definition of "rural" area. Clustering may be useful in providing

community open space and protecting natural resources. Other permitted uses – which must be consistent with all development standards – include: equestrian uses, retreats, convents, monasteries, public recreation areas and facilities, trails, hostels, tent camps, private campgrounds, bed-and-breakfast facilities, low-intensity conference centers, water tanks, public and local-serving private schools, telecommunications facilities, and other local-serving commercial and institutional public facilities. Existing State-permitted mobilehome parks are deemed consistent with the category in which they are located, and if destroyed may be rebuilt to their original permitted densities. Rebuilt mobilehome parks must incorporate all current Plan policies; redevelopment to other uses must be consistent with the underlying land use category. The following Rural Residential categories are designated on the Land Use Map:

RL2 Rural Lands 2

These lands are located in areas consistent with existing parcel sizes, typically adjoining higher-density residential areas and/or in areas served by higher-capacity public roads.

Not to exceed a maximum residential density of one dwelling unit per two acres (1 unit per 2 acres).

RL1 Rural Lands 1

This land use category is assigned to a suburban-style housing tract located adjacent to Rambla Pacifico. The terrain is relatively flat, driveway lengths are substantially less than 300 feet, and there is immediate access to a paved public road.

Not to exceed a maximum residential density of one dwelling unit per acre (1 unit per acre).

Rural Villages (See Map 6 Rural Villages, page LU-81)

Rural Villages are those areas in the unincorporated Coastal Zone that have developed into small, integrated communities. Typically these areas were subdivided into very small urban-scale parcels, often less than 4,000 to 5,000 square feet in size, and that have experienced a relatively high level of development. The principal permitted use in the Rural Villages category is low-density single-family detached homes consistent with the maximum density permitted in the underlying zone. Other permitted uses – which must be consistent with all development standards – include: equestrian uses, bed-and-breakfast facilities, public recreation areas and facilities, trails, water tanks, public and local-serving private schools, telecommunications facilities, and other local-serving commercial and institutional public facilities.

Land divisions are not permitted in Rural Villages. Lots in Rural Villages are often difficult to develop due to steep slopes, unfavorable geologic conditions, onsite wastewater treatment system limitations, limited access, the costs of development, and other constraints. If the theoretical buildout of these lots were to occur, it would necessitate implementation of costly infrastructure (such as sewers or other

technology, and roads) and significantly alter the existing density characteristics of these areas. Such infrastructure improvements are not proposed by this Plan. Parcels in all Rural Villages will be subject to various policies and standards in order to limit the potential effects of continued urban-scale development and to discourage buildout.

Residential

Lands in these categories receive a full suite of urban public services, and are subdivided with parcel sizes of less than an acre. Development appearance is typical of urban areas, where standards include full street paving, curbs, gutters, sidewalks, and minimum setbacks. Only the Sunset Mesa area in the southeastern corner of the Santa Monica Mountains Coastal Zone possesses these attributes. The principal permitted use in the Residential categories is single-family detached and attached homes, including large lot estates, suburban tracts, small-lot single-family residences, and townhouses as appropriate to the designated maximum density. Existing State-permitted mobilehome parks are deemed consistent with all Residential categories in which they are located, and if destroyed may be rebuilt to their original permitted densities, providing they incorporate all other current Plan policies. High density residential uses such as apartments and condominiums may be appropriate in areas with fully-improved streets – to include curbs, gutters, sidewalks and streetlights – and full municipal water and sewer services, that are situated close to urban amenities such as shopping and public transit. Other permitted uses include public recreation areas and facilities, and trails. The following Residential categories are designated on the Land Use Map:

U20 Residential 20

Not to exceed a maximum residential density of twenty dwelling units per acre (20 units per acre).

U8 Residential 8

Not to exceed a maximum residential density of eight dwelling units per acre (8 units per acre).

Commercial

The Commercial categories provide areas for residents and visitors to obtain goods and services. These categories generally are located where such uses have existed historically or where they would be positioned to meet the needs of residents and visitors. The following Commercial categories are designated on the Land Use Map:

C Commercial

Commercial areas provide appropriate locations for the general shopping and commercial service needs of local residents, workers, and visitors. The principal permitted use is general commercial activities, including retail and personal services. Other permitted uses include offices, specialty stores, financial institutions, art and studio facilities, public recreation areas and facilities, and trails. Quiet, non-polluting rural uses and scientific research and development facilities may also be located in Commercial areas.

Maximum land use intensity of 0.5 floor-area ratio (FAR).

CR Commercial Recreation – Limited Intensity

Commercial Recreation – Limited Intensity areas provide appropriate locations for the establishment of visitor-serving, resource-based commercial recreation uses characterized by large open space areas, limited building coverage, and minimal modification of the natural environment. The principal permitted use is low-intensity commercial establishments offering a variety of goods and services to visitors. Other permitted uses – consistent with all development standards – include restaurants, general stores, bed-and-breakfast facilities, hostels, public recreation areas and facilities, trails, low-intensity conference centers, and private commercial recreation including fish ponds, equestrian facilities, and club houses.

Maximum land use intensity of 0.3 FAR.

Public and Semi-Public Facilities

P Public and Semi-Public Facilities

Public and Semi-Public Facilities areas provide appropriate locations for activities conducted by public and quasi-public agencies. The principal permitted use is government offices and services. Other permitted uses include educational institutions, probation camps, public service facilities, public recreation areas and facilities, and trails.

Resource Protection and Special Management Overlays

In addition to the base land use designations, two overlay categories regulate development in the Coastal Zone. These categories are: (1) Sensitive Environmental Resource Areas; and (2) Scenic Resources. In those areas where a resource protection or special management overlay applies, new development shall be consistent with the applicable land use category and additionally shall adhere to the policies and provisions of the applicable overlay category.

Sensitive Environmental Resource Areas (SERA)

(See Map 2 Sensitive Environmental Resource Areas, page CO-46)

Sensitive Environmental Resource Areas contain terrestrial or marine resources that, because of their characteristics and/or vulnerability, require special protection. These areas comprise four subcategories: Environmentally Sensitive Habitat Areas (ESHA); Significant Woodlands and Savannas; Significant Watersheds; and Watersheds. ESHA are defined as areas in which plant and/or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development. Significant Woodlands and Savannas include stands of oak, walnut and riparian trees, as well as grasslands and oaks in savanna associations. Significant Watersheds are those watershed areas containing exceptional undisturbed habitats and/or are important in contributing to the integrity of the regional ecological system. Watersheds contribute to the overall water quality in Santa Monica Bay and the Pacific Ocean, and to the ongoing health of ecosystems in the

Coastal Zone. SERA also serve as animal migration routes and link important natural habitats.

New development within the SERA overlay category must adhere to the land and marine resource protection policies and standards of this Plan. Permitted uses in the four subcategories are:

- Environmentally Sensitive Habitat Areas: resource-dependent uses as defined in this Plan.
- Significant Woodlands and Savannas: resource-dependent uses and residential uses at the prescribed underlying land use designation and standards.
- Significant Watersheds: resource-dependent uses, residential uses at a maximum density of either one unit per 40 acres or one unit per 20 acres, and commercial uses at the prescribed underlying land use designation and standards.
- Watersheds: resource-dependent uses, residential, and commercial uses at the prescribed underlying land use designation and standards.

All development will be subject to review by either the County Environmental Review Board (ERB) or the staff biologist. Environmental resources in some areas have suffered significant degradation. Because of their diminished natural habitat value, development in these areas will not be subject to the same level of environmental review as that in less-degraded areas. For example, new development in those Rural Villages that have suffered significant degradation will be reviewed by the staff biologist, while development in areas with greater natural habitat value will be reviewed by the ERB.

Scenic Resources (See Map 3 Scenic Resources, page CO-46)
The Santa Monica Mountains are a highly scenic area of national and regional importance. Within the Mountains are particularly significant visual resources that warrant special standards to maintain their unique character and quality. New development within this overlay category must adhere to the scenic resource protection policies and standards of this Plan (see Conservation and Open Space Element), and shall apply to the following three subcategories: Significant Ridgelines, Scenic Elements, and Scenic Routes.

Pattern and Character of Development Goals and Policies

Goal LU-2: A pattern of land use that promotes social, environmental, and economic well-being while preserving the environmental resources and unique character of the land within the Santa Monica Mountains.

Policies:

LU-15 New housing developments shall comply with Government Code §65590 relating to the provision of low- and moderate-income housing within the Coastal Zone.

LU-16 Replace existing residential dwelling units occupied by persons of low- and moderate-income that are converted or demolished, consistent with the provisions of Government Code §65590.

LU-17 Provide appropriate standards for infrastructure and public services that are consistent with each land use category.

LU-18 Maintain low densities within Rural Lands and Rural Residential areas and protect the features that contribute to rural character and rural lifestyles by:

- Retaining the natural terrain and vegetation in hillside areas, rather than creating large, flat pads;
- Protecting natural vegetation, natural environmental features, and streams with limited building sites and adequate development setbacks;
- Landscaping with locally-indigenous species outside of Fuel Modification Zone A;
- Maintaining rural road sections without curbs, gutters, or sidewalks;
- Providing opportunities for keeping equines where adequate space and suitable topography are available;
- Limiting the types and locations of commercial development;
- Maintaining a natural physical setting comprised of large areas of undisturbed hillsides, oak woodlands, canyons, and riparian areas, and a visual character dominated by natural environmental features;
- Preserving the openness and scenic beauty of the area's natural environment;
- Preserving significant environmental features and incorporating dedicated open spaces into new development;
- Supporting hillside residential development designs that feature natural rather than manmade forms and emphasize using custom foundations;
- Sizing houses and flat pad areas to be consistent with the natural setting; limiting features such as tennis courts and paved areas;
- Protecting hilltops and ridgelines by regulating structures in those areas; and
- Minimizing disturbance of landforms and biological resources by requiring buildings on hillsides to be constructed on multilevel pads where appropriate.

LU-19 Provide increased protection for Sensitive Environmental Resource Areas, including the following Significant Watersheds designated on Map 2 Sensitive Environmental Resource Areas:

- Arroyo Sequit;
- Corral Canyon;

- Nicholas Canyon;
- Trancas Canyon;
- Zuma Canyon;
- Ramirez Canyon;
- Latigo Canyon;
- Solstice Canyon;
- Malibu Creek;
- Cold Creek;
- Peña Canyon;
- Tuna Canyon; and
- Lower Topanga Canyon.

LU-20 Consider the mass and scale of the entire development or structure, and restrict the total square footage of and grading for structures in rural areas. Limit the mass, scale, and total square footage of structures and grading within Rural Villages to avoid a crowded appearance in the built environment.

LU-21 Require that new development use architectural and siting features that are compatible with a rural lifestyle, and include the following:

- Compatibility with prominent features existing in the immediate area (e.g., trees, landforms, historic landmarks); and
- Compatibility with the natural environment.

LU-22 Require that new development preserve views from public parks, trails, and scenic highways:

- Preserve and enhance views from public roadways which are oriented toward existing or proposed natural community amenities such as parks, open space, or natural features;
- Provide appropriate transitions between different land uses, including buffer areas, landscaping, and other similar treatments (e.g., hedges, fences, or landscaped open space). Transitions and buffers shall not place physical barriers in areas needed for drainage or wildlife movement.

LU-23 Require that new development not completely block views of the ocean or Scenic Elements from the principal permitted use on adjoining parcels.

LU-24 Development on parcels must be concentrated in one area, particularly within lands designated either Rural Lands or Rural Residential, to facilitate fire protection and to preserve and minimize disturbance to significant environmental features. Concentrated development should meet the following criteria:

- The resulting intensity and character of the developed area must be compatible with, although not necessarily identical in appearance to, the surrounding environment;
- Development shall minimize the disturbed area to preserve significant environmental features;

- Areas preserved in open space as the result of concentrating development are to be deed restricted to open space in perpetuity;
- To be approved, the resulting design of a subdivision shall provide public amenities beyond basic County requirements in order to preserve and protect the unique resources of the Santa Monica Mountains Coastal Zone. These amenities include, but are not limited to, improved circulation for the surrounding area, additional dedicated public open space, and additional protection of environmentally sensitive lands or the construction or maintenance of public facilities such as trails; and
- Lot coverage and grading shall not result in an urban appearance, and side yard setbacks shall prevent an urban-subdivision appearance.

LU-25 Determine the maximum potential residential density of a proposed subdivision by using Figure 1 (Residential Density Calculation). The actual residential density allowed may be lower if the site contains development constraints such as sensitive environmental resource areas, steep slopes, or geologic hazards.

LU-26 Limit structure heights to ensure compatibility with surrounding settings.

LU-27 Limit the length of private access roads to that necessary to provide access to a legal parcel. Temporary roads built for preliminary hydrologic or geologic testing shall not be considered an existing access road for subsequent development proposals.

LU-28 Site development so as to: protect life and property; protect public lands and dedicated open space, streams, scenic features, views, and other natural features and resources; maximize open space areas; and, minimize the overall vegetation clearance needed for fire protection.

LU-29 Provide that residential and non-residential uses are buffered from each other through the use of design features and materials that are compatible with the existing community and surrounding natural environment.

LU-30 Coordinate open space among individual developments and community areas to foster and enhance local identity and sense of place and to connect trails, open space, and wildlife corridors wherever possible.

LU-31 Limit exterior lighting, except when needed for safety. Require that new exterior lighting installations use low-intensity directional lighting and screening to minimize light spillover and glare, thereby preserving the visibility of a natural night sky and stars and minimizing disruption of wild animal behavior, to the extent consistent with public safety.

LU-32 Maximize the use of locally-indigenous and drought-tolerant plant materials as well as low-volume irrigation. Prohibit the use of non-native invasive species in all landscaping projects.

LU-33 Concentrate commercial, office, and other higher intensity uses along major streets and ensure that each project has adequate access, can accommodate the traffic, is accessible to essential services, and contains appropriate site design features to enhance community character.

LU-34 Require that commercial uses include landscaping using locally-indigenous species.

LU-35 Require that commercial uses be designed to be compatible in scale and appearance with the existing community and surrounding natural environment.

Goal LU-3: A well-regulated telecommunications network that serves the needs of the general public, limits negative impacts to the environment, and avoids contributing to visual blight.

Policies:

LU-36 Limit the visual and safety impacts of wireless telecommunications facilities to preserve the character and aesthetics of surrounding areas, through careful design, screening, and mitigation requirements. Encourage undergrounding of accessory equipment, co-locating, and clustering wireless telecommunication facilities and structures, wherever possible, to help avert unnecessary proliferation of such facilities.

Figure 1
Residential Density Calculation

Calculating a parcel's maximum potential residential density is the initial step in determining the magnitude of a proposed residential project. During the development review/approval process, all relevant Plan policies will be identified and considered, and the number of dwelling units or new residential lots will be reduced as appropriate.

1. Land Use Classification: First, determine whether the parcel is in a Residential, Rural Residential, or Rural Lands land use category.

   A. Residential (more than one dwelling unit per acre): Density will be calculated using the **net area** of the parcel.
      - Net area as defined in Zoning Code Section 22.08.010 excludes dedicated streets and private easements where the owner of the deed does not have the right to use the entire surface.

   B. Rural Residential and Rural Lands (one dwelling unit or less per acre): Density will be calculated using the **gross area** of the parcel.
      - Gross area as described in part C.1 of the definition of "required area," Zoning Code Section 22.08.180 R includes dedicated streets and private easements.

2. Undersized Sections: Second, determine if the parcel is the result of the normal division of an undersized (fractional) section of land. (If the parcel has a gross area of less than nine acres or is not within an undersized section, go to Step 3.)

   A. An undersized section of land is one that contains less than 640 acres and includes fractional lots. A fractional lot, often irregularly shaped, contains less than the standard 40 acres; and was assigned a unique lot number by the original government survey of public lands.

   B. The normal division of land is considered to be either:
      i. A breakdown by quarters and/or halves which results in parcels containing 320, 160, 80, 40, 20, or 10 acres; or

      ii. A numbered lot created by the original government survey of a fractional section.

   C. If the parcel complies with 2A and 2B and contains a gross area which is not less than 90 percent of the gross area of a similarly-created parcel from a full sized section of land, for the purpose of residential density calculation the gross area of the parcel shall be considered the same as if it had been created from a full-sized section.

Figure 1 (cont.)

Example: A 9-acre parcel with 0.5 acres of dedicated street right-of-way, resulting from the normal division of an undersized section, would be given credit for a gross area of 10 acres.

3. Residential Density: Third, calculate the maximum potential density for a parcel based on both the land use category and hillside management policy.

   A. The density factors for each land use category, indicating the maximum number of dwelling units allowed per acre, are: RL40=0.05; RL20=0.05; RL10=0.1; RL5=0.2; RL2=0.5; RL1=1.0; U20=20.0; U8=8.0. These densities do not apply to those portions of designated Rural Residential or Rural Lands parcels (categories with an "RL" prefix) with natural slopes of 50 percent or greater. The maximum number of units on these lands is 0.05 per acre, regardless of land use category.

   B. If the parcel is in the Rural Residential or Rural Lands category, measure the number of acres with a slope of 50 percent or greater; then measure the number of acres in each land use category with slopes less than 50 percent. Express the results to the nearest 1/10 of an acre. For any portions of the parcel with slopes 50 percent or greater, multiply the area by a density factor of 0.05 units per acre. For the area of the parcel with slopes of less than 50 percent, multiply the area within each plan category by its density factor and express the product to the nearest 1/10 of a unit.

   C. If the parcel is in a Residential category ("U" prefix) measure the number of acres in each land use category and express the results to the nearest 1/10 of an acre. Multiply the area within each plan category by its density factor and express the product to the nearest 1/10 of a unit.

   D. If more than one category applies to a given parcel, add the component products. Round down any fractional number to the next lower whole number. The result is the maximum potential number of dwelling units on the lot or new residential lots that may be possible to develop.

E. Coastal Act Sections and Corresponding Element Policies

The Land Use and Housing Element addresses the following selected provisions of the Coastal Act. (Shown in *italic*, Coastal Act provisions are included for reference only and are not adopted by the County.)

Section 30240 Environmentally sensitive habitat areas; adjacent developments

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

- Corresponding Land Use and Housing Element policies: LU-5, 6, 8, 23, 28, 30.

Section 30250 Location; existing developed area

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

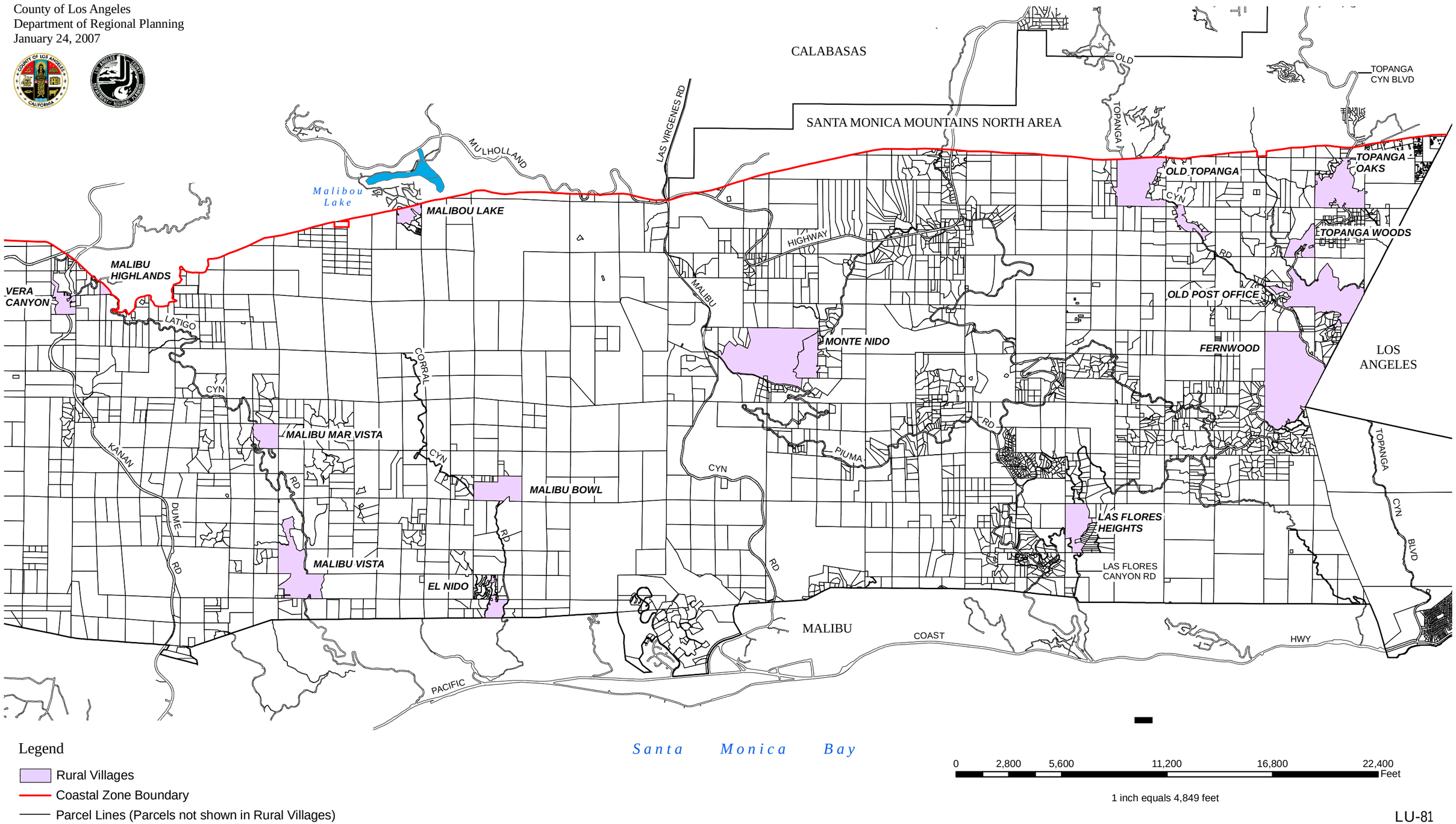
(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

- Corresponding Land Use and Housing Element policies: LU-7, 9, 11 to 13, 33.

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 6 Rural Villages

County of Los Angeles
Department of Regional Planning
January 24, 2007

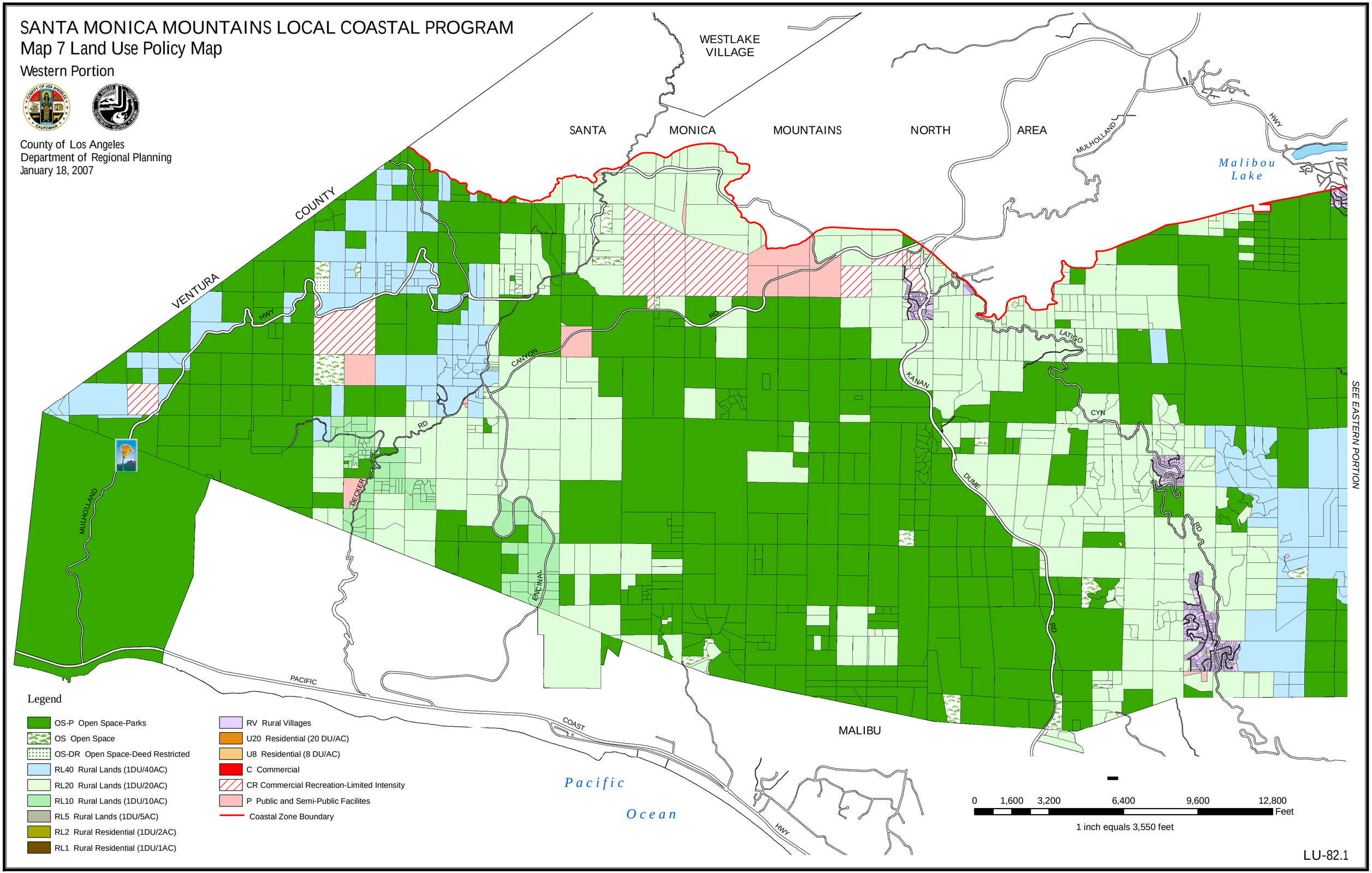


SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 7 Land Use Policy Map

Western Portion

County of Los Angeles
Department of Regional Planning
January 18, 2007



Legend

- OS-P Open Space-Parks
- OS Open Space
- OS-DR Open Space-Deed Restricted
- RL40 Rural Lands (1DU/40AC)
- RL20 Rural Lands (1DU/20AC)
- RL10 Rural Lands (1DU/10AC)
- RL5 Rural Lands (1DU/5AC)
- RL2 Rural Residential (1DU/2AC)
- RL1 Rural Residential (1DU/1AC)
- RV Rural Villages
- U20 Residential (20 DU/AC)
- U8 Residential (8 DU/AC)
- C Commercial
- CR Commercial Recreation-Limited Intensity
- P Public and Semi-Public Facilites
- Coastal Zone Boundary

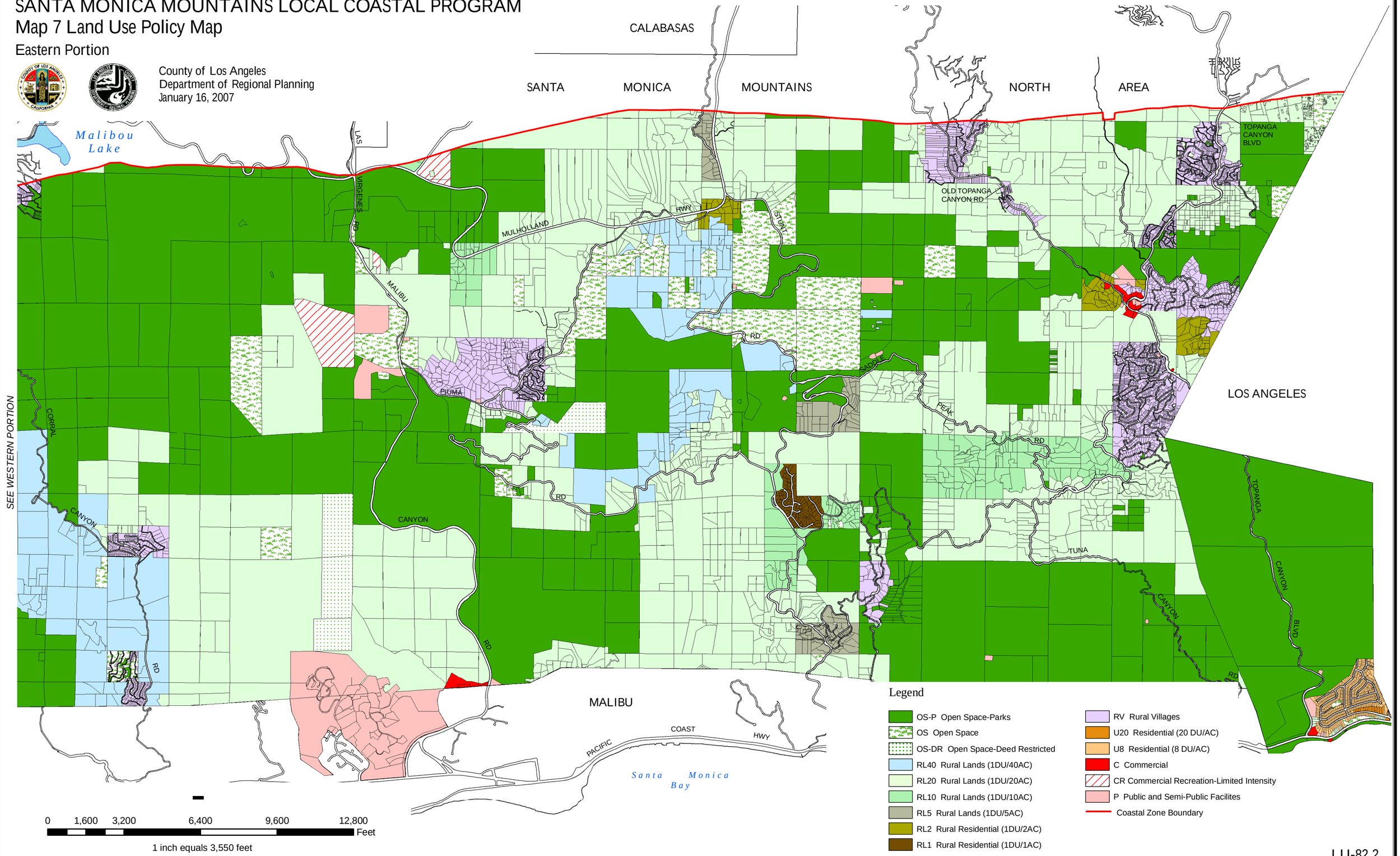
LU-82.1

SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 7 Land Use Policy Map

Eastern Portion

County of Los Angeles
Department of Regional Planning
January 16, 2007



V. CIRCULATION ELEMENT

A. Introduction

Despite extreme variations in landform and general terrain instability, a road system has existed in the Santa Monica Mountains since the beginning of the 20th Century. The area is roughly segmented into a roadway grid that continues to serve the access needs of area residents and visitors. This grid consists primarily of the following major or secondary highways: Pacific Coast Highway (State Route 1), Topanga Canyon Boulevard (State Route 27), and Decker Road/Westlake Boulevard (State Route 23); and two County major highways, Malibu Canyon Road (County Route N1) and Kanan Dume Road (County Route N9). In addition, the Santa Monica Mountains Coastal Zone is served by two County-designated scenic highways: Mulholland Highway and Malibu Canyon Road/Las Virgenes Road.

Circulation has, however, become a major challenge in the Santa Monica Mountains. The system has become overburdened as a result of the competing needs of the following: 1) homeowners wanting access to somewhat isolated rural communities and home sites in the Mountains; 2) contractors and other service providers wanting access to properties; 3) the public wanting access to the area's recreational opportunities, including inland parks and the beach; 4) commuters trying to avoid congestion on the nearby 101 Freeway; and, most significant, 5) access for emergency services.

To evaluate current traffic conditions in the Mountains, the County Department of Public Works conducted a transportation study depicting conditions existing under both the 1986 Malibu Land Use Plan land use categories and conditions anticipated pursuant to adoption of this Plan. (See Technical Appendix G.) The results of the study are summarized below in Tables 3 and 4. The tables show that full capacity has already been reached at intersections and links along most of the important north/south connector roads. More traffic will simply result in forced flows at inefficient speeds significantly lower than design flows.

Table 3. Locations of Year 2005 Traffic Congestion within the Santa Monica Mountains

	Roadway	Location
Morning Peak Hour	Malibu Canyon Road	Southbound from Mulholland Highway to Civic Center Way
	Pacific Coast Highway	Eastbound from Civic Center Way to the eastern boundary of Plan area
	Topanga Canyon Boulevard	Southbound from Mulholland Highway to Pacific Coast Highway
Average Daily Traffic (ADT)	Malibu Canyon Road	Northbound from south of Piuma Road to Mulholland Highway
	Mulholland Highway	Eastbound from Mulholland Drive to Topanga Canyon Boulevard
	Pacific Coast Highway	Eastbound from Topanga Canyon Boulevard to eastern boundary of Plan area

Table 4. Locations of Projected Year 2030 Traffic Congestion within the Santa Monica Mountains

	Roadway	Location
Morning Peak Hour	Malibu Canyon Road	Southbound from Mulholland Highway to Civic Center Way
	Pacific Coast Highway	Eastbound from Civic Center Way to Topanga Canyon Boulevard. Both directions from Topanga Canyon Boulevard to the eastern Plan area boundary
	Topanga Canyon Boulevard	Southbound from just south of Mulholland Highway to Pacific Coast Highway
Afternoon Peak Hour	Malibu Canyon Road	Southbound from Mulholland Highway to Civic Center Way
	Pacific Coast Highway	Both directions from the eastern Plan area boundary to Topanga Canyon Boulevard
	Topanga Canyon Boulevard	Southbound from Fernwood Pacific Drive to Pacific Coast Highway
Average Daily Traffic (ADT)	Malibu Canyon Road	Both directions from Mulholland Highway to Piuma Road and northbound from just north of Civic Center Way to Piuma Road
	Mulholland Highway	Both directions from Cornell Road to Las Virgenes Road
	Pacific Coast Highway	Both directions from Civic Center Way eastbound to the eastern boundary of the Plan area

The primary roads within the immediate planning area that experience serious congestion are Topanga Canyon Boulevard, Malibu Canyon Road, and Pacific Coast Highway. Major roads in the vicinity of the planning area that are also seriously congested are the 101 Freeway, the 405 Freeway, and the 10 Freeway. It is often the congestion on these roads that contributes to greater traffic problems in the Mountains. Despite the risks inherent in two-lane, winding mountain roads, many commuters from the Ventura Freeway corridor take one of these cross-mountain routes in the so-called "Z pattern" to reach Pacific Coast Highway to avoid serious traffic congestion problems in the San Fernando Valley and the Sepulveda Pass. Rural roads through the Santa Monica Mountains area have become, therefore, commuter routes to West Los Angeles and the South Bay. Additionally, Mulholland Highway, the primary intra-mountain east-west connector, has experienced dramatic increases in traffic since there is no alternative route permitting Ventura Freeway users to avoid congestion and connect to the San Fernando Valley. Increased development in the region is placing a further strain on the existing circulation system. An effective circulation policy for the Mountains must acknowledge the impacts of these travel patterns and that the efficiency of the surrounding major transportation routes is critical to managing traffic in the Mountains; therefore, this Plan supports capacity enhancement of the major freeways in the region and encourages alternative transportation methods to the private automobile, particularly the expansion of public transportation systems that can alleviate region-wide traffic problems.

Significant additional carrying capacity on area roadways would be necessary to move traffic at desirable levels of service; however, to provide such additional capacity in the Santa

Monica Mountains would further degrade environmental resources and disrupt the quality of life of the existing residential neighborhoods and rural communities. Nonetheless, the dilemma is that an effective circulation policy for the Mountains must acknowledge these travel patterns and provide an efficient circulation system to serve residents, commuters, and the population seeking coastal and inland recreational opportunities.

Significant physical and environmental constraints deter roadway expansion throughout much of the Santa Monica Mountains. The mountainous topography, unstable hillsides, and sensitive environmental resources of the region make costs for extending or constructing major new roadways prohibitively high.

Recognizing these challenges, policies are needed to facilitate access to recreational resources while recognizing overall regional circulation needs. Sections of this Circulation Element address the following three broad policy categories intended to make the system more efficient while maintaining sensitivity to rural communities and protecting the environment, and by reducing demand on the circulation system:

- Balancing Roadway Carrying Capacity with Environmental Protection;
- Managing Roadway Demand; and
- Encouraging Transportation Alternatives.

The Los Angeles County Highway Plan would typically play a major role in implementing the policies of this Circulation Element. The Highway Plan is the primary planning tool used to build and maintain the roadway network in the unincorporated areas. Map 8 (page CI-91) shows the portion of the Highway Plan that lies within the Santa Monica Mountains Coastal Zone. However, the County does not anticipate making changes to the Highway Plan as a part of the LCP: neither new roads nor the vacation of roadways are proposed under this Plan.

Additional circulation issues, such as recreation, trails, habitat linkages, and scenic routes, are addressed by this Plan in the Conservation and Open Space Element.

B. Guiding Principle

The guiding principle for facilitating mobility is:

Facilities and programs to improve traffic flow and access must be implemented within a framework of preserving the natural environment and protecting the unique character of the individual communities within the Plan area.

The transportation system in the Santa Monica Mountains needs improvement, but past experience has shown that road construction and maintenance has adversely impacted the area's natural beauty and environmental resources. Thus, the County, in cooperation with Caltrans and the adjacent cities, will approach future transportation improvements based on the guiding principle.

C. Balancing Roadway Capacity with Environmental Protection

It is clear that road construction and maintenance can significantly impact the environment. The development and improvement of roads often involve major landform modifications, which in the rugged terrain of the Santa Monica Mountains can result in erosion, siltation, and rockfall, impacting downstream waters and degrading scenic and other coastal resources.

The physical and environmental characteristics of the Santa Monica Mountains have largely precluded major improvements to the road network and the construction of additional roads. This Plan seeks to improve circulation in and through the planning area, while protecting the environment, through transportation system management techniques. These tools focus on improvements within the existing right-of-way to make links and intersections operate more efficiently. Computerized signalization at intersections and synchronization of signals along a link can result in more efficient traffic movement. The flow of traffic can be improved by reducing interruptions to flow, such as controlling access to links from private driveways. Turn-out pockets and special purpose lane additions are other options available to make the existing system work more efficiently. The application of these techniques in lieu of road construction has the added value of assisting in implementing a central mandate of this Plan – the protection of sensitive environmental resources.

Balancing Roadway Capacity and Environmental Protection Goals and Policies

Goal CI-1: A transportation system consistent with the area's rural and scenic qualities and environmental threshold carrying capacities.

Policies:

CI-1 Maximize the capacity and operational efficiency of highways consistent with environmental protection and neighborhood preservation.

CI-2 Require all roadway maintenance and improvements to be accomplished in a manner protective of adjacent habitat areas, streams, wildlife corridors, and other sensitive areas that may be impacted by such activity.

CI-3 Expand roadway system capacity only where environmental resources (habitats/linkages, viewsheds, ESHAs, trails, etc.), residential neighborhoods, and rural communities are adequately protected.

CI-4 Eliminate the practice of side casting surplus fill material from construction and store on graded surfaces within rights-of-way using the most current Best Management Practices to eliminate erosion into adjacent drainage courses.

CI-5 Where appropriate, increase the capacity of existing major and secondary highways through the application of transportation system management technology within established rights-of-way and roadway widths by:

- Minimizing the number of driveway access points by consolidating driveways and exploring other options to reduce uncontrolled access;
- Minimizing or eliminating conflicting turning movements on links or at intersections;
- Restricting on-street parking during peak travel periods; and
- Employing traffic signal synchronization technology.

CI-6 Improve roadway efficiency and highway access through redesign of road intersections and establishment of periodic passing, turnout, and acceleration/ deceleration lanes, where appropriate.

CI-7 Emphasize other transportation system management solutions, including improved public transit and non-motorized transportation, such as bicycles.

CI-8 Ensure that all recreational easements and other recreational resources are protected during and after roadway construction.

CI-9 Maintain appropriate rural and mountain road standards, consistent with public safety requirements, for the rural portions of the Santa Monica Mountains.

CI-10 Encourage the routing of through traffic onto highways and designated arterial streets, while discouraging through traffic in residential neighborhoods.

CI-11 Analyze and require mitigation of the traffic impacts from projects that generate substantial amounts of "off-peak" traffic, in addition to the traditional roadway capacity analysis.

CI-12 Limit the requirement for curbs, gutters, sidewalks, and streetlights to the higher density Residential land use categories, unless required by public safety considerations or to maintain an existing neighborhood pattern.

CI-13 Allow road and driveway improvements only where they provide legal access to legally developed parcels.

CI-14 Support Caltrans efforts to improve traffic flow and safety on Pacific Coast Highway, the 101 Freeway, the 405 Freeway, and on other state routes, consistent with the policies of this Plan.

D. Managing Roadway Demand

Mulholland Highway is the Santa Monica Mountains' primary east-west regional traffic artery, with the cross-mountain roads serving as connecting links to Pacific Coast Highway. Completion of the Ventura Freeway in the 1970s served to connect large undeveloped blocks of land in Ventura County to employment centers in the San Fernando Valley and West Los Angeles. However, construction of the freeway also eliminated alternatives to the

congested US 101. As a result, there has been an increase in traffic along the cross-mountain roads and Mulholland Highway, and there is no convenient alternate route for local traffic and recreational users. Periodic highway tie-ups cause traffic to spill out onto the local roadway system, which is not designed to accommodate peak-hour through-traffic.

Consistent with the environmental protection policies of this Plan, the County can work to improve the efficiency of the roadways through transportation system management tools, as demonstrated in the previous set of policies. However, the Plan must address the other side of the equation – system demand. Through use of transportation demand management techniques, the County must assure that additional development will not significantly impact, and indeed may improve, the existing circulation system in the Plan area.

Managing Roadway Demand Goals and Policies

Goal CI-2: A safe and efficient roadway network that can accommodate projected traffic growth in a manner consistent with protecting environmental resources and existing neighborhoods.

Policies:

CI-15 Maintain, and potentially enhance, the concentration of business and commercial uses in existing locations that continue to serve the local communities and reduce the length of vehicle trips.

CI-16 Provide opportunities, such as park-and-ride lots, for local residents to car- or bus-pool to work thereby reducing the number of single-occupant vehicle trips generated in the Plan area.

CI-17 Provide other opportunities, such as centralized learning centers with computer access, to reduce the need to commute long distances to colleges and universities.

CI-18 Improve roadways as appropriate to accommodate planned development and anticipated increases in recreational activities.

CI-19 Limit the intensity of development in rural and mountainous areas to a level that allows adequate access without creating significant adverse impacts.

CI-20 Analyze the traffic impacts of a proposed development by considering the project's system-wide effects, including effects on transportation alternatives and the potential for bottlenecks in the area's roadway system.

CI-21 Require each new development causing cumulative circulation impacts to construct or fund its fair share of any necessary circulation system improvements or additions.

CI-22 Where funding sources prove inadequate, establish assessment districts, impact fees and/or other equitable funding mechanisms to augment roadway funds.

E. Encouraging Transportation Alternatives

Alternatives to the private automobile - including carpooling, public transit, bicycles, walking, and telecommuting - are opportunities to lessen traffic impacts on the region's roadways, and are a higher priority than expanding the existing roadway system. The provision of transit alternatives by the various public and private transportation agencies in the region will also help to improve the accessibility of recreational opportunities and resources in the Santa Monica Mountains. Frequent and convenient transit service would make it easier for people to leave automobiles at home or at staging areas when visiting recreation areas, as with the National Park Service's Park Shuttle, and would reduce the impact of the automobile on the area's tranquil setting. Transit may also help to increase usage of lesser-known recreational facilities.

Encouraging Transportation Alternatives Goals and Policies

Goal CI-3: Alternative travel modes to the single-occupant automobile for local, commuter, and recreational trips.

Policies:

CI-23 Encourage transportation alternatives, including public transit service, staging areas, and park-and-ride lots, both within the region and from metropolitan Los Angeles to the area's major parks and recreation areas.

CI-24 Augment the system of beach buses to insure that opportunities are available year-round to access both beach and inland recreational sites and parks as demand increases.

CI-25 Encourage the use of locally-based contractors, service providers, and laborers rather than those that need to travel long distances to work sites in the Plan area.

CI-26 Assist local employers in transporting employees from homes and worksites in the Santa Monica Mountains, thereby reducing the need for additional vehicle trips.

CI-27 Work with surrounding cities and transit service providers to offer commuter bus services between inland communities and the City of Malibu.

CI-28 Require new development to provide for public transportation needs on existing roadways, where appropriate, when acquisition and improvement activities occur. Cooperate with adjacent jurisdictions to develop and incorporate this and other public transit-friendly design features into new projects and other discretionary project applications.

CI-29 Incorporate bike lanes and/or bike use signage into local road designs wherever feasible and safe.

CI-30 Ensure that improvements to any roadway or trail containing a bikeway and/or trail do not adversely affect the provision of bicycle or trail use.

CI-31 Support the region-wide expansion of alternative transportation methods, including rail lines, transit ways, bike paths, and rapid bus systems, where consistent with the policies of this Plan.

F. Coastal Act Sections and Corresponding Element Policies

The Circulation Element addresses the following selected provisions of the California Coastal Act. (Shown in *italic*, Coastal Act provisions are included for reference only and are not adopted by the County.)

Section 30210 Access; recreational opportunities

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

- Corresponding Circulation Element policies: CI-1, 3, 5 to 8, 14, 18, 21, 23 24, 30.

Section 30212.5 Public facilities; distribution

Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any subject area.

- Corresponding Circulation Element policies: CI-16, 17, 23, 28.

Section 30253 Minimization of adverse impacts

New development shall:

(4) Minimize energy consumption and vehicle miles traveled.

- Corresponding Circulation Element policies: CI-1, 5 to 7, 14 to 17, 20, 23 to 31.

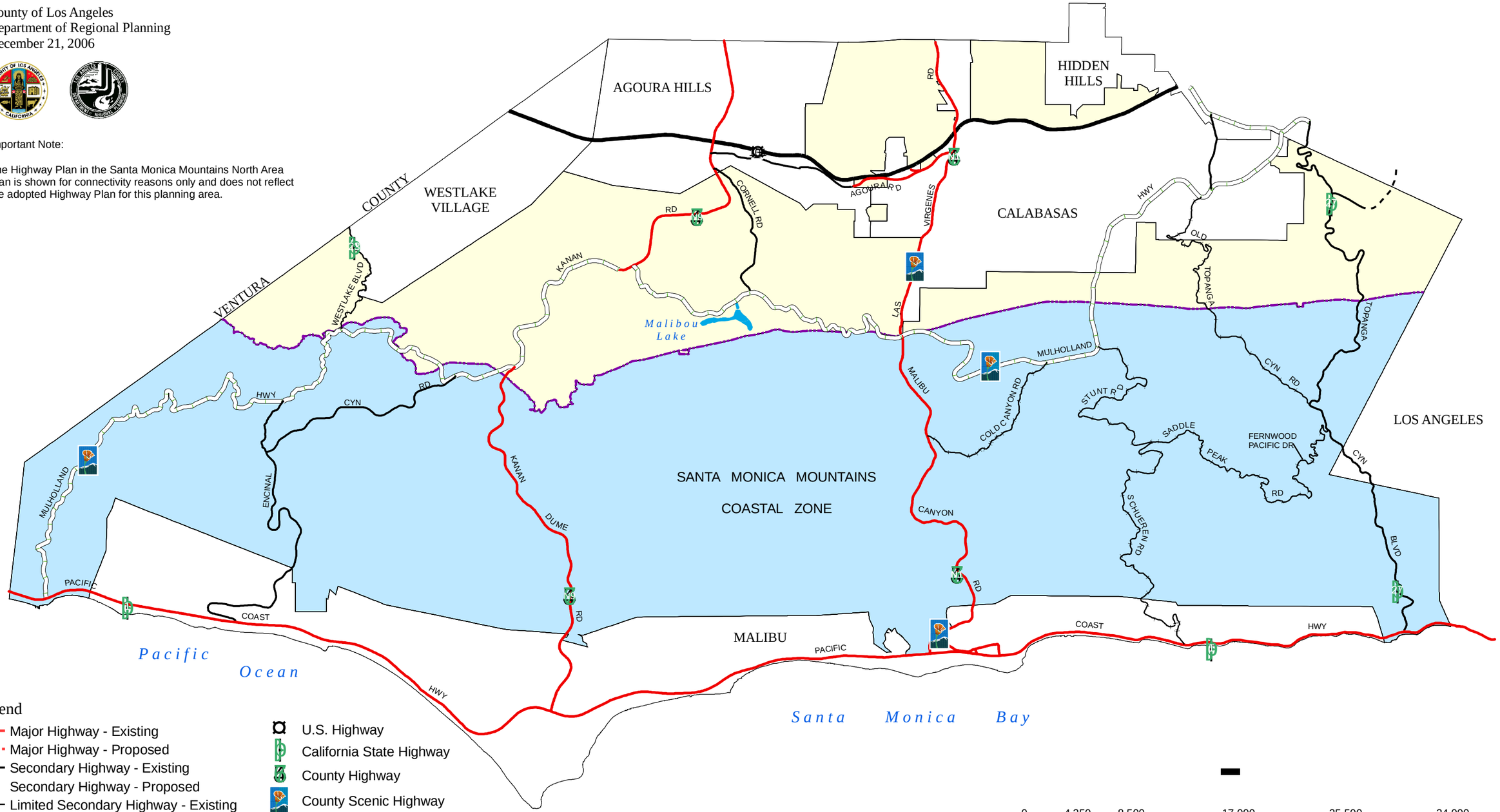
SANTA MONICA MOUNTAINS LOCAL COASTAL PROGRAM

Map 8 Highway Plan

County of Los Angeles
Department of Regional Planning
December 21, 2006

Important Note:

The Highway Plan in the Santa Monica Mountains North Area Plan is shown for connectivity reasons only and does not reflect the adopted Highway Plan for this planning area.



Legend

- Major Highway - Existing
- Major Highway - Proposed
- Secondary Highway - Existing
- Secondary Highway - Proposed
- Limited Secondary Highway - Existing
- Limited Secondary Highway - Proposed
- Parkway - Existing
- Freeways - Existing
- U.S. Highway
- California State Highway
- County Highway
- County Scenic Highway
- Coastal Zone Boundary
- Santa Monica Mountains Coastal Zone
- Santa Monica Mountains North Area

VI. PUBLIC FACILITIES ELEMENT

A. Introduction

The location and amount of new development are determined in part by the availability of public services and facilities, including water and sewer, public schools, fire and police services, and solid waste services. Supplying these services in the Coastal Zone is very costly and challenging due to the area's physical size, topography, and development patterns. Unlike urbanized areas where a higher density population can share costs, providing infrastructure and public services in rural and suburban areas is more expensive per household because costs must be distributed among fewer residents.

This element addresses the following public services:

- Water and sewer services;
- Public schools;
- Fire and paramedic services;
- Police services; and
- Solid waste services.

Additional services and facilities addressed by the Coastal Zone Plan include parks and recreation (Conservation and Open Space Element) and transportation (Circulation Element).

The Public Facilities Element establishes policies that support the siting of new housing and other development in areas with adequate public services and facilities to avoid wasteful urban sprawl and leapfrog development.

B. Guiding Principle

The guiding principle to ensure the provision of adequate services and facilities is:

Public facilities should support existing and approved land uses, and are not intended to induce further development, consistent with environmental carrying capacities and the need to protect the unique character of existing communities.

Until the passage of Proposition 13 in 1978, most public facilities were constructed by public agencies as part of their capital improvement programs. These programs were instrumental in directing the location and timing of development. With the passage of Proposition 13, responsibility for constructing capital facilities has primarily been passed to individual development projects. Because public facilities are now largely constructed on a project-by-project basis, predicting the timing and location of new development as part of agency master planning efforts is more difficult.

The absence of public facilities presents a constraint on new development. The presence of existing infrastructure, however, does not justify developing land in a manner that is inconsistent with preserving significant environmental features, the unique character of existing communities, or public health and safety as outlined in the policies of this plan. New development must allow for environmental preservation; the provision of new infrastructure and services must be considered within this context.

C. Water and Sewer Services

The Coastal Zone is currently served by two water purveyors: the Las Virgenes Municipal Water District (LVMWD) and Los Angeles County Waterworks District 29. LVMWD supplies most of the potable and recycled water to the general region, while the area east of Saddle Peak Road is served by District 29. Water is distributed throughout the area by a network of water mains of varying sizes, with the central spine of the system generally paralleling the Ventura Freeway, north of the Plan area.

Much of the Santa Monica Mountains is characterized by deep canyons, steep hillsides, and interior valleys. Extending water services and facilities into some of these remote areas and high elevations may be possible, but would be extremely costly and result in significant environmental impacts.

Both LVMWD and District 29 receive their water supply allocations from Metropolitan Water District of Southern California, the water wholesaler. Because supplies may vary due largely to cyclical drought conditions, the approval of future development must be contingent upon the availability of long-range water supply and must be consistent with all applicable land use and water plans.

LVMWD is also responsible for most of the public wastewater treatment and disposal services. Local collectors are maintained by the County's Sanitation Districts, and are connected to LVMWD's main trunk lines. Wastewater is then conveyed through trunk lines to the Tapia Water Reclamation Facility where the sewage receives tertiary treatment. According to LVMWD, no foreseeable system constraints or deficiencies are anticipated.

Many homes in the Santa Monica Mountains rely upon onsite wastewater treatment systems (OWTS) instead of municipal sewers, due to their widely-scattered locations in hillside areas. Many OWTS employ state-of-the-art technologies, but system failures have been reported in older systems within the Mountains, threatening environmental damage to surrounding and downstream riparian areas. In particular, some dwellings have inadequate OWTS because they are located in areas that were subdivided into small lots prior to adoption of the Subdivision Map Act and before the consequent requirement for infrastructure improvements to occur as lots were developed.

Water and Sewer Goal and Policies

Goal PF-1: Adequate water supplies and water and sewage disposal systems to support existing and future planned land uses.

Policies:

PF-1 Coordinate the land development review process with water purveyors to assure that adequate long-term water supplies and adequate water and sewer infrastructure are available to serve existing and planned development, without negatively impacting supplies and services for existing development.

PF-2 Reduce potable water consumption and the need for new water supplies through required and active water conservation programs.

PF-3 Encourage tertiary treatment of wastewater or an equivalent standard.

PF-4 Expand potential uses for existing and future recycled water resources.

PF-5 Encourage the development of standards and policies in the appropriate County codes that will maximize use of recycled water and thereby reduce the need for exploiting domestic water supplies when potable water is not required.

PF-6 Require the use of recycled wastewater for commercial and public uses and facilities, such as golf courses, landscape irrigation, maintenance of public lands, and other approved purposes where this resource can be feasibly provided.

PF-7 Require that proposed development projects gain approval of design and financial arrangements from the appropriate water purveyor for construction of water and sewer facilities prior to recordation of tract maps (or issuance of grading or building permits, if a tract map is not involved).

PF-8 Provide for the expansion of existing community sewer systems in areas of demonstrated need. The capacities of such systems shall be scaled to meet the level of anticipated growth consistent with the Land Use Policy Map, but shall not be oversized so as to induce growth.

PF-9 Prohibit construction of small "package" wastewater treatment plants, except in areas where this is the desired long-term wastewater management solution.

PF-10 Prohibit development of rural areas where the cumulative effect of OWTS will negatively impact the environment, either by stream pollution or by contributing to the potential failure of unstable soils.

PF-11 In areas with constraints to OWTS, including but not limited to, substandard, small-lot subdivisions and geologic hazard areas, the County Departments of Health Services and Public Works may permit innovative and alternative methods of wastewater treatment and disposal, provided that installation, operation, and maintenance of such systems minimize impacts to public health, water quality and natural resources, and are acceptable to the County and to the Regional Water Quality Control Board.

PF-12 Require applications for land divisions or any developments requiring grading of the building site, where sewers will not be provided, to include a report prepared by a California Registered Geologist, a California Certified Engineering Geologist, a California Registered Engineer, or a California Registered Environmental Health Specialist that addresses the ability of each proposed building site to accommodate an OWTS after the site has been graded.

PF-13 Site new OWTS and require them to be designed so that impacts to sensitive environmental resources are minimized, including grading, site disturbance, and the introduction of increased amounts of water.

PF-14 The formation of On-site Wastewater Disposal Zones pursuant to Section 6950 et seq. of the California Health and Safety Code should be investigated and considered by the County Department of Health Services and/or the Department of Public Works in appropriate areas.

PF-15 Permit construction of new water wells only where they will not have significant adverse individual or cumulative impacts on groundwater, streams, or natural resources.

PF-16 Design and build temporary roads for preliminary hydrologic or geologic testing in the least environmentally damaging manner.

PF-17 Prohibit the use of hauled water as a source of potable water for new development.

D. Public Schools

The Coastal Zone is served by the Las Virgenes Unified School District (LVUSD), the Los Angeles Unified School District (LAUSD), and the Santa Monica-Malibu Unified School District (SMMUSD). The LVUSD encompasses the northern central portion of the Plan area, as well as unincorporated lands north of the planning area. A small area in the eastern portion of the Coastal Zone is within LAUSD boundaries and is home to Topanga Elementary School. The Santa Monica-Malibu Unified School District does not currently operate any schools in the Coastal Zone, but its boundaries encompass the remainder of the Plan area and the incorporated City of Malibu.

Schools in the Santa Monica Mountains area have a reputation for offering education of exceptional quality, helping to make the Plan area a desirable place in which to live. Not only is the quality of schools high in the area, but their location, nestled in the Santa Monica Mountains, provides an excellent opportunity to incorporate outdoor environmental education into school curriculum.

As the area population grows, school facilities will need to expand. The ability of the County and the school districts to coordinate land development with the need for additional schools is an important component of protecting quality of life for both existing and future area residents.

Public School Goals and Policies

Goal PF-2: Adequate public school facilities to meet projected growth.

Policies:

PF-18 Require development projects to pay the maximum school impact fees permitted by law.

PF-19 Maintain a flexible policy toward school impact mitigation, accepting land dedication, facilities construction, and payment of fees, with appropriate mitigation as determined by the applicable school district.

PF-20 Cooperate with school districts to:

- Encourage the State legislature to maintain and amend as necessary, legislation that supports the financing of new school construction as needed for a growing population;
- Identify the impacts of population and demographic changes, which may affect the need for new schools, may lead to school closures, may require the re-opening of closed schools or may lead to the decision that existing school sites be preserved for meeting future needs; and
- Provide all State-required cooperative educational services to residents.

PF-21 Cooperate with the school districts to reduce new school construction costs through cooperative agreements for the development of joint use school/park sites, joint school/community facilities, and joint school/library facilities.

PF-22 Support the joint use of school/park sites and, where the law permits, use a portion of local park funds to purchase and construct the recreational portions of these joint sites.

PF-23 Encourage school districts to comply with the policies of the Coastal Zone Plan for new school construction.

E. Fire and Paramedic Services

The Santa Monica Mountains have been designated by the Los Angeles County Fire Department as a Very High Fire Hazard Severity Zone, the most dangerous classification. Created by the County Fire Department, the Consolidated Fire Protection District (CFPD) is the primary provider of fire, paramedic, lifeguard, and fire inspection services in the area. American Medical Response is the primary provider of ambulance services. The Ventura County Fire Department and the City of Los Angeles provide mutual aid within the area. In addition, the California Department of Forestry provides fire crews for severe and widespread fire emergencies.

CFPD Battalion 5 carries primary responsibility for fire and paramedic service in the area, while the Lifeguard Division is responsible for lifeguard services. The entire Plan area lies within the boundary of the CFPD, with services financed largely through property taxes. The wildland camps provide brush fire suppression, sandbagging, controlled burns, maintenance of motorways, and other manual labor.

Specialized services like hazardous materials, air rescue helicopter, air ambulance helicopter, and fire suppression helicopter are provided by the CFPD centrally. A helicopter responds to heavy trauma incidents when street congestion and/or other factors preclude timely response by ground-based units. Helicopter response is also used in the shore vicinity in the summer and on weekends when beach visitation is high. A helicopter is usually based at the wildland fire camp (Camp 8) in the eastern Santa Monica Mountains, and helicopter patrol is frequent along the shore.

There are currently eleven fire stations in the Santa Monica Mountains area and two wildland fire suppression camps. In addition, there are lifeguard stations along the North Santa Monica Bay beaches and two Baywatch rescue boats that serve the area. Eight of the eleven stations are classified as in either good or fair condition by the CFPD and the remaining three are in poor condition. Infrastructure needs or deficiencies are largely addressed through the Developer Fee Program adopted by the Board of Supervisors to construct additional stations needed due to development. Located in the eastern Santa Monica Mountains, Wildland Fire Suppression Camp 8 is owned by the U.S. Forest Service and is generally in good condition. Located in the western Santa Monica Mountains, Camp 13 is owned by the CFPD and is in fair condition.

Baywatch Malibu is a Lifeguard Division rescue boat unit moored at the Malibu Pier, and the Baywatch Topanga unit patrols the area around Topanga County Beach on busy weekends. The Baywatch boats have many important functions and duties, and can often be seen just outside the surf line, patrolling the shores of Los Angeles County. Their duties include responding to boating emergencies and backing up beach lifeguards in times of heavy rescue activity.

There are numerous challenges to providing adequate fire and paramedic service in the Santa Monica Mountains due to the large size of the service area, the relatively small number of streets, and traffic congestion. In some areas, emergency response takes longer due to greater travel times and congestion. Because the Ventura Freeway, Pacific Coast Highway, and Mulholland Highway are the only major east-west corridors in the area, these streets become congested with associated effects on response time. Traffic congestion on the Ventura Freeway tends to peak during rush hour, while traffic congestion on PCH is significant both during rush hour and when beach visitation is high on weekends and in the summer.

It is also difficult to access certain communities. Many of the streets are narrow and are often lined with parked vehicles. The most challenging response involves isolated locations in areas where streets are unpaved and gates are locked. In remote areas, it may take as long as 30 minutes for the Fire Department to reach a victim and more time for a victim to be evacuated to a hospital. Area hospitals include the Westlake Medical Center in Westlake Village and Los Robles Regional Medical Center in Thousand Oaks.

Topanga Canyon is an especially challenging area to serve, because it takes 15 to 20 minutes for any back-up crews to reach an incident. The CFPD addresses this problem by staffing the station with personnel trained both as firefighters and paramedics, and by relying on on-call firefighters to respond to structure fires with a reserve engine. In addition, Malibou Lake and Old Topanga do not have fire stations within their communities. The CFPD is planning to build a fire station between Calabasas Highlands and Old Topanga in the future.

Another challenge is providing service in the Topanga and Malibu Creek State Parks to emergency medical services (EMS) incidents on remote hiking and mountain biking trails. In many instances, CFPD supplements service with helicopter crews to reach remote emergency incidents.

As a result of the location and change in intensity of land use designations proposed by the Coastal Zone Plan, the level of fire protection services may be affected. Overall, however, the pattern of land uses proposed should provide a more fire-defensible situation than does the 1986 Malibu Land Use Plan, since the number of potential new dwelling units will decrease. Actual effects on the level of fire protection services would not occur until development projects are implemented. Limited access opportunities currently constrain emergency access throughout the community. There is some potential to aggravate this condition should roadway conditions (e.g., traffic congestion) deteriorate.

Fire and Paramedic Services Goals and Policies

Goal PF-3: Adequate fire and paramedic services to meet existing and future demand.

Policies:

PF-24 Continue to consult and coordinate with the Fire Department as part of the project review process.

PF-25 Reduce fire hazards by:

- Reviewing new development for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel;
- Requiring, where appropriate, on-site fire suppression systems for all new residential and commercial development to reduce the dependence on Fire Department equipment and personnel;
- Limiting the length of private access roads to reduce the amount of time necessary for the Fire Department to reach residences and to minimize risk to firefighters;
- Requiring project design to provide clearly visible (during the day and night) address signs for easy identification during emergencies; and

- Cooperating with the Fire Department to ensure compliance with the Fire Code.

PF-26 Encourage the grouping of residential structures to provide for more localized and effective fire protection measures such as consolidation of fuel buildup abatement, fire break maintenance, firefighting equipment access, and water service.

F. Police Services

The Los Angeles County Sheriff's Department is the main provider of police services in the Santa Monica Mountains area. Specifically, the Sheriff's Lost Hills Station is the primary facility serving the unincorporated communities as well as the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village. The California Highway Patrol (CHP) is responsible for providing traffic safety and service to the motoring public as they use highways in the unincorporated areas and freeways. The CHP also provides law enforcement assistance to the Sheriff's Department when situations exceed the limits of local resources.

Crime rates in the Santa Monica Mountains are relatively low compared to the countywide crime rate, but the area does have a number of public safety concerns. Most recently, the Sheriff's Department and CHP have received numerous complaints of high-speed street racing on treacherous roads in the Santa Monica Mountains. In response, the County has developed an ordinance ordering the forfeiture of vehicles seized from drivers engaged in illegal speed contests.

The Lost Hills Station includes a dispatch center, a jail/dorm facility, a temporary holding facility, a large conference room, and a helicopter pad. The facility has a workforce of over 130 sworn personnel and operates approximately 100 vehicles, including patrol cars, quad runners for beach service, a rescue truck, a pick-up truck, a van, and trailers. The station facilities are in good condition and no new facility needs were reported by the Sheriff's Department.

The Sheriff's Air 5 rescue program based in Long Beach provides search and rescue, and over-water operations with a flight crew of two deputy pilots, two paramedics, and a sergeant crew chief. For its operations, Air 5 flies Sikorsky H-3 helicopters. The helicopters fly to the Lost Hills Station as needed.

The Sheriff's average response time to emergency incidents in the area ranges from five to seven minutes. Response times to certain parklands could be longer given their remoteness. A challenge in providing effective law enforcement service in the area relates to the often-confusing street layout and accessibility by patrol car over narrow, unimproved roads.

Future development would be required to examine the potential increase in demand for police services, in conjunction with subsequent environmental review. There may be some potential to aggravate the existing emergency access constraints should roadway conditions (e.g., traffic congestion) deteriorate.

Police Services Goals and Policies

Goal PF-4: Adequate police services to meet local needs and provide a safe and secure environment for people and property.

Policies:

PF-27 Continue to consult and coordinate with the Sheriff's Department and CHP as part of the environmental review process for projects subject to CEQA.

PF-28 Support existing programs such as Neighborhood Watch and encourage expanded or new programs that focus on the elimination of crime, such as anti-graffiti programs.

PF-29 Support efforts to eliminate street racing activities, including the seizure and forfeiture of vehicles used in speed contests or in exhibitions of speed, to address the nuisance and unsafe conditions created by the use of vehicles in such activities.

G. Solid Waste Services

Solid waste collection and hauling services are provided by private operators. All non-hazardous waste collected is disposed in the Calabasas Landfill. The landfill, which began operating in 1961, is owned by the County and operated by the Sanitation Districts of Los Angeles County under a joint powers agreement. The landfill accepts waste from the Santa Monica Mountains area as well as Thousand Oaks and western portions of the City of Los Angeles including Brentwood, Encino, and Granada Hills.

The landfill disposal area is 416 acres, with an estimated 21 million tons of refuse in place. Due to recycling and other efforts, the amount of trash buried at the landfill has declined significantly since 1990. The California Integrated Waste Management Board permits the landfill to accept 3,500 tons of trash daily. The landfill has a permitted capacity of 69.7 million cubic yards, with 22 million cubic yards of capacity remaining. The landfill is slated for closure by 2023.

The Calabasas Landfill is located in the upper tributary canyons of Las Virgenes Creek, north of the Ventura Freeway. Las Virgenes Creek flows southerly from the site to Malibu Creek State Park, where it joins Malibu Creek and flows into the ocean. The geologic materials beneath the landfill store and transmit limited quantities of groundwater, and natural groundwater quality is poor. Therefore, there are no significant uses of groundwater in the areas surrounding the landfill. Prior to 1980, the landfill operated as a Class I facility, meaning that it accepted liquid and hazardous wastes. Today, the landfill operates as a Class III facility, accepting only municipal solid waste and inert waste. All active areas of the landfill are now lined with plastic liners and gas collection systems to minimize the landfill's potential to contaminate downstream groundwater.
In 1984, Congress passed legislation designed to limit the creation of new solid waste disposal sites in units of the National Park System, including the Santa Monica Mountains National Recreation Area, and to reduce the potential for adverse effects from existing

operations. Under the federal regulations, sanitation districts are required to maintain a special use permit (SUP) to continue operation. The SUP issued by the National Park Service to the Calabasas Landfill requires native plant restoration measures in certain areas of the landfill.

At present, the Calabasas Landfill meets the State and federal minimum standards for solid waste handling and disposal as a Class I facility. These standards regulate the design and operation of solid waste facilities in order to protect public health and safety, and the environment.

Solid Waste Services Goals and Policies

Goal PF-5: Adequate solid waste services to meet existing and future demands without degrading the quality of the natural environment.

Policies:

PF-30 Design all new buildings with proper facilities for solid waste storage, handling, and collection pickup.

PF-31 Prohibit commercial and industrial land uses which generate large volumes of solid waste.

PF-32 Require commercial and industrial uses that use hazardous materials to demonstrate proper transport, storage, and disposal of such materials in accordance with all local, state, and federal regulations.

PF-33 Support measures for recycling of materials and financing mechanisms for solid waste reduction programs.

H. Coastal Act Sections and Corresponding Element Policies

The Public Facilities Element addresses the following selected provisions of the Coastal Act. (Shown in *italics*, Coastal Act provisions are included for reference only and are not adopted by the County.)

***Section 30212.5* Public facilities; distribution**

Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any subject area.

- Corresponding Public Facilities Element policies: PF-1, 8, 15, 20 to 22.

***Section 30254* Public works facilities**

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

- Corresponding Public Facilities Element policies: PF-1, 7, 8, 9 11, 20.

***Section 30254.5* Location; existing developed area**

Notwithstanding any other provision of law, the commission may not impose any term or condition on the development of any sewage treatment plant which is applicable to any future development that the commission finds can be accommodated by that plant consistent with this division. Nothing in this section modifies the provisions and requirements of Sections 30254 and 30412.

- Corresponding Public Facilities Element policies: PF-1, 8, 9.

***Section 30412* State Water Resources Control Board & Regional Quality Control Boards**

c) Any development within the coastal zone or outside the coastal zone which provides service to any area within the coastal zone that constitutes a treatment work shall be reviewed by the commission and any permit it issues, if any, shall be determinative only with respect to the following aspects of the development:

(1) The siting and visual appearance of treatment works within the coastal zone.

(2) The geographic limits of service areas within the coastal zone which are to be served by particular treatment works and the timing of the use of capacity of treatment works for those service areas to allow for phasing of development and use of facilities consistent with this division.

(3) Development projections which determine the sizing of treatment works for providing service within the coastal zone.

The commission shall make these determinations in accordance with the policies of this division and shall make its final determination on a permit application for a treatment work prior to the final approval by the State Water Resources Control Board for the funding of such treatment works. Except as specifically provided in this subdivision, the decisions of the State Water Resources Control Board relative to the construction of treatment works shall be final and binding upon the commission.

(d) The commission shall provide or require reservations of sites for the construction of treatment works and points of discharge within the coastal zone adequate for the protection of coastal resources consistent with the provisions of this division.

(e) Nothing in this section shall require the State Water Resources Control Board to fund or certify for funding, any specific treatment works within the coastal zone or to prohibit the State Water Resources Control Board or any California regional water quality control board from requiring a higher degree of treatment at any existing treatment works.

- Corresponding Public Facilities Element policies: PF-1, 3, 7 to 14.

GLOSSARY

ACTIVE RECREATION
Moderate- to high-intensity structured recreational use, in many cases requiring some modification of natural landforms and the provision of service facilities (parking areas, restrooms, visitor centers, etc.). Typical activities include individual and team sports.

AGRICULTURAL USES
Agricultural uses include, but are not limited to: crops – field, tree, bush, berry, and row, including nursery stock; grazing of livestock; raising of livestock; dairy, livestock feed yard, and livestock sales yard operations.

ALL-WEATHER ROADS
A hard surface not necessarily pavement capable, during ordinary use, of withstanding without substantial deterioration, normal weather conditions. Such road surfaces are subject to approval by the Los Angeles County Fire Department.

ANIMAL HUSBANDRY
A branch of agriculture concerned with the production and care of domestic animals.

AREA, GROSS
The area of a site that includes dedicated streets and private easements.

AREA, NET
The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, dedicated open space, and floodways.

BEST MANAGEMENT PRACTICE (BMP)
Best Management Practice means any stormwater pollution mitigation measure which is required to be employed in order to comply with the requirements of the National Pollutant Discharge Elimination System permit issued to the County of Los Angeles.

BUFFER ZONE
An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any area that separates two different zones, such as a multi-family housing zone between single-family housing and commercial uses.

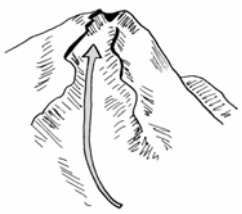
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
A state law that (1) defines state environmental goals and the responsibilities of local governments to assist in achieving those goals; and (2) sets forth the requirements for the environmental analysis of proposed public and private projects, including the preparation

and/or review of environmental impact reports or issuance of exemptions and negative declarations.

CERTIFICATE OF COMPLIANCE
A document issued by the Director of Planning to a property owner after determining that a parcel meets the requirements for compliance with the State Map Act.

CHANNELIZATION
The straightening and deepening of watercourses to permit water to move faster, reducing the area subject to flooding. Channelization, particularly concrete channels, impairs or destroys a watercourse's natural functions.

CHIMNEY
A concave area on a hillside where the topography creates a funnel leading up the mountain. (See below.) Areas within chimneys are particularly prone to fire due to their funnel-like topography.



CHUMASH
The name for the Native Americans who have inhabited the Santa Monica Mountains for nearly 8,000 years

CLASS I LANDFILLS
Landfills that will accept hazardous, non-radioactive solid and liquid wastes.

CLUSTERED DEVELOPMENT (CLUSTERING)
Development in which dwelling units are grouped together on smaller-than-average lots to create larger contiguous areas of open space, or to avoid natural hazards. The resulting vacant area would typically be established as permanent open space, dedicated to a public agency that has the authority to manage, preserve or enhance park and open space lands. Clustering may also occur with respect to all structures on a single lot.

CNEL
Community Noise Equivalent Level: A 24-hour energy equivalent level derived from a variety of single noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater human sensitivity to noise during these hours.

COASTAL BLUFF
A high bank or bold headland, 25 feet or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face adjacent to and overlooking a body of water.

COMMUNITY SEWER
A trunk line system and treatment facility designed to collect and treat community sewage.

CORRIDOR
A heavily used travel route.

COUNTY HIGHWAY PLAN
A highway system plan for Los Angeles County, first adopted by the Board of Supervisors in 1940, and continually modified and updated in order to reserve right-of-way for future highway construction.

CULTURALLY-SIGNIFICANT SITE
An area that has been, and often continues to be, of economic and/or religious significance to peoples today. They include Native American sacred areas where religious ceremonies are practiced or which are central to their origins as a people.

CUMULATIVE IMPACT
The overall effect on the environment of the various projects being considered or that have already been approved. A cumulative impact assessment is a requirement of CEQA.

dB
Decibel: a unit used to express the relative intensity of a sound as heard by the human ear.

dBA
The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness, though the noise is actually ten times more intense.

DEFENSIBLE SPACE
In fire-fighting and prevention, an area of non-combustible surfaces separating urban and wildland areas. Often utilized around residences in remote areas to give firefighters additional time to reach the residence in the event of a wildfire.

DENSITY
Average number of housing units per unit of land acre, often measured in housing units per acre.

Density = Total housing units/Total acres

DEVELOPMENT
The placement or erection of any solid material or structure on land, in or under water; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; increase in the

density or intensity of use of land, including, but not limited to, subdivisions pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), any other division of land, including lot splits and lot line adjustments consisting of three or more lots, and two or more lot lines, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes or kelp harvesting. "Structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

DIRECTOR
The Director of the Los Angeles County Department of Regional Planning.

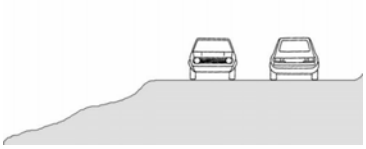
DISPERSED RECREATION
A recreational activity that does not involve the use of a designated facility, including campgrounds or trails.

DISTURBED AREA
Any portion of land or vegetation that is altered in any way by development, by the actions associated with development, or by use, whether intentional or unintentional.

DOMESTIC/POTABLE WATER SYSTEM
A system for the collection, treatment, storage, and distribution of potable water from the source of supply to the consumer.

DONOR AREAS
Areas where development potential can be retired. Donor Areas may include but is not limited to land located within Environmentally Sensitive Habitat Areas (ESHAs), Significant Watersheds, Significant Ecological Areas within the Santa Monica Mountains, property adjacent to parklands, lots within the same vicinity of parcel subject to the slope intensity formula, and lots within any of the identified small-lot subdivisions.

DOWNSLOPE
The land that slopes downward from a particular location. (See below.)



DUAL WATER SYSTEMS
Local water systems that utilize reclaimed wastewater for outside domestic uses such as landscape irrigation.

EARTHQUAKE-INDUCED LANDSLIDES
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. (California Department of Conservation, Division of Mines and Geology)

EASEMENT
A method of acquiring partial use rights of land with no transfer of fee title.

ECOSYSTEM
A community of animals, plants, and bacteria and the physical and chemical environment with which it is interrelated.

EFFLUENT
A discharge of pollutants into the environment, partially or completely treated or in its natural state. Generally used in regard to sewage discharges into waters.

ENDANGERED, THREATENED AND RARE SPECIES
Endangered species are identified by the state and federal government as any species that is in danger of extinction due to one or more causes. Threatened species are those that are likely to become endangered in the foreseeable future. A rare species is defined as any species that, although not presently threatened with extinction, is in such small numbers that it may be endangered if its environment worsens.

ENVIRONMENT
The aggregate of all the external conditions and influences affecting the life and development of an organism.

ENVIRONMENTAL IMPACT REPORT (EIR)
Required by CEQA for certain projects, an Environmental Impact Report is a detailed review of a proposed project, its potential adverse impacts upon the environment, measures that may avoid or reduce those impacts, and alternatives to the project.

ENVIRONMENTAL THRESHOLD CARRYING CAPACITY
An environmental standard necessary to maintain the significant scenic, recreational, educational, scientific, or natural value of a region, or to maintain public health and safety within the region. Such standards include but are not limited to standards for air quality, water quality, soil conservation, vegetation preservation, and noise.

ENVIRONMENTALLY SENSITIVE HABITAT AREA (ESHA)
The California Coastal Act of 1976 defines an ESHA as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments." (Section 30107.5) Within the Santa Monica Mountains Coastal Zone, ESHA are primarily riparian and wetland habitats, and closed-canopy oak woodlands.

ENVIRONMENTALLY SENSITIVE HABITAT AREA BUFFERS
The first 100 feet of areas adjoining an ESHA, which may drain into the ESHA and in which development may have significant impacts on the natural habitat of the ESHA. Buffers are conditioned to further protect the biological resources in ESHAs.

FAULT
A plane of breakage in rock or soil, along which significant offsetting of the two sides of the plane have taken place.

FAULT, ACTIVE
A fault that has exhibited surface displacement within Holocene time (approximately the past 11,000 years).

FAULT, POTENTIALLY ACTIVE
A fault that shows evidence of surface displacement during Quaternary time (the last 2 million years).

FAULT ZONE
A delineated area assumed to be underlain by active or potentially active fault rifts. Proposed development within such areas may require detailed geologic investigation and specialized seismic design and construction.

FLATTOP GRADE
The flat graded area of land (or pad) that is at, or close to, a 2 percent slope.

FLOOD PLAIN/FLOOD HAZARD AREA
The relatively level land area on either side of the banks of a stream regularly subject to flooding. The Federal Insurance Administration designates that part of the flood plain subject to a one percent chance of flooding in any given year as an "area of special flood hazard".

FLOODWAY
The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot.

FLOOR-AREA RATIO (FAR)
The gross floor area permitted on a site divided by the net land area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 0.5 means a maximum of 5,000 gross sq. ft. of building floor area may be built. On the same site, an FAR of 0.3 would allow only 3,000 square feet.

FRACTIONAL SECTION
A section often irregularly shaped located at the boundary of a rancho that was divided into numbered lots by the original government survey of public lands; considered an undersized section. Sections are part of the Township and Range Survey system.

FUEL MODIFICATION ZONES

Fuel Modification in Zone A, the Irrigated Zone, shall extend 20 feet from the structure(s) requiring fuel modification, as determined by the L.A. County Fire Department, and cleared of all vegetation except for low-growing plant species. Plant species used in Zone A may include non-invasive ornamental plant species, including turf, but shall maximize the use of those species appropriate for Fuel Modification Zone A as outlined in the Recommended Plant List. This zone is free of combustible materials and any fuel ladders. Vegetation in this zone is primarily ornamental and irrigated regularly.

Fuel Modification in Zone B, the Thinning Zone, up to 80 feet offset from Zone A, as determined by the L.A. County Fire Department, requires the thinning of all species found within this zone to eliminate fuel ladders and excessive flashy fuels. Species identified as having significant biological significance shall be exempt from mandatory thinning. Plant species used in Zone B shall be restricted to locally-indigenous species, as specified in the Recommended Plant List. This zone may be irrigated.

Fuel Modification in Zone C, the Interface Zone, up to 100 feet offset from Zone B, as determined by the L.A. County Fire Department, is restricted to minimal plant thinning while minimizing further introduction of new plant species. The primary goal is to remove the understory and intervening flashy fuels. However, should additional revegetation be necessary, species used shall be limited to those in the Recommended Plant List. This zone is not irrigated.

GABRIELEÑO/TONGVA

The name for the Native Americans who began inhabiting the Santa Monica Mountains about 2,000 years ago.

GENERAL PLAN

A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the county required by California State Government Code 65300 et seq.

GEOLOGICALLY-UNSTABLE AREAS

Areas with high potential for landslide, rockfall, mud flow, debris flow, or liquefaction and hillside areas that have the potential to slide, fail, or collapse induced by either seismic or non-seismic activity. Areas most prone to these geologic hazards are identified on the Seismic Hazard Zone maps released by the California Geologic Survey.

GRADING

Any excavation, fill, movement of soil, or any alteration of natural landforms through a combination thereof.

GROUNDWATER

Water found underground in porous rock strata and soils.

GROUNDWATER RECHARGE
Return of water to an aquifer or natural underground storage.

HABITAT
The natural abode or locality of a plant or animal.

HABITAT LINKAGE
Areas of land and/or water that provide a substantial degree of connectivity between core habitat areas, and feature substantial natural habitat. Habitat linkages promote genetic flow and continuous recolonization of habitats by all plant and animal species within and between ecosystems. Habitat linkages typically are much wider than wildlife corridors. All habitat linkages serve as wildlife corridors, but wildlife corridors do not always serve as habitat linkages.

HIGHWAY
A roadway designated by the County as a highway in the County Highway Plan as adopted by the Los Angeles County Board of Supervisors. The right-of-way of such a highway is reserved by County Ordinance.

HILLSIDE MANAGEMENT AREAS
Hilly and mountainous areas with average slopes above 15 percent. Instituted to preserve the natural and scenic character of the area and to minimize the danger to life and property caused by fire and flood hazards, soil erosion, and land slippage.

HISTORICAL AND CULTURAL RESOURCES
All sites, features, burial grounds, examples of rock art structures, ruins, artifacts, remains, chemical traces, and other data pertaining to or derived from the activities and presence of a pre-existing or extinct population at a locality, whether above, on, or below the surface of land or water.

HOUSEHOLD
All persons occupying a dwelling unit.

HOUSING UNIT OR UNITS
The place of permanent or customary and usual abode of a person, including a single-family dwelling, a single unit in a two-family dwelling, multi-family or multi-purpose dwelling, a unit of a condominium or cooperative housing project, a non-housekeeping unit, a mobile home, or any other residential unit which either is considered to be real property under State law or cannot be moved without substantial damage or unreasonable cost.

INFILL
The development of vacant land within an established urban area.

INFRASTRUCTURE
Basic utilities and facilities necessary for development, such as water, electricity, sewers, streets, and highways.

INNER CORRIDOR
The inner corridor is considered with regard to development along Scenic Routes. The inner corridor is the area that extends 500 feet outward from the outermost boundary of the Scenic Route right-of-way.

LAND CAPABILITY
The capacity of the land to sustain development, taking into account all natural factors that may constrain development.

LANDFORM GRADING
A method of grading which creates manufactured slopes that have curves and varying slope ratios in the horizontal and vertical planes, designed to simulate the appearance of surrounding natural terrain. By avoiding linearity and varying slope gradients, significant transition zones between man-made and natural slopes are created, which result in the least amount of visual and ecological impact.

LAND SUITABILITY
The appropriateness of land for a certain development, taking into account land capability and the available services system (i.e., road, water, and sewer systems).

LANDSLIDES
Downhill movement of masses of earth material under force of gravity.

LAND SWAPS
A mutually-agreed-upon arrangement where owners of like parcels of land, swap so that 1) sensitive land is preserved and/or 2) development of a parcel of land becomes more feasible.

LINE-OF-SIGHT
An imaginary straight line joining the center of the eye of the observer with the object, area, or resource being viewed. With regards to preserving scenic elements and ridgelines, the goal is not only to protect the scenic resource, but also to preserve and protect the line-of-sight to the scenic resource.

LIQUEFACTION
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. (California Department of Conservation, Division of Mines and Geology)

LISTED SPECIES
Animal or plant species that are listed as threatened or endangered under the State or Federal Endangered Species Acts.

LOT RETIREMENT CREDIT
The number of lots or parcels that are needed to retire the development potential of one lot.

LOW-INTENSITY VISITOR-SERVING COMMERCIAL RECREATION
Recreation uses characterized by large open space areas with limited building coverage. Uses focus on the integration of the natural environment, such as summer camps, equestrian facilities, and retreats. Not all uses are suitable in every location; discretionary site review is required.

MITIGATION
Actions or project design features that reduce environmental impacts by avoiding adverse effects, minimizing adverse effects, or compensating for adverse effects.

MOBILE HOME
A domicile transportable in one or more sections, designed and equipped to contain not more than two dwelling units, to be used with or without a permanent foundation system.

MULTI-MODAL TRANSPORTATION
A transportation system comprising more than one modal network (e.g., automobiles, buses, trains) that provides the user with a reasonable range of transportation choices.

MULTIPLE (MULTI) FAMILY HOUSING UNIT
A housing unit contained in a structure having more than one housing unit, designed or used for occupancy by three or more families living independent of each other.

NATIVE AMERICAN SACRED SITE
An area identified by a federally-recognized Indian Tribe, Rancheria or Mission Band of Indians, or by the Native American Heritage Commission, as sacred by virtue of its established historical or cultural significance to or ceremonial use by a Native American group.

NOISE
Unwanted sound known to have adverse effects on people, including hearing loss, speech interference, sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government and the State of California have established criteria to protect public health and safety and to prevent disruption of certain human activities.

NOISE SENSITIVE LANDS AND USES
Those areas such as mountain parklands, wildlife corridors, or nature centers, or land uses such as low-density residential, where noise above a certain level would have adverse effects on humans and on sensitive wildlife. Such noises may be continuous as from freeways or airports, or intermittent as from firearm shooting ranges or construction activity. The County Health Code sets forth permissible noise level standards for various land uses.

NORMAL DIVISION OF LAND
A breakdown by quarters and/or halves which results in parcels of 320, 160, 80, 40, 20, or 10 acres, or an original numbered lot in a fractional section.

NPDES (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM) PROGRAM
As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

ONSITE WASTEWATER TREATMENT SYSTEMS (OWTS)
Onsite facilities for collecting and breaking down liquid and solid waste. OWTS typically consist of a septic tank and seepage pit or pits and/or drainfield. OWTS are used in areas where hookup to a municipal sewer line is impractical or not possible.

OPEN SPACE
In the context of the land use plan, the term open space refers to the natural open landscape; it does not refer to roadways or recreational, agricultural, and landscaped areas, such as active parks, backyards, and golf courses.

ORDINANCE
A general term for local laws that regulate and set standards for land development.

PARCEL MAP
A map required for a subdivision consisting of four or fewer parcels of land or condominium units (i.e., minor land division). The County may approve a parcel map when it meets the requirements of the General Plan and all applicable ordinances. The regulations governing the filing and processing of parcel maps are found in the State Subdivision Map Act and the local subdivision ordinance.

PARKLAND AND OPEN SPACE
This term refers to all open space easements, parklands, and dedicated open spaces.

PASSIVE RECREATION
Recreational activity, usually unstructured, requiring little use of physical facilities. Includes activities such as hiking and horseback riding. Does not include facilities such as baseball diamonds and soccer fields.

PHYTOREMEDIATION
The use of plants to remediate contamination by the uptake (transpiration) of contaminated water by plants. Plants can be used to contain, remove, or degrade contaminants.

PLAN
Refers to the Santa Monica Mountains Coastal Zone Plan.

PLANNING AREA
Within this document, "planning area" refers to the unincorporated area of Los Angeles County west of the City of Los Angeles, north of the City of Malibu, east of Ventura County, and inland five miles from mean high tide.

POTABLE WATER
Water fit to drink; drinkable.

PRIMARY WATER TREATMENT
The first stage in wastewater treatment in which substantially all floating or settleable solids are mechanically removed by screening and sedimentation.

PRIVATE LIVING SPACE
The total gross structural area (GSA) calculated according to subsection A3 of Section 22.44.826 of the Zoning Code, excluding 400 square feet of garage or carport area per unit and all enclosed common areas used for recreational purposes or in support of residential use.

PROJECT
The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot located in whole or in part within the Specific Plan Area; or any construction, alteration, conversion, or change of use of any building, structure, or land in the right-of-way.

QUIMBY ACT
State enabling legislation that allows local governments to require as a condition of subdivision approval the dedication of land or the payment of in-lieu fees for parks or other recreational facilities.

RECYCLED WATER SYSTEM
A system of pipelines, pumps, and storage basins for the storage and distribution of reclaimed wastewater.

REGION
Within this document, "region" refers to the unincorporated planning area of the Santa Monica Mountains west of the City of Los Angeles.

REGIONAL PLANNING COMMISSION
A group of County residents appointed by the Board of Supervisors to consider land use planning matters. The commission's duties and powers are established by the Board and include hearing proposals to amend the general plan or rezone land, initiating planning studies, and taking action on proposed subdivisions.

RESIDENCE, SINGLE-FAMILY
A building containing one dwelling unit, or a mobilehome comprising one dwelling unit manufactured and certified under the National Mobilehome Construction and Safety Standards Act of 1974 on a permanent foundation system approved by the county engineer.

Within the Coastal Zone, where there is an existing single-family residential building, the following shall be considered a part of that structure: (1) All fixtures and other structures directly attached to a residence; (2) Structures on the property normally associated with a single-family residence, such as garages, swimming pools, fences, and storage sheds; but not including guest houses or self-contained residential units; and (3) Landscaping on the lot.

RESOURCE
Any material, structure, process, or condition considered to have value. It may be manmade or natural, such as water, land, air, climate, minerals, structures, or facilities.

RESOURCE-DEPENDENT USES
Resource-dependent uses are those that depend on maintaining the environment in its natural, undisturbed state. Resource-dependent uses include nature observation, research/education and passive recreation, including horseback riding and hiking trails, but excluding trails for motor vehicles. Residential or commercial uses are not resource-dependent uses.

RIDGELINE
The line formed by the meeting of the tops of sloping surfaces of land. Significant ridgelines are designated by the director as those that are highly visible and dominate the landscape.

RIGHT-OF-WAY
Any portion of land that is designated by Los Angeles County to belong to the public as a public use area.

RIPARIAN HABITAT
The natural environment of animals or plants on or near the banks of lakes, rivers, and streams.

RUNOFF
The portion of rainfall or irrigation water that flows across ground surface and eventually is returned to streams. Runoff can pick up pollutants and debris from the air or the land and carry them to the receiving waters.

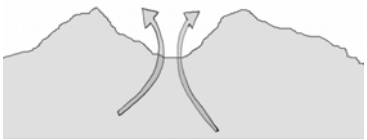
RURAL
A non-urban or agricultural environment characterized by low densities without typical urban services. Equestrian and limited agrarian activities are often appropriate in such areas. Urban services and facilities not normally found in rural areas include curbs, gutters, and sidewalks; street lighting, landscaping, and traffic signalization; mass public transit; and commercial facilities dependent on large consumer volumes such as regional shopping centers.

RURAL LANDS LAND USE CATEGORY
Land use category with one dwelling unit or less per acre allowed.

RURAL VILLAGES
This term refers to smaller lots in rural mountain areas, many which were created in the 1920s and which often lack a basic physical infrastructure meeting current development

standards. In the Santa Monica Mountains, these lots are concentrated in the following areas: Glenview, Monte Nido, Topanga Oaks, Malibu Bowl, Topanga Woods, El Nido, Old Post Office Tract, Malibou Lake, Fernwood, Malibu Mar Vista, Calabasas Highlands, Malibu Vista, Upper Old Topanga, Upper Latigo, Old Topanga, Vera Canyon, and Las Flores Heights.

SADDLE
An area on a hillside where the topography creates a dip between two peaks. (See below.) Areas within a saddle are particularly prone to fire due to their topography.



SANITARY LANDFILL
A site for the disposal of solid waste using sanitary landfill techniques.

SCENIC CORRIDOR
The land area visible from a highway right-of-way where scenic design standards are applied.

SCENIC HIGHWAY, OFFICIALLY DESIGNATED
A state or county route whose scenic corridor protection program has been approved by the California Department of Transportation (Caltrans), shown on official publications and posted with official poppy signs.

SCENIC HIGHWAY/ROUTE
A road that, in addition to its transportation function, provides opportunities for enjoyment of natural and manmade scenic resources where aesthetic values are protected and enhanced.

SCENIC QUALITY
The total impression made by components of a natural or manmade landscape which provide an attractive and memorable visual experience to the viewer; includes natural landforms, water features, rock outcroppings, trees, and other vegetation, and human settlements, buildings, and structures of interest.

SEA
Significant Ecological Area. Refers to the County-adopted ecologically-sensitive areas that require additional protection within the development process.

SERA
Sensitive Environmental Resource Areas. Refers to designations of ecological resources in the Santa Monica Mountains Coastal Zone that require additional protection from development.

SECONDARY TREATMENT
Wastewater treatment, beyond the primary stage, in which bacteria consume the organic parts of waste. This biochemical action is accomplished by use of trickling filters or the activated sludge process. Effective secondary treatment removes virtually all floating and settleable solids and approximately 90 percent of both Biochemical Oxygen Demands (BODs) and suspended solids. Customarily, disinfection by chlorination is the final stage of the secondary treatment process.

SEISMIC ACTIVITY
The general level of earthquake activity in an area.

SEPTIC TANK
An underground tank used for the deposition of domestic wastes. Bacteria in the wastes decompose the organic matter, and the sludge settles to the bottom. The effluent flows through drains into the ground. Sludge is pumped out at regular intervals.

SENSITIVE HABITAT
Lands which contain Environmentally Sensitive Habitat Areas (ESHAs), Significant Watersheds, Significant Oak Woodlands and Savannas, or other biologically valuable resources.

SETBACK
A minimum distance required by zoning to be maintained between two structures or between a structure and property lines.

SEWAGE
The total of organic waste and wastewater generated by residential and commercial establishments.

SEWAGE DISPOSAL SYSTEM
Any method used to process sewage, including components of a central treatment plant as well as any type of on-site system such as a package treatment plant or septic system that may or may not include a leach field.

SEWAGE TREATMENT
See primary treatment and secondary treatment.

SEWER
Any pipe or conduit used to collect and carry away sewage or storm water runoff from the generating source to treatment plants or receiving streams. A sewer that conveys household and commercial sewage is called a sanitary sewer. If the pipe or conduit transports runoff from rain or snow, it is called a storm sewer; in Southern California it is called a storm drain.

SEWERAGE
The entire system of sewage collection, treatment, and disposal. Also applies to all effluent carried by sewers whether it is sanitary sewage, industrial waste, or storm runoff.

SHORELINE ARMORING
Hard shoreline protective structures such as vertical seawalls, revetments, riprap, and bulkheads.

SINGLE-FAMILY DWELLING
A housing unit contained in a structure separate from other structures and designed for only one household.

SLOPE STABILITY
The ability of a slope composed of soil or rock materials to resist moving downhill.

SMALL-LOT SUBDIVISION
This term refers to smaller lots in rural mountain areas, many which were created in the 1920s and which often lack a basic physical infrastructure meeting current development standards. In the Santa Monica Mountains, these lots are concentrated in the following areas: Glenview, Monte Nido, Topanga Oaks, Malibu Bowl, Topanga Woods, El Nido, Old Post Office Tract, Malibou Lake, Fernwood, Malibu Mar Vista, Calabasas Highlands, Malibu Vista, Upper Old Topanga, Upper Latigo, Old Topanga, Vera Canyon, and Las Flores Heights.

SOUND
Technically described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB).

SPECIFIC PLAN
A detailed document that specifically implements a general plan, usually focused on a specific development project. Specific plans are legally required to detail regulations and programs that implement a general plan. These regulations and programs must include:

- the location and size of certain land uses and public facilities;
- streets and other transportation facilities;
- standards for land use densities and public services;
- standards for water and other natural resources; and
- implementation of open space lands.

STORMWATER
Rainwater, as collected in ground flows and streams. Often used to describe the increased elevation in stream flows following a rainstorm.

STREAM
A natural body of running water flowing on or under the earth, not including artificially-created irrigation ditches, canals, storm or surface water runoff devices, or other entirely artificial drainage courses unless they are created for the purposes of stream mitigation.

STRUCTURE
Anything constructed or erected which requires a fixed location on the ground, or is attached to something having a fixed location on the ground. Within the Coastal Zone, where there is an existing structure, other than a single-family residence or public works facility, the following shall be considered a part of that structure: (1) All fixtures and other structures directly attached to the structure; and, (2) Landscaping on the lot.

SUBDIVISION
Process by which a tract of land is divided into smaller parcels, lots, or building sizes to be eventually sold and/or developed. A subdivision is any division of land for the purpose of sale, lease, or financing, and is governed by the State Subdivision Map Act.

SUBURBAN
An area noted for its low density, single-family neighborhoods with local-serving commercial uses. Often located adjacent to urban development. A full range of urban improvements and land uses is not available; high intensity commercial or business centers are examples of urban development not found in suburban areas.

TAKE
With respect to animal or plant life, take means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." (Federal Endangered Species Act of 1973.)

TERRAIN
The physical features of a piece of land, including elevations, general geography, and vegetation of a site.

TERTIARY TREATMENT
Wastewater treatment beyond the secondary or biological stage that includes removal of nutrients, such as phosphorous and nitrogen, and a high percentage of suspended solids. Tertiary treatment, also known as advanced waste treatment, produces a high quality effluent.

TOTAL GRADING VOLUME
Total amount of cut and fill incurred during the grading process.

TRACT MAP
A map required for a subdivision consisting of five or more lots or condominium units.

TRANSFER OF DEVELOPMENT RIGHTS (TDR)
TDR programs use market forces to simultaneously promote conservation in high value natural, agricultural, and open space areas while encouraging smart growth in developed and developing sections of a community. Sometimes referred to as Transfer of Development Credits (TDC).

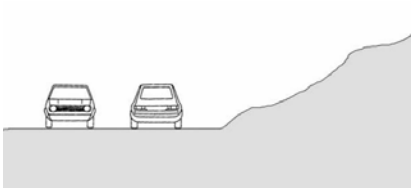
TRANSPORTATION DEMAND MANAGEMENT (TDM)
Strategies for reducing demand on the road system by reducing the number of vehicles using the roadways and increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

TRANSPORTATION MODE
Any form of transportation such as private motor vehicle, public transit, bus, van, bicycle, walking, marine, or aviation.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
Measures to increase the efficiency of existing roadway and transit systems. TSM strategies address congestion resulting from additional development, increasing trips, and a shortfall in transportation capacity. TSM measures are characterized by their low cost and quick implementation time frame, and include computerized traffic signals, metered freeway ramps, and one-way streets.

TURNOUT
A wider part of a road enabling a vehicle to safely pull off the roadway, allowing other vehicles to pass.

UPSLOPE
The land that slopes upward from a Scenic Road or Public Viewing Area. (See below.)



URBAN
An area where the intensively man-altered physical environment predominates over the natural. The urban physical environment includes: residential uses, industry, trade services, professional occupations, and the presence of collective or public service systems (see Rural).

URBAN EXPANSION
Geographic extension of urban levels of development and services into previously undeveloped or rural areas.

URBAN FORM
The physical arrangement of urban areas including the three-dimensional pattern of built and open spaces.

URBAN LAND USE CATEGORY
Land use category that allows two or more dwelling units per acre.

URBAN RUNOFF
An elevated level of water runoff that typically results from rain or irrigation falling on impervious surfaces associated with urban areas, such as streets, driveways, buildings, and tennis courts, but which may occur anywhere manmade alterations to the natural ground surface have been made.

VARIANCE
A limited waiver from the property development standards of the zoning ordinance. Variance requests are subject to public hearing, usually before a hearing officer. Variances do not allow a change in land use.

VENTURA FREEWAY CORRIDOR
An area along the Ventura Freeway that covers the four incorporated cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village and the unincorporated parts of Los Angeles County north of the Coastal Zone and west of the City of Los Angeles.

VIEWSHED
The field of view from a given location, such as a highway, parkland, or hiking trail. The boundaries of a viewshed are sometimes defined by the field of view to the nearest ridgeline. Viewsheds may include ridgelines, unique rock outcroppings, waterfalls, ocean views, and various unusual landforms.

WASTEWATER
Water carrying wastes from homes, businesses, and industries that is a mixture of water and dissolved or suspended solids.

WASTEWATER RENOVATION OR RECLAMATION
The stabilization and removal of fine suspended solids, and the oxygenation of wastewater for possible reuse.

WATER POLLUTION
The addition of sewage, industrial wastes, or other harmful or objectionable material to water in sufficient quantities to result in measurable degradation of water quality.

WATER PURVEYORS
Public or private water agencies or companies that sell water to consumers.

WATERSHED
The area drained by a river, stream, or creek. Nineteen regional and subregional watersheds extend through the jurisdiction of the Santa Monica Mountains Coastal Zone Plan; these watersheds collect and ultimately convey runoff to the Pacific Ocean and Santa Monica Bay.

WILDLIFE CORRIDOR
A passageway connecting two or more core habitat areas in order to promote genetic flow and continuous recolonization of habitats by all plant and animal species within an ecosystem, or between ecosystems. A wildlife corridor is generally narrower in concept than a habitat linkage, and may or may not feature natural habitat.